



**Metro-North Railroad**

# **Metro-North Railroad Committee Meeting**

## **November 2009**

---

### **Committee Members**

J. Sedore, Jr., Chair

R. Bickford

J. Blair

N. Brown

D. Cecil

S. Metzger

C. Wortendyke



# MEETING AGENDA

## MTA METRO-NORTH RAILROAD COMMITTEE

November 16, 2009 – 8:30 a.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

---

<u>AGENDA ITEMS</u>	<u>PAGE</u>
PUBLIC COMMENTS	
1. APPROVAL OF MINUTES – OCTOBER 21, 2009	3
2. 2009 METRO-NORTH COMMITTEE WORK PLAN	7
3. STATUS OF OPERATIONS	12a
4. FINANCIAL REPORT	20
5. MONTHLY RIDERSHIP REPORT	34
6. CAPITAL PROGRAM REPORT including GEC Program Analysis	43a
7. MONTHLY SAFETY REPORT	44
8. MTA POLICE REPORT	49a
9. INFORMATION ITEMS	
2010 Preliminary Operating Budget (material previously distributed)	
2009 Holiday Schedule	50
Lease Agreement with Yorkville Tennis Club, LLC	53
10. ACTION ITEMS	
Annual Committee Charter Review	55
11. PROCUREMENTS	58
Request for Authorization to Award Various Procurements	
<u>Non-Competitive</u>	61
<u>Miscellaneous Procurement Contracts</u>	
Harris Stratex Networks, Inc.	
<u>Competitive</u>	62
None	

**Ratifications**  
None

63

12. EXECUTIVE SESSION

Date of next meeting: **Wednesday, December 9, 2009 at 8:30 a.m.**

Minutes of the Regular Meeting  
Metro-North Committee

Wednesday, October 21, 2009

Meeting Held at  
347 Madison Avenue  
New York, New York 10017

8:30 a.m.

The following members were present:

Hon. James L. Sedore, Jr., Chairman of the Committee  
Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Norman E. Brown  
Hon. Donald Cecil  
Hon. Susan G. Metzger  
Hon. Carl V. Wortendyke

Not Present:

Hon. Andrew M. Saul, Vice Chairman, MTA

Also Present:

Howard R. Permut – President  
Stephen Conner – Assistant Deputy Chief, MTA Police Department  
Raymond Burney – Sr. Vice President, Administration  
Mark Campbell – Chief Safety/Security Officer  
Eugene J. Colonese – Public Transit Administrator – CDOT  
Seth J. Cummins – Vice President and General Counsel  
Robert Lieblong – Acting Senior Vice President, Operations  
Robert C. MacLagger – Vice President, Planning  
Kim Porcelain – Vice President - Finance and Information Systems  
Ronald Yutko - Senior Director, Capital Programs

1. Public Comment

Murray Bodin of Concerned Grandparents – Mr. Bodin expressed his opinion that there should be a new intermodal station under the Tappan Zee Bridge.

2. Approval of Minutes - Upon motion duly made and seconded, the members of the Committee present unanimously approved the minutes of the regular meeting of September 21, 2009.

3. 2009 Metro-North Committee Work Plan – A copy of the 2009 Committee work plan is filed with the records of this meeting.

4. Mr. Permut welcomed Fredericka Cuenca, Acting Chief of Staff, MTA and Charlie Monheim, Chief Operating Officer, MTA. He reported on the successful opening of the Harmon Locomotive Shop and noted that the Harmon Coach Shop will be opening in the next few weeks. Mr. Permut noted that the opening of these two shops represents a major step forward in Metro-North's ability to maintain its fleet. Mr. Permut reported that both the Meadowlands service and the Yankees service have been very successful. He noted that the first pair of M-8 pilot cars will be shipped from Japan on October 28.
5. Status of Operations – Mr. Lieblong presented a summary of the railroad's performance in September 2009. The details of that report are contained in the Status of Operations report filed with the records of the meeting.
6. Financial Report – Ms. Porcelain gave the financial report for the period ending August 31, 2009 against the mid-year forecast. She reported that year-to-date cash net deficit is favorable to budget by 8%. The details of Ms. Porcelain's report are contained in the financial statements filed with the records of this meeting.
7. Monthly Ridership Report – Mr. MacLagger reported on ridership trends in August 2009. He reported that east of Hudson ridership was 6.4% lower in 2009 than the comparable period in 2008. He noted that ridership levels are slightly higher than 2007 levels. The details of Mr. MacLagger's report are contained in the Monthly Ridership Report filed with the records of this meeting.
8. Capital Program Report – Mr. Yutko gave the capital program report. He reported that the first two pilot M-8 cars will be on Metro-North property by the end of 2009; all eight cars should be in Metro-North's possession by March 2010. It is anticipated that the first cars will be placed in revenue service by the end of 2010. The details of that report are contained in the Capital Program report filed with the records of this meeting.
9. Monthly Safety Report – Mr. Campbell reported on employee and customer injuries through August 2009. The details of that report are contained in the Safety Report filed with the records of this meeting.
10. MTA Police Report – Assistant Deputy Chief Conner gave the report. The details of that report are contained in the MTA Police Department report filed with the records of this meeting.
11. Information Items:
  - 2010 Preliminary Operating Budget
  - Inventory Report – Mr. Permut noted that Metro-North is taking major efforts and initiatives with respect to material management and storeroom operations.
  - West of Hudson Schedule – The schedule will contain a new section regarding the honoring of West of Hudson tickets on the Hudson Line.

Staff summaries and reports setting forth the details of items two and three above are filed with the records of this meeting.

12. Procurements:

Mr. Permut noted that Metro-North is the lead agency in two joint procurements to be voted on by the Board at its October 28, 2009 meeting. He noted that the board will also vote on a New York City Transit procurement, a Bridges and Tunnels procurement and a Long Island Rail Road procurement that affect Metro-North.

Upon motion duly made and seconded, the members of the Committee present unanimously recommended to the Board approval of the following non-competitive procurements requiring two-thirds vote by the Board.

Non-Competitive Purchases and Public Work Contracts

- Loram Maintenance of Way, Inc. – Rail Grinding Services.

Upon motion duly made and seconded, the members of the Committee present unanimously recommended to the Board approval of the following competitive procurements requiring majority vote by the Board.

Modifications to Personal/Miscellaneous Service Contracts

- Jacobs Civil Consultants, Inc. – Inspection/Design/Construction Support Services for Croton-Harmon & Peekskill Station Improvements.

Modifications to Miscellaneous Procurement Contracts

- Choice Distribution, Inc. – Multi-Agency Hardware Fastener Program.

Upon motion duly made and seconded, the members of the Committee present unanimously recommended to the Board approval of the following ratifications requiring majority vote by the Board.

Ratification of Completed Procurement Actions

- Emergency Procurement of Third Rail Materials.
- Emergency Drain Pipe Repair-Middletown Station.

Staff summaries and reports setting forth the details of the above items are filed with the records of this meeting.

13. Next Meeting – Monday, November 16, 2009 at 8:30 a.m.

14. Upon motion duly made and seconded, the members of the Committee present unanimously voted to adjourn the meeting.

Respectfully submitted,

A handwritten signature in black ink that reads "Linda Montanino". The signature is written in a cursive style with a large, stylized initial "L".

Linda Montanino  
Assistant Secretary

Oct 2009 Comm Minutes  
Legal/Corporate/Committee Minutes





## 2009 Metro-North Railroad Committee Work Plan

### **I. RECURRING AGENDA ITEMS**

### **RESPONSIBILITY**

Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Operations Performance Summary	President Permut and Senior Staff
Information Items (if any)	As listed
Action Items (if any)	As listed
Procurements (if any)	Procurement & Material Management

### **II. SPECIFIC AGENDA ITEMS**

### **RESPONSIBILITY**

#### **NOVEMBER 2009**

2010 Preliminary Operating Budget	Finance & Information Systems
GEC Program Analysis	Capital Engineering
Holiday Schedule	Operations Planning & Analysis
Annual Committee Charter Review	Metro-North Committee

#### **DECEMBER 2009**

2010 Final Proposed Operating Budget	Finance & Information Systems
Third Quarter 2009 HVAC Results	Operations
Proposed 2010 Committee Work Plan	Metro-North Committee Chairman

### **Proposed 2010 Committee Work Plan**

#### **JANUARY 2010**

Approval of 2010 Committee Work Plan	Committee Chair & Members
2009 Operating Results	Operations
Rolling Stock Plan Update	Capital Planning & Programming

#### **FEBRUARY 2010**

Adopted Budget/Financial Plan 2010-2013	Finance & Information Systems
Strategic Investments & Planning Studies--	Planning
Annual Report	
MDBF Annual Report	Operations
Safety Annual Report	Safety
Schedule Change	Operations Planning & Analysis

#### **MARCH 2010**

Annual Human Resources and EEO Report	Human Resources & Diversity
2009 Annual Ridership Report	Operations Planning & Analysis
Summary Results of 2009 HVAC System	Operations

APRIL 2010

Final Review of 2009 Operating Results  
Fleet Maintenance Plan Update

Finance & Information Systems  
Operations

MAY 2010

NO SPECIFIC ITEMS

JUNE 2010

Grand Central Terminal Retail Development  
First Quarter 2010 HVAC Results

MTA Real Estate  
Operations

JULY 2010

NO SPECIFIC ITEMS

SEPTEMBER 2010

2010 Mid-Year Forecast  
2011 Preliminary Operating Budget  
Strategic Investments & Planning Studies--  
Update  
October Schedule Change  
Second Quarter 2009 HVAC Results

Finance & Information Systems  
Finance & Information Systems  
Planning  
Operations Planning & Analysis  
Operations

OCTOBER 2010

2011 Preliminary Operating Budget  
Inventory Report

Finance & Information Systems  
Procurement & Material Management

**Detailed Summary**

**I. RECURRING AGENDA ITEMS**

Approval of Minutes

Approval of the official proceedings of the previous month's Committee Meeting.

Metro-North Railroad Committee Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary Presentation

Performance summary of railroad service, including discussion of finance and ridership; Capital Program Plan achievements and safety. Information includes discussion of key indicators such as Railroad On-Time Performance, MDBF and Standee Report; Capital Plan awards, design starts and project completions and safety report.

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 (if any)

Actions 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. Includes items that require a 2/3 vote of the Board for approval.

## **II. SPECIFIC AGENDA ITEMS**

### **Detailed Summary**

#### NOVEMBER 2009

##### 2010 Preliminary Operating Budget

Public comment will be accepted on the 2010 Preliminary Operating Budget.

##### GEC Program Analysis

The Capital Engineering Department will provide an annual report as to contracts awarded under the General Engineering Consultant Program.

##### Holiday Schedule

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

##### Annual Committee Charter Review

The Committee will review and assess the adequacy of the Committee Charter.

#### DECEMBER 2009

##### 2010 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2010.

##### Third Quarter 2009 HVAC Results

The Senior Vice President of Operations will provide the results of the fleet's HVAC system performance during the third quarter.

##### Proposed 2010 Committee Work Plan

The Committee Chairman will present a draft Metro-North Railroad Committee Work Plan for 2010 that will address initiatives to be reported throughout the year.

### **Proposed 2010 Committee Work Plan**

#### JANUARY 2010

##### Approval of 2010 Committee Work Plan

In December 2009, the committee will receive and review a draft work plan for 2010. Including any changes to the draft, the Committee will be asked to approve the work plan for 2010.

#### 2009 Operating Results

The Senior Vice President of Operations will report on the prior year's performance of railroad service.

#### Rolling Stock Plan Update

The Capital Planning and Programming Department will provide an annual report on the capital and maintenance programs developed by Metro-North to address fleet size and needs.

#### FEBRUARY 2010

##### Adopted Budget/Financial Plan 2010-2013

Metro-North will present a revised 2010-2013 Financial Plan. This plan will reflect the 2010 Adopted Budget and an updated Financial Plan for 2010-2013 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2010 by category.

##### Strategic Investments & Planning Studies--Annual Report

The Vice President of Planning will provide a comprehensive annual report of the agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies involving all five lines: the Hudson, Harlem, New Haven, Pascack Valley and Port Jervis lines.

##### MDBF Annual Report

The Senior Vice President of Operations will provide a report on the Mean Distance Between Failure (MDBF) for all train equipment in the prior year.

##### Safety Annual Report

The Chief Safety & Security Officer will provide an annual report on customer and employee injuries, and initiatives underway and planned to address safety.

##### Schedule Change

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

#### MARCH 2010

##### Annual Human Resources and EEO Report

The Vice President of Human Resources & Diversity will provide an annual report on the agency's workforce demographics, recruitment efforts and diversity program.

##### 2009 Annual Ridership Report

The Operations Planning and Analysis Department will provide a report on Metro-North's ridership trends during 2009 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

### Summary Results of 2009 HVAC System

The Senior Vice President of Operations will provide the results of the fleet's HVAC system performance during the previous year.

### APRIL 2010

#### Final Review of 2009 Operating Budget Results

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will prepare for inclusion in the Agenda materials and be prepared to answer questions on a review of its experience. The MTA Budget Division will prepare an overall review; also for inclusion in the materials, that draws MTA-wide conclusions.

#### Fleet Maintenance Plan Update

The Senior Vice President of Operations will provide an annual report on the fleet maintenance plan to address fleet reliability and availability.

### MAY 2010

NO SPECIFIC ITEMS

### JUNE 2010

#### 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.

#### First Quarter 2010 HVAC Results

The Senior Vice President of Operations will provide the results of the fleet's HVAC system performance during the first quarter.

### JULY 2010

NO SPECIFIC ITEMS

### SEPTEMBER 2010

#### 2010 Mid-Year Forecast & 2011 Preliminary Operating Budget

Agency will present the 2010 Mid-Year Forecast and highlights of the 2011 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2011 Preliminary Operating Budget.

#### Strategic Investments & Planning Studies--Update

The Vice President of Planning will provide a semi-annual update of the agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies involving all five lines: the Hudson, Harlem, New Haven, Pascack Valley and Port Jervis lines.

October Schedule Change

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

Second Quarter 2010 HVAC Results

The Senior Vice President of Operations will provide the results of the fleet's HVAC system performance during the second quarter.

OCTOBER 2010

2011 Preliminary Operating Budget

Public comment will be accepted on the 2011 Preliminary Operating Budget.

Inventory Report

The Procurement and Material Management Department will provide a report as to Metro-North's inventory activity.



**MTA Metro North Railroad**  
**Performance Report For The Month Of October 2009**  
**HUDSON, HARLEM and NEW HAVEN LINES**

<b>TABLE 1: ON TIME PERFORMANCE</b>				
<small>(TRAINS ARRIVING TERMINALS WITHIN 5 MINUTES 50 SECONDS OF SCHEDULE)</small>				
<b>PEAK</b>	<b>Current Month</b>	<b>YTD</b>	<b>2008 GOAL</b>	<b>2008 ACTUAL</b>
AM	98.1%	97.5%	96.8%	97.1%
AM REV	98.6%	98.2%	97.4%	97.4%
PM	98.4%	98.0%	97.7%	97.2%
OFF PEAK	98.5%	97.9%	97.8%	97.6%
WEEKEND	96.9%	97.9%	97.9%	98.0%
TOTAL	98.1%	97.9%	97.6%	97.5%

<b>TABLE 2: TRIPS COMPLETED AS A PERCENT OF TRIPS SCHEDULED</b>				
	99.9%	99.8%	99.8%	99.8%

<b>TABLE 3: TRAINS OVER 15 MINUTES LATE</b>				
	58	924	1000	1345

<b>TABLE 4: ON TIME PERFORMANCE BY LINE</b>				
<b><u>HUDSON</u></b>				
AM	99.2%	98.4%	97.7%	97.7%
AM REV	99.1%	99.1%	98.1%	97.8%
PM	97.7%	98.1%	98.0%	97.3%
OFF PEAK	98.2%	97.8%	97.9%	97.4%
WEEKEND	97.1%	97.3%	98.1%	98.0%
TOTAL	98.1%	97.9%	97.9%	97.6%
<b><u>HARLEM</u></b>				
AM	98.6%	98.4%	97.9%	98.1%
AM REV	98.0%	98.6%	98.0%	98.4%
PM	98.7%	98.9%	98.2%	98.0%
OFF PEAK	98.5%	98.6%	98.2%	98.1%
WEEKEND	96.3%	98.6%	98.4%	98.5%
TOTAL	98.1%	98.6%	98.2%	98.2%
<b><u>NEW HAVEN</u></b>				
AM	97.1%	96.3%	95.4%	95.9%
AM REV	98.7%	97.3%	96.5%	96.5%
PM	98.6%	97.1%	97.1%	96.5%
OFF PEAK	98.6%	97.4%	97.4%	97.3%
WEEKEND	97.3%	97.9%	97.4%	97.6%
TOTAL	98.1%	97.3%	97.0%	97.0%

<b>TABLE 5: REVERSE PEAK SERVICE</b>		
INBOUND	98.3%	96.9%
OUTBOUND	98.8%	98.3%
TOTAL	98.5%	97.5%

<b>TABLE 6: AMTRAK SERVICE</b>		
HUDSON LINE	90.3%	90.5%
NEW HAVEN LINE	93.7%	90.2%

**MTA Metro North Railroad**  
**Consist Compliance For The Month Of October 2009**  
**HUDSON, HARLEM and NEW HAVEN LINES**

**TABLE 1: PERCENT OF TRAINS OPERATED WITH FULL CONSIST**

<b>PEAK</b>	<b>Current Month</b>	<b>YTD</b>	<b>2009 GOAL</b>	<b>2008 ACTUAL</b>
AM	97.4%	95.0%	96.4%	96.3%
AM REV	99.7%	98.4%	96.4%	98.8%
PM	97.6%	94.6%	96.0%	95.9%
OFF PEAK	99.0%	98.4%	98.9%	99.0%
WEEKEND	99.6%	99.3%	98.9%	99.0%
SYSTEM	98.6%	97.3%	97.8%	98.0%

**TABLE 2: PERCENT OF TRAINS OPERATED WITH FULL CONSIST BY LINE**

**HUDSON**

AM	98.9%	97.2%	99.0%	98.8%
AM REV	100.0%	100.0%	99.0%	100.0%
PM	99.3%	98.2%	99.0%	99.3%
OFF PEAK	99.9%	99.9%	99.5%	100.0%
WEEKEND	100.0%	99.8%	99.5%	99.6%
SYSTEM	99.6%	99.1%	99.3%	99.6%

**HARLEM**

AM	98.8%	98.4%	99.0%	99.0%
AM REV	100.0%	100.0%	99.0%	100.0%
PM	99.1%	98.2%	99.0%	98.5%
OFF PEAK	99.7%	99.7%	99.5%	99.9%
WEEKEND	100.0%	99.7%	99.5%	99.8%
SYSTEM	99.5%	99.3%	99.3%	99.5%

**NEW HAVEN**

AM	95.3%	90.9%	93.0%	92.1%
AM REV	99.2%	96.1%	93.0%	97.1%
PM	95.4%	89.4%	92.0%	91.6%
OFF PEAK	98.1%	96.5%	98.0%	97.9%
WEEKEND	99.0%	98.8%	98.0%	98.0%
SYSTEM	97.4%	94.8%	96.0%	96.0%

# Five Or More Late Trains Report

DATE	DELAY CAUSE	PRIM DELAY	SEC DELAY	ANN	TERM	LATE	LAT	PEAK	LINE
10/7/2009									
	Track circuits M4C and M2B were down at cp5 causing delays.	1234							
				0	0	5	5	AM	NEW HAVEN
				0	0	2	2	AM	HUDSON
				0	0	6	6	AM	HARLEM
10/12/2009									
	Amtrak 244 struck a trespasser on track 2 at Hudson Avenue in Peekskill.	1475							
			2475	0	1	0	1	PM	HUDSON
				1	0	2	3	Weekday	HUDSON
				0	1	6	7	PM	HUDSON
10/13/2009									
	Train 1409 stopped on track 1 at Pelham, unable to make changeover.	1148							
			2148	0	0	1	1	AM	NEW HAVEN
				0	0	4	4	AM	NEW HAVEN
10/23/2009									
	Slippery rail conditions on both the Harlem and New Haven lines.	1484							
				0	0	1	1	Weekday	HARLEM
				0	0	2	2	PM	NEW HAVEN
				0	0	1	1	Weekday	NEW HAVEN
				0	0	1	1	PM	HARLEM
			2484	0	0	1	1	PM	NEW HAVEN
				0	0	1	1	Weekday	NEW HAVEN
				0	0	1	1	PM	HARLEM
				0	0	1	1	Weekday	HARLEM
10/24/2009									
	Heavy travel on Hudson and New Haven lines.	1410							
				0	0	1	1	Weekend	NEW HAVEN
				0	0	4	4	Weekend	HUDSON
10/25/2009									
	Matching bridgeplates on the New Haven line from cp255-cp241.	1221							
			2221	0	0	5	5	Weekend	NEW HAVEN
				0	0	1	1	Weekend	NEW HAVEN
	Heavy travel on Hudson and New Haven lines.	1410							
				0	0	3	3	Weekend	HUDSON
				0	0	1	1	Weekend	NEW HAVEN
			2410	0	0	1	1	Weekend	NEW HAVEN
10/27/2009									
	Automobile fouling tracks at Roaring Brook Road north of Chappaqua Station.	1440							
				0	0	1	1	Weekday	HARLEM
				0	1	3	4	PM	HARLEM

DATE	DELAY CAUSE	PRIM DELAY	SEC DELAY	ANN	TERM	LATE	LAT	PEAK	LINE
10/30/2009									
	Stop and Warn at Cleveland Street and Lakeview Avenue.	1239							
			2239	0	0	1	1	Weekday	HARLEM
				0	0	2	2	PM	HARLEM
				0	0	5	5	Weekday	HARLEM
	Engine 112 on train 1981 shut down.	1152							
			2152	0	1	0	1	Weekday	NEW HAVEN
				0	0	2	2	Weekday	NEW HAVEN
				0	0	2	2	PM	NEW HAVEN

**MTA Metro North - West of Hudson  
PASCACK VALLEY and PORT JERVIS LINES  
Performance Report For The Month Of October 2009**

**TABLE 1:**

**ON TIME PERFORMANCE**

(TRAINS ARRIVING TERMINALS WITHIN 5 MINUTES 50 SECONDS OF SCHEDULED)

<b>PEAK</b>	<b>Current Month</b>	<b>YTD</b>	<b>2008 GOAL</b>	<b>2008 ACTUAL</b>
AM	96.9%	97.3%	96.5%	96.3%
PM	94.0%	96.0%	96.5%	96.3%
OFF PEAK	94.5%	96.0%	95.4%	95.3%
WEEKEND	94.2%	95.6%	96.8%	96.6%
TOTAL	94.8%	96.2%	96.2%	96.0%

**TABLE 2:**

**TRIPS COMPLETED AS A PERCENT OF TRIPS SCHEDULED**

99.7%	99.5%	99.8%	99.5%
-------	-------	-------	-------

**TABLE 3:**

**TRAINS OVER 15 MINUTES LATE**

32	255	80	315
----	-----	----	-----

**TABLE 4:**

**ON TIME PERFORMANCE BY LINE**

**PASCACK**

AM	99.1%	98.1%	96.9%	96.7%
PM	95.5%	95.8%	97.4%	97.2%
OFF PEAK	97.0%	96.1%	96.1%	96.0%
WEEKEND	95.8%	95.9%	98.3%	98.2%
TOTAL	96.9%	96.4%	97.0%	96.9%

**PORT JERVIS**

AM	93.2%	95.8%	95.8%	95.5%
PM	92.6%	96.3%	95.7%	95.3%
OFF PEAK	90.9%	95.9%	94.5%	94.3%
WEEKEND	91.3%	95.0%	94.2%	94.1%
TOTAL	91.8%	95.8%	95.0%	94.7%



2829 State Route 207  
 Campbell Hall, New York 10916  
 845-427-5134

October 2009

WEST OF HUDSON SERVICE  
 SUMMARY OF EVENTS RESULTING IN 3 or more LATE TRAINS

---

Date	Description of Event	Delay Code	Ann	Term	Late	LA&T	Line
10-05	Otisville- Necessary to receive and comply with Rule 241 Circuit down on Single Track	1234	0	0	4	4	PJL
10-07	Malcom Avenue – Gates not working as intended	1239	0	0	3	3	PVL
10-12	Harriman-Held for late bus connection – Holiday shoppers	1347	0	0	4	4	PJL
10-21	Held Account Presidential Motorcade	1400	0	0	5	5	PVL

**METRO-NORTH RAILROAD  
MEAN DISTANCE BETWEEN FAILURE  
MTA BOARD PRESENTATION**

**September-09**

**METRO NORTH RAILROAD  
MEAN DISTANCE BETWEEN FAILURE**

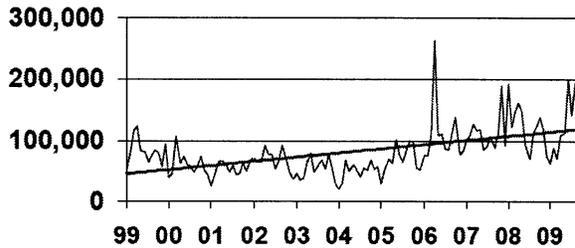
MNRR EQUIPMENT CLASS	TOTAL FLEET SIZE	2009 MONTHLY GOAL	MONTHLY MDBF Aug-09	MONTHLY MDBF Sep-09	2009 MDBF Y-T-D	12 MO. ROLLING MDBF
M-1	30	35,000	23,538	8,409	17,883	23,589
M-2	235	73,000	135,282	114,478	76,156	75,569
M-3	140	80,000	355,009	352,906	215,048	157,864
M-4	54	60,000	113,292	156,571	40,779	42,613
M-6	48	70,000	66,644	278,709	56,426	56,137
M-7	336	300,000	1,802,821	1,778,041	498,687	431,543
BL20	12	8,000	29,304	9,766	10,125	8,967
FL-9	8	N/A	N/A	N/A	4,691	11,135
P-32	31	30,000	30,738	36,397	38,799	31,321
COACH	213	300,000	225,508	445,909	227,949	213,375
<b>SYSTEM</b>	<b>1,107</b>	<b>105,000</b>	<b>167,607</b>	<b>170,649</b>	<b>110,872</b>	<b>105,399</b>

MTA BOARD

PRINTED: 10/18/09 11:14

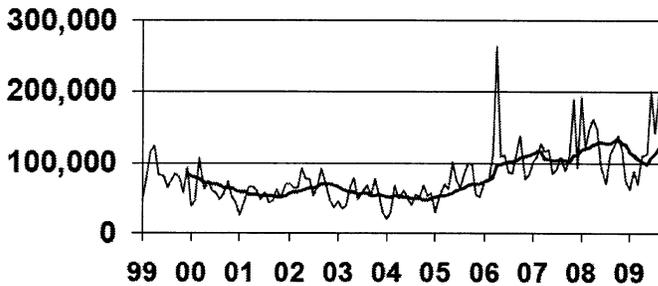
Mean Distance Between Failures (MDBF) is the average number of miles a railcar travels in revenue service before breaking down and causing a delay. The higher the mileage for the MDBF, the more reliable the equipment and the service.

**Mean Distance Between Failure  
MN ELECTRIC FLEET  
M1, M2, M3, M4, M6 & M7**



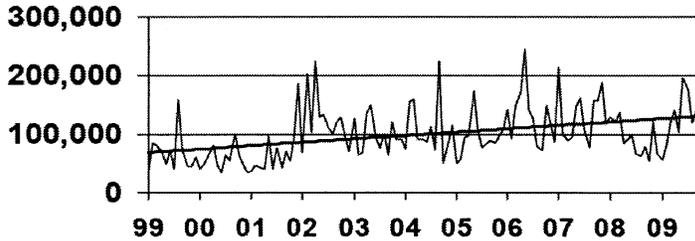
Linear Regression Trend-Line Analysis

**Mean Distance Between Failure  
MN ELECTRIC FLEET  
M1, M2, M3, M4, M6 & M7**



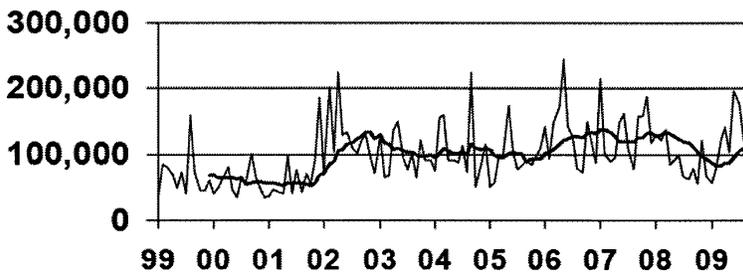
Twelve Month Rolling Average

## Mean Distance Between Failure Diesel Hauled Fleet BL-20, P-32 & COACH



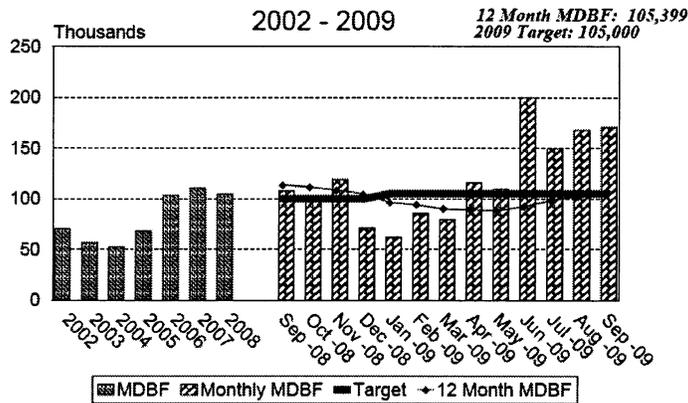
Linear Regression Trend-Line Analysis

## Mean Distance Between Failure Diesel Hauled Fleet BL-20, P-32 & COACH



Twelve Month Rolling Average

### ALL FLEETS Mean Distance Between Failure



METRO-NORTH STANDEES – EAST OF HUDSON

DAILY AVG. AM PEAK	2008											2009	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT
Hudson Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>3</u>	<u>0</u>	<u>16</u>	<u>96</u>	<u>50</u>	<u>6</u>	<u>9</u>	<u>11</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>
Total Standees	3	0	16	96	50	6	9	11	0	3	2	1	0
Harlem Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>11</u>	<u>23</u>	<u>36</u>	<u>129</u>	<u>49</u>	<u>26</u>	<u>9</u>	<u>25</u>	<u>0</u>	<u>11</u>	<u>6</u>	<u>13</u>	<u>5</u>
Total Standees	11	23	36	129	49	26	9	25	0	11	6	13	5
New Haven Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>34</u>	<u>58</u>	<u>80</u>	<u>214</u>	<u>120</u>	<u>343</u>	<u>63</u>	<u>84</u>	<u>57</u>	<u>14</u>	<u>21</u>	<u>5</u>	<u>9</u>
Total Standees	34	58	80	214	120	343	63	84	57	14	21	5	9
SYSTEM TOTAL	48	81	132	439	219	375	81	120	57	28	29	19	14
DAILY AVG. PM PEAK													
Hudson Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>15</u>	<u>10</u>	<u>14</u>	<u>74</u>	<u>49</u>	<u>4</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>6</u>	<u>0</u>
Total Standees	15	10	14	74	49	4	7	0	1	3	2	6	0
Harlem Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>0</u>	<u>18</u>	<u>24</u>	<u>34</u>	<u>9</u>	<u>24</u>	<u>19</u>	<u>18</u>	<u>7</u>	<u>12</u>	<u>18</u>	<u>15</u>	<u>5</u>
Total Standees	0	18	24	34	9	24	19	18	7	12	18	15	5
New Haven Line													
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Standees	<u>73</u>	<u>73</u>	<u>210</u>	<u>371</u>	<u>254</u>	<u>297</u>	<u>125</u>	<u>146</u>	<u>127</u>	<u>44</u>	<u>122</u>	<u>48</u>	<u>33</u>
Total Standees	73	73	210	371	254	297	125	146	127	44	122	48	33
SYSTEM TOTAL	88	101	248	479	312	325	151	164	135	59	142	69	38

METRO-NORTH STANDEES – WEST OF HUDSON

DAILY AVG. AM PEAK	2008										2009		
	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
Port Jervis Line	0	0	0	0	0	0	0	0	0	0	0	0	0
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Additional Standees</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Pascack Valley Line	0	0	0	0	0	0	0	0	0	0	0	0	0
Program Standees	0	2	0	0	0	0	0	0	0	0	0	0	0
<u>Additional Standees</u>	0	2	0	0	0	0	0	0	0	0	0	3	6
Total Standees	0	2	0	0	0	0	0	0	0	0	0	3	6
SYSTEM TOTAL	0	2	0	0	0	0	0	0	0	0	0	3	6

DAILY AVG.  
PM PEAK

Port Jervis Line	0	0	0	0	0	0	0	0	0	0	0	0	0
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Additional Standees</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
Pascack Valley Line	0	0	0	0	0	0	0	0	0	0	0	0	0
Program Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Additional Standees</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Standees	0	0	0	0	0	0	0	0	0	0	0	0	0
SYSTEM TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

[Standees/jp]

## **Definitions**

- Weekday standees are calculated based on the most recent average weekday customer counts for the train's **maximum load point**. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.
- "**Program Standees**" is the average number of customers in excess of programmed seating capacity.
- "**Additional Standees**" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

Note that these statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays, for which there are special equipment programs, are not included.

[Standees/jp]  
Operations Planning and Analysis



MTA METRO-NORTH RAILROAD  
FINANCIAL STATEMENTS – MID YEAR FORECAST  
MONTH ENDED: SEPTEMBER, 2009

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**September 2009**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	
<b>Revenue</b>										
Farebox Revenue	\$44,257	\$43,077	(\$1,180) (2.7)	\$0,000	\$0,000	\$0,000	\$44,257	\$43,077	(\$1,180) (2.7)	
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Other Operating Revenue	2,655	3,763	1,108 41.8	0,000	0,000	0,000	2,655	3,763	1,108 41.8	
Capital & Other Reimbursements:										
MTA	0,000	0,000	0,000	10,321	9,043	(1,278) (12.4)	10,321	9,043	(1,278) (12.4)	
CDOT	0,000	0,000	0,000	4,706	6,312	1,606 34.1	4,706	6,312	1,606 34.1	
Other	0,000	0,000	0,000	1,160	1,023	(0,137) (11.8)	1,160	1,023	(0,137) (11.8)	
Total Capital and Other Reimbursements	0,000	0,000	0,000	16,188	16,378	0,190 1.2	16,188	16,378	0,190 1.2	
<b>Total Revenue/Receipts</b>	<b>\$46,911</b>	<b>\$46,840</b>	<b>(\$0,071) (0.2)</b>	<b>\$16,188</b>	<b>\$16,378</b>	<b>\$0,190 1.2</b>	<b>\$63,099</b>	<b>\$63,218</b>	<b>\$0,119 0.2</b>	
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$33,457	\$32,160	\$1,296 (3.9)	\$3,819	\$4,229	(\$0,411) (10.8)	\$3,819	\$4,229	(\$0,411) (10.8)	
Overtime	4,138	4,752	(0,614) (14.8)	1,252	1,932	(0,679) (54.2)	1,252	1,932	(0,679) (54.2)	
Health and Welfare	5,849	5,527	0,321 5.5	0,844	1,024	(0,180) (21.3)	0,844	1,024	(0,180) (21.3)	
OPEB Current Payment	0,659	0,903	(0,244) (37.0)	0,000	0,000	0,000	0,000	0,000	0,000	
Pensions	3,675	3,296	0,378 10.3	0,505	0,511	(0,006) (1.1)	0,505	0,511	(0,006) (1.1)	
Other Fringe Benefits	6,692	6,510	0,182 2.7	0,852	1,021	(0,169) (19.8)	0,852	1,021	(0,169) (19.8)	
Reimbursable Overhead	(3,647)	(4,487)	0,840 23.0	3,589	4,330	(0,741) (20.7)	3,589	4,330	(0,741) (20.7)	
<b>Total Labor</b>	<b>\$50,822</b>	<b>\$48,662</b>	<b>\$2,160 4.3</b>	<b>\$10,861</b>	<b>\$13,047</b>	<b>(\$2,186) (20.1)</b>	<b>\$61,683</b>	<b>\$61,709</b>	<b>(\$0,026) (0.0)</b>	
<b>Non-Labor:</b>										
Traction and Propulsion Power	\$5,690	\$4,488	\$1,202 (21.1)	\$0,000	\$0,000	\$0,000	\$5,690	\$4,488	\$1,202 (21.1)	
Fuel for Buses and Trains	1,052	1,214	(0,162) (15.4)	0,000	0,000	0,000	1,052	1,214	(0,162) (15.4)	
Insurance	0,984	0,973	0,011 1.1	0,430	0,523	(0,093) (21.5)	0,430	0,523	(0,093) (21.5)	
Claims	1,009	1,060	(0,051) (5.0)	0,000	0,000	0,000	1,009	1,060	(0,051) (5.0)	
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Maintenance and Other Operating Contracts	8,130	4,234	3,896 47.9	1,589	0,835	0,754 47.4	1,589	0,835	0,754 47.4	
Professional Service Contracts	2,131	1,761	0,369 17.3	0,853	0,144	0,709 83.1	2,983	1,906	1,078 36.1	
Materials & Supplies	7,300	7,427	(0,127) (1.7)	2,392	1,777	0,615 25.7	2,392	1,777	0,615 25.7	
Other Business Expenses	1,212	0,880	0,332 27.4	0,062	0,051	0,012 18.6	1,274	0,930	0,344 27.0	
<b>Total Non-Labor</b>	<b>\$27,508</b>	<b>\$22,038</b>	<b>\$5,470 19.9</b>	<b>\$5,327</b>	<b>\$3,330</b>	<b>\$1,996 37.5</b>	<b>\$32,834</b>	<b>\$25,368</b>	<b>\$7,466 22.7</b>	
<b>Other Adjustments:</b>										
Other	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
<b>Total Other Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$78,330</b>	<b>\$70,700</b>	<b>\$7,630 9.7</b>	<b>\$16,188</b>	<b>\$16,378</b>	<b>(\$0,190) (1.2)</b>	<b>\$94,518</b>	<b>\$87,078</b>	<b>\$7,440 7.9</b>	
Depreciation	\$22,153	\$26,422	(\$4,269) (19.3)	\$0,000	\$0,000	\$0,000	\$22,153	\$26,422	(\$4,269) (19.3)	
OPEB Obligation	4,667	6,929	(2,262) (48.5)	0,000	0,000	0,000	4,667	6,929	(2,262) (48.5)	
Environmental Remediation	0,000	0,319	(0,319) (-)	0,000	0,000	0,000	0,000	0,319	(0,319) (-)	
<b>Total Expenses</b>	<b>\$105,150</b>	<b>\$104,370</b>	<b>\$0,780 0.7</b>	<b>\$16,188</b>	<b>\$16,378</b>	<b>(\$0,190) (1.2)</b>	<b>\$121,337</b>	<b>\$120,747</b>	<b>\$0,590 0.5</b>	
<b>Net Surplus/(Deficit)</b>	<b>(\$58,238)</b>	<b>(\$57,529)</b>	<b>\$0,709 1.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$58,238)</b>	<b>(\$57,529)</b>	<b>\$0,709 1.2</b>	
<b>Cash Conversion Adjustments:</b>										
Depreciation	\$22,153	\$26,422	\$4,269 19.3	\$0,000	\$0,000	\$0,000	\$22,153	\$26,422	\$4,269 19.3	
Operating/Capital	(1,459)	(0,771)	0,688 47.1	0,000	0,000	0,000	(1,459)	(0,771)	0,688 47.1	
Other Cash Adjustments	5,877	11,832	5,955 *	0,000	0,000	0,000	5,877	11,832	5,955 *	
<b>Total Cash Conversion Adjustments</b>	<b>\$26,571</b>	<b>\$37,483</b>	<b>\$10,911 41.1</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$26,571</b>	<b>\$37,483</b>	<b>\$10,911 41.1</b>	
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$31,667)</b>	<b>(\$20,047)</b>	<b>\$11,620 36.7</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$31,667)</b>	<b>(\$20,047)</b>	<b>\$11,620 36.7</b>	

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**September Year-To-Date**  
(\$ in millions)

	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
<b>REVENUE</b>												
Farebox Revenue	\$378,221	\$369,277	(\$8,944)	(2.4)	\$0,000	\$0,000	0.000	\$378,221	\$369,277	(\$8,944)	(2.4)	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0.000	0,000	0,000	0,000	-	
Other Operating Revenue	26,996	30,499	3,503	13.0	0,000	0,000	0.000	26,996	30,499	3,503	13.0	
Capital & Other Reimbursements:												
MTA	0,000	0,000	0,000	-	83,105	78,479	(4,626)	(5.6)	83,105	78,479	(4,626)	(5.6)
CDOT	0,000	0,000	0,000	-	41,019	42,215	1,197	2.9	41,019	42,215	1,197	2.9
Other	0,000	0,000	0,000	-	9,857	10,589	732	7.4	9,857	10,589	732	7.4
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	133,980	131,283	(2,697)	(2.0)	133,980	131,283	(2,697)	(2.0)
<b>Total Revenue/Receipts</b>	<b>\$405,217</b>	<b>\$399,777</b>	<b>(\$5,441)</b>	<b>(1.3)</b>	<b>\$133,980</b>	<b>\$131,283</b>	<b>(\$2,697)</b>	<b>(2.0)</b>	<b>\$539,197</b>	<b>\$531,060</b>	<b>(\$8,138)</b>	<b>(1.5)</b>
<b>EXPENSES</b>												
<b>Labor:</b>												
Payroll	\$294,913	\$290,230	\$4,683	1.6	\$33,044	\$32,375	\$669	2.0	\$327,957	\$322,606	\$5,352	1.6
Overtime	40,853	42,282	(1,428)	(3.5)	12,421	14,357	(1,936)	(15.6)	53,274	56,639	(3,365)	(6.3)
Health and Welfare	50,800	49,389	1,411	2.8	7,483	7,636	(152)	(2.0)	58,283	57,025	1,259	2.2
OPEB Current Payment	7,432	8,594	(1,162)	(15.6)	0,000	0,000	0,000	-	7,432	8,594	(1,162)	(15.6)
Pensions	31,546	29,706	1,840	5.8	4,265	3,895	370	8.7	35,811	33,601	2,210	6.2
Other Fringe Benefits	59,482	58,683	799	1.4	7,577	7,714	(137)	(1.8)	67,069	66,397	673	1.0
Reimbursable Overhead	(33,885)	(33,783)	(102)	(0.3)	31,819	31,828	(9)	(0.0)	(2,067)	(1,964)	(1,003)	(5.0)
<b>Total Labor</b>	<b>\$451,151</b>	<b>\$445,091</b>	<b>\$6,061</b>	<b>1.3</b>	<b>\$96,610</b>	<b>\$97,806</b>	<b>(\$1,196)</b>	<b>(1.2)</b>	<b>\$547,761</b>	<b>\$542,897</b>	<b>\$4,864</b>	<b>0.9</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	\$51,084	\$46,159	\$4,924	9.6	\$0,000	\$0,000	\$0,000	-	\$51,084	\$46,159	\$4,924	9.6
Fuel for Buses and Trains	8,946	9,028	(82)	(0.9)	0,000	0,000	0,000	-	8,946	9,028	(82)	(0.9)
Insurance	9,089	8,982	107	1.2	3,584	3,422	162	4.5	12,674	12,405	269	2.1
Claims	9,163	10,111	(948)	(10.3)	0,000	0,000	0,000	-	9,163	10,111	(948)	(10.3)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	68,180	58,083	10,097	14.8	12,302	11,703	599	4.9	80,482	69,786	10,696	13.3
Professional Service Contracts	18,445	17,802	644	3.5	6,306	5,370	936	14.8	24,751	23,172	1,579	6.4
Materials & Supplies	63,737	62,153	1,584	2.5	15,216	13,070	2,147	14.1	78,953	75,223	3,730	4.7
Other Business Expenses	9,928	10,012	(84)	(0.8)	(0,037)	(0,085)	0,051	-	9,891	9,925	(34)	(0.3)
<b>Total Non-Labor</b>	<b>\$238,573</b>	<b>\$222,332</b>	<b>\$16,241</b>	<b>6.8</b>	<b>\$37,371</b>	<b>\$33,477</b>	<b>\$3,893</b>	<b>10.4</b>	<b>\$275,944</b>	<b>\$255,809</b>	<b>\$20,134</b>	<b>7.3</b>
<b>Other Adjustments</b>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adj's.</b>	<b>\$689,724</b>	<b>\$667,423</b>	<b>\$22,301</b>	<b>3.2</b>	<b>\$133,980</b>	<b>\$131,283</b>	<b>\$2,697</b>	<b>2.0</b>	<b>\$823,705</b>	<b>\$798,706</b>	<b>\$24,998</b>	<b>3.0</b>
Depreciation	\$188,404	\$181,984	\$6,420	3.4	\$0,000	\$0,000	\$0,000	-	\$188,404	\$181,984	\$6,420	3.4
OPEB Obligation	41,000	44,775	(3,775)	(9.2)	0,000	0,000	0,000	-	41,000	44,775	(3,775)	(9.2)
Environmental Remediation	4,572	3,368	1,204	26.3	0,000	0,000	0,000	-	4,572	3,368	1,204	26.3
<b>Total Expenses</b>	<b>\$923,700</b>	<b>\$897,550</b>	<b>\$26,150</b>	<b>2.8</b>	<b>\$133,980</b>	<b>\$131,283</b>	<b>\$2,697</b>	<b>2.0</b>	<b>\$1,057,681</b>	<b>\$1,028,834</b>	<b>\$28,847</b>	<b>2.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$518,483)</b>	<b>(\$497,774)</b>	<b>\$20,710</b>	<b>4.0</b>	<b>(\$0,000)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$518,483)</b>	<b>(\$497,774)</b>	<b>\$20,710</b>	<b>4.0</b>
<b>Cash Conversion Adjustments:</b>												
Depreciation	\$188,404	\$181,984	\$6,420	(3.4)	\$0,000	\$0,000	\$0,000	-	\$188,404	\$181,984	\$6,420	(3.4)
Operating/Capital	(19,259)	(16,464)	2,795	14.5	0,000	0,000	0,000	-	(19,259)	(16,464)	2,795	14.5
Other Cash Adjustments	49,907	64,950	(15,043)	(30.1)	0,000	0,000	0,000	-	\$49,907	\$64,950	(15,043)	(30.1)
<b>Total Cash Conversion Adjustments</b>	<b>\$219,051</b>	<b>\$230,470</b>	<b>(\$11,419)</b>	<b>5.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$219,051</b>	<b>\$230,470</b>	<b>(\$11,419)</b>	<b>5.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$299,432)</b>	<b>(\$267,304)</b>	<b>\$32,128</b>	<b>10.7</b>	<b>(\$0,000)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$299,432)</b>	<b>(\$267,304)</b>	<b>\$32,128</b>	<b>10.7</b>

\* ABB actual operating savings are captured within the category construct of MTA's traditional financial statements. Please see variance explanations for more detail.

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS  
 SEPTEMBER 2009  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Month vs. Mid-Year Forecast		Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)	%	Variance Fav (Unfav)	%	
		\$		\$		
		Reason for Variance		Reason for Variance		
OTHER OPERATING REVENUE	Non-Reimb	\$1,108	41.8%	\$3,503	13.0%	Primarily due to higher advertising revenue, net GCT retail revenue and station rents.
PAYROLL	Non-Reimb Reimb	\$1,296 (\$0,411)	3.9% (10.8%)			Primarily due to vacancies. Reflects higher costs during the period on the following projects: CDOT Bridge and Catenary "B" and C-28.
OVERTIME	Non-Reimb Reimb	(\$0,614) (\$0,679)	(14.8%) (54.2%)	(\$1,428) (\$1,936)	(3.5%) (15.6%)	Higher than projected costs primarily due to vacancies and right of way maintenance. Reflects higher activity during the period on the following projects: CDOT Bridge and Catenary "B", Mainline/High Speed Turnouts, and Rehab Culverts/Railtop Culverts.
HEALTH AND WELFARE	Non-Reimb Reimb	\$0,321 (\$0,180)	5.5% (21.3%)			Reflects lower premium rate increases than forecasted. Reflects higher project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,244)	(37.0%)	(\$1,162)	(15.6%)	Additional retirees
PENSIONS	Non-Reimb Reimb	\$0,378 Reimb	10.3%	\$1,840 \$0,370	5.8% 8.7%	Rate differential. Includes final MTA pension adjustment to Non-Reimbursable expenses. Reflects lower rates.
OTHER FRINGE BENEFITS	Reimb	(\$0,169)	(19.8%)			Reflects higher project activity.
REIMBURSABLE OVERHEAD	Non-Reimb Reimb	\$0,840 (\$0,741)	23.0% (20.7%)			Reflects higher project activity. Reflects higher project activity.
TRACTION AND PROPULSION POWER	Non-Reimb	\$1,202	21.1%	\$4,924	9.6%	Primarily due to lower than projected prices on the H&H and NH lines.
FUEL FOR BUSES & TRAINS	Non-Reimb	(\$0,162)	(15.4%)			Due to higher than projected prices on the H&H and NH lines during the period.
INSURANCE	Reimb	(\$0,093)	(21.5%)			Reflects higher project activity.
CLAIMS	Non-Reimb	(\$0,051)	(5.0%)	(\$0,948)	(10.3%)	Higher than projected claim accruals for the period. Due to West of Hudson FELA settlement costs for injury to NJT employee on M-N property (not in MYF).

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS  
 SEPTEMBER 2009  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Month vs. Mid-Year Forecast		Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)	%	Variance Fav (Unfav)	%	
		\$		\$		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3,896	47.9%	\$10,097	14.8%	Reflects higher Amtrak Recovery credit and lower than projected expenditures for steam, electricity, telephones, track maintenance, environmental services, shop equipment maintenance and Meadowlands games service during the period..
	Reimb	\$0,754	47.4%	\$0,599	4.9%	Reflects lower activity during the period on the NHL - End Door Bombardier Coaches (on-going late delivery issue) partially offset by higher activity on the Harmon Shop Replacement project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0,369	17.3%	\$0,644	3.5%	Reflects primarily lower than projected engineering & architectural services, costs for security guards and legal fees.
	Reimb	\$0,709	83.1%	\$0,936	14.8%	Reflects primarily lower costs during the period on the GCT Leaks Remediation, M8 Specification Development and GCT Steam Line Repair projects.
MATERIAL AND SUPPLIES	Reimb	\$0,615	25.7%	\$2,147	14.1%	Reflects lower activity during the period on the Signal System Replacement project and New Haven Diesel Storage Yard projects, partially offset by higher than projected activity on the Tarrytown Station Improvement project.
	Non-Reimb	\$0,332	27.4%			Due to lower than projected MTA Mobility and other taxes, bank fees and purchase discounts.
OTHER BUSINESS EXPENSES	Reimb	\$0,012	18.6%	\$0,051	(*)	Reflects primarily lower activity during the period on the M8 Specification Development project.
	Non-Reimb	(\$4,269)	(19.3%)	\$6,420	3.4%	Reflects timing differences in project completions.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	(\$2,262)	(48.5%)	(\$3,775)	(9.2%)	Accrual adjustment is based on recent actuarial report.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0,319)	N/F	\$1,204	26.3%	Reflects timing difference in recording of costs (forecast assumed October).
OPERATING CAPITAL	Non-Reimb	\$0,688	47.1%	\$2,795	14.5%	Reflects lower expenditures during the period for the Expanded Kronos Installation, Stationary Generator at Harmon Fuel Pad and Vehicle Fleet Replacement projects.

(\*) Variance exceeds +100%.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	September 2009				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$44,787	\$44,239	(\$0,548)	(1.2)	\$383,503	\$378,153	(\$5,350)	(1.4)
Toll Receipts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Receipts	5,169	6,465	1,296	25.1	42,500	46,336	3,836	9.0
<b>Capital &amp; Other Reimbursements:</b>								
MTA	9,703	7,550	(2,153)	(22.2)	78,439	83,114	4,675	6.0
CDOT	4,119	6,201	2,082	50.5	42,249	42,847	0,598	1.4
Other	0,756	0,181	(0,575)	(76.1)	18,376	21,324	2,948	16.0
Total Capital and Other Reimbursements	14,578	13,932	(0,646)	(4.4)	139,064	147,285	8,221	5.9
<b>Total Receipts</b>	<b>\$64,534</b>	<b>\$64,636</b>	<b>\$0,102</b>	<b>0.2</b>	<b>\$565,067</b>	<b>\$571,774</b>	<b>\$6,707</b>	<b>1.2</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$35,725	\$32,416	\$3,309	9.3	\$319,138	\$313,196	\$5,942	1.9
Overtime	5,460	5,977	(0,517)	(9.5)	54,062	56,619	(2,557)	(4.7)
Health and Welfare	7,496	7,767	(0,271)	(3.6)	68,185	70,032	(1,847)	(2.7)
OPEB Current Payment	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Pensions	3,668	3,687	(0,019)	(0.5)	33,229	33,303	(0,074)	(0.2)
Other Fringe Benefits	6,668	6,412	0,256	3.8	70,921	71,081	(0,160)	(0.2)
GASB Account	0,546	0,546	0,000	0.0	4,914	4,914	0,000	0.0
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Labor</b>	<b>\$59,563</b>	<b>\$56,805</b>	<b>\$2,758</b>	<b>4.6</b>	<b>\$550,449</b>	<b>\$549,145</b>	<b>\$1,304</b>	<b>0.2</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$5,510	\$4,907	\$0,603	10.9	\$52,172	\$46,576	\$5,596	10.7
Fuel for Buses and Trains	0,902	0,800	0,102	11.3	9,466	8,812	0,654	6.9
Insurance	0,000	0,097	(0,097)	-	14,627	14,657	(0,030)	(0.2)
Claims	1,126	0,536	0,590	52.4	8,768	5,993	2,775	31.6
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	11,339	7,903	3,436	30.3	101,759	92,489	9,270	9.1
Professional Service Contracts	5,438	0,205	5,233	96.2	26,538	23,077	3,461	13.0
Materials & Supplies	10,507	11,662	(1,155)	(11.0)	85,328	81,648	3,680	4.3
Other Business Expenditures	1,816	1,768	0,048	2.6	15,392	16,681	(1,289)	(8.4)
<b>Total Non-Labor</b>	<b>\$36,638</b>	<b>\$27,878</b>	<b>\$8,760</b>	<b>23.9</b>	<b>\$314,050</b>	<b>\$289,933</b>	<b>\$24,117</b>	<b>7.7</b>
<b>Other Adjustments:</b>								
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	-
<b>Total Other Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$96,201</b>	<b>\$84,683</b>	<b>\$11,518</b>	<b>12.0</b>	<b>\$864,499</b>	<b>\$839,078</b>	<b>\$25,421</b>	<b>2.9</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$31,667)</b>	<b>(\$20,047)</b>	<b>\$11,620</b>	<b>36.7</b>	<b>(\$299,432)</b>	<b>(\$267,304)</b>	<b>\$32,128</b>	<b>10.7</b>
<b>Subsidies</b>								
MTA	\$24,922	\$16,157	(\$8,765)	(35.2)	\$234,340	\$204,167	(\$30,173)	(12.9)
CDOT	6,745	8,501	1,756	26.0	63,640	69,247	5,607	8.8
<b>Total Subsidies</b>	<b>\$31,667</b>	<b>\$24,658</b>	<b>(\$7,009)</b>	<b>(22.1)</b>	<b>\$297,980</b>	<b>\$273,414</b>	<b>(\$24,566)</b>	<b>(8.2)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0,000</b>	<b>(\$6,502)</b>	<b>(\$6,502)</b>	<b>-</b>	<b>\$0,000</b>	<b>(\$4,421)</b>	<b>(\$4,421)</b>	<b>-</b>

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS  
 (\$ in millions)

Generic Receipt or Expense Category	September, 2009		Year-To-Date as of September 30, 2009		Reason for Variance
	Variance Fav (Unfav)		Variance Fav (Unfav)		
	\$	%	\$	%	
OTHER OPERATING REVENUE	1,296	25.1%	3,836	9.0%	Higher advertising receipts, and higher net GCT- retail revenues.
CAPITAL AND OTHER REIMBURSEMENTS:					
MTA	(2,153)	(22.2%)	4,675	6.0%	Primarily due to receipt timing differences.
CDOT	2,082	50.5%			
OTHER	(0,575)	(76.1%)	2,948	16.0%	Receipt timing differences.
PAYROLL	3,309	9.3%			
OVERTIME	(0,517)	(9.5%)			Lower costs reflect the exclusion of a management COLA increase (which was included in the forecast) and higher vacancies.
TRACTION AND PROPULSION POWER	0,603	10.9%	5,596	10.7%	Lower prices and usage on both H/H and NH Lines.
FUEL FOR TRAINS	0,102	11.3%	0,654	6.9%	Primarily payment timing differences.
INSURANCE	(0,097)	*			Timing difference in payment of automobile premium.
CLAIMS	0,590	52.4%	2,775	31.6%	Lower personal injury payments for the period.
MAINTENANCE & OTHER OPERATING CONTRACTS	3,436	30.3%	9,270	9.1%	Timing difference in payments for NHL End Door Bomb coach overhaul funded by the capital program and other capital related services, as well as lower telephone costs, electric and steam utility costs, weed control and other miscellaneous services, partially offset by higher payments during the period for environmental services, TVM maintenance, heating fuel, and other miscellaneous services.

\* Variance exceeds 100%

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS  
 (\$ in millions)

Generic Receipt or Expense Category	September, 2009		Year-To-Date as of September 30, 2009		
	Variance Fav (Unfav)		Variance Fav (Unfav)		
	\$	%	\$	%	
PROFESSIONAL SERVICE CONTRACTS	5,233	96.2%	3,461	13.0%	Payment timing differences for MTA Police and consolidated services (paid in August, forecasted in September), as well as lower capital related expenditures and payments for engineering, security guards and other miscellaneous services.
MATERIALS & SUPPLIES	(1,155)	(11.0%)			A timing difference in payments for various operating and capital material.
OTHER BUSINESS EXPENSES			(1,289)	(8.4%)	Higher bus fare and Metro-Card pass-throughs, as well as other miscellaneous payments.
MTA SUBSIDY RECEIPTS	(8,765)	(35.2%)	(30,173)	(12.9%)	Lower subsidy draw due to lower net cash deficit (primarily resulting from lower payroll and non-payroll disbursements), and higher CDOT subsidy payments, partially offset by an unfavorable change in available cash balance.
CDOT SUBSIDY RECEIPTS	1,756	26.0%	5,607	8.8%	Payment timing differences (October received in September), as well as the payment for administrative assets.
TOTAL SUBSIDY RECEIPTS	(7,009)	(22.1%)	(24,566)	(8.2%)	

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	September			Year-to-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.530	\$1.162	\$0.632	*	\$5.282	\$8.876	\$3.594	68.0
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.514	2.702	0.188	7.5	15.504	15.837	0.333	2.1
<b>Capital &amp; Other Reimbursements:</b>								
MTA	(0.618)	(1.493)	(0.874)	*	(4.666)	0.000	9.301	*
CDOT	(0.587)	(0.111)	0.476	81.1	1.230	0.632	(0.599)	(48.7)
Other	(0.404)	(0.842)	(0.438)	*	8.519	10.735	2.216	26.0
Total Capital and Other Reimbursements	(1.610)	(2.446)	(0.836)	(51.9)	5.084	16.002	10.918	*
<b>Total Revenue/Receipts</b>	<b>\$1.435</b>	<b>\$1.418</b>	<b>(\$0.017)</b>	<b>(1.2)</b>	<b>\$25.870</b>	<b>\$40.714</b>	<b>\$14.845</b>	<b>57.4</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$1.550	\$3.974	\$2.424	*	\$8.819	\$9.410	\$0.590	6.7
Overtime	(0.069)	0.707	0.776	*	(0.788)	0.020	0.808	*
Health and Welfare	(0.803)	(1.216)	(0.413)	(51.3)	(9.902)	(13.007)	(3.106)	(31.4)
OP&B Current Payment	0.659	0.903	0.244	37.0	7.432	8.594	1.162	15.6
Pensions	0.512	0.120	(0.391)	(76.5)	2.582	0.298	(2.284)	(88.4)
Other Fringe Benefits	0.876	1.119	0.243	27.8	(3.852)	(4.684)	(0.833)	(21.6)
GASB Account	(0.546)	(0.546)	0.000	0.0	(4.914)	(4.914)	0.000	0.0
Reimbursable Overhead	(0.058)	(0.157)	(0.099)	*	(2.067)	(1.964)	0.103	5.0
<b>Total Labor</b>	<b>\$2.120</b>	<b>\$4.904</b>	<b>\$2.784</b>	<b>*</b>	<b>(\$2.688)</b>	<b>(\$6.248)</b>	<b>(\$3.560)</b>	<b>*</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$0.180	(\$0.419)	\$0.599	*	(\$1.088)	(\$0.417)	(\$0.672)	(61.7)
Fuel for Buses and Trains	0.150	0.414	0.264	*	(0.520)	0.216	0.736	*
Insurance	1.414	1.399	(0.015)	(1.1)	(1.953)	(2.252)	(0.299)	(15.3)
Claims	(0.117)	0.524	0.641	*	0.395	4.118	3.723	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.620)	(2.834)	(1.214)	(75.0)	(21.277)	(22.703)	(1.425)	(6.7)
Professional Service Contracts	(2.455)	1.701	4.155	*	(1.787)	0.095	1.882	*
Materials & Supplies	(0.815)	(2.458)	(1.643)	*	(6.375)	(6.425)	(0.050)	(0.8)
Other Business Expenses	(0.542)	(0.838)	(0.296)	(54.6)	(5.501)	(6.756)	(1.255)	(22.8)
<b>Total Non-Labor</b>	<b>(\$3.804)</b>	<b>(\$2.510)</b>	<b>\$1.294</b>	<b>34.0</b>	<b>(\$38.106)</b>	<b>(\$34.124)</b>	<b>\$3.983</b>	<b>10.5</b>
<b>Other Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjts.</b>	<b>(\$0.248)</b>	<b>\$3.813</b>	<b>\$4.061</b>	<b>*</b>	<b>(\$14.925)</b>	<b>\$0.342</b>	<b>\$15.267</b>	<b>*</b>
Depreciation	\$22.153	\$26.422	(\$4.269)	(19.3)	\$188.404	\$181.984	\$6.420	3.4
OP&B Obligation	4.667	6.929	(2.262)	(48.5)	41.000	44.775	(3.775)	(9.2)
Environmental Remediation	0.000	0.319	(0.319)	-	4.572	3.368	1.204	26.3
<b>Total Cash Conversion Adjustments</b>	<b>\$26.571</b>	<b>\$37.482</b>	<b>\$10.911</b>	<b>41.1</b>	<b>\$219.051</b>	<b>\$230.470</b>	<b>\$11.418</b>	<b>5.2</b>

**MTA METRO-NORTH RAILROAD**  
**2009 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
September 30, 2009

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2009 Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operating	1,836	1,777	59	Higher than projected vacancies
Maintenance	3,308	3,275	33	Higher than projected vacancies
Administration	718	719	(1)	Lower than projected vacancies <sup>(1)</sup>
Engineering / Capital	102	100	2	Higher than projected vacancies
<b>Total Agency-wide Headcount</b>	<b>5,964</b>	<b>5,871</b>	<b>93</b>	
Non-Reimbursable	5,375	5,271	104	Higher than projected vacancies
Reimbursable	589	600	(11)	Lower than projected vacancies.

(1) Forecast includes a railroad-wide vacancy provision that is included in Corporate Department (aggregated under Administration).

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**UTILIZATION**  
(in millions)

	Month of September		Variance		Year-to-Date September		Variance	
	Forecast	Actual	Fav (Unfav) Amount	MYF %	Forecast	Actual	Fav (Unfav) Amount	MYF %
<u>Farebox Revenue</u>								
Harlem Line	\$13.384	\$12.824	(\$0.560)	-4.2	\$111.926	\$108.990	(\$2.936)	-2.6
Hudson Line	\$9.666	\$9.515	(\$0.151)	-1.6	\$81.436	\$79.900	(\$1.536)	-1.9
New Haven Line	\$21.151	\$20.664	(\$0.487)	-2.3	\$184.418	\$179.899	(\$4.519)	-2.5
Total Farebox Revenue	\$44.201	\$43.003 <sup>(1)</sup>	(\$1.198)	-2.7	\$377.780	\$368.789 <sup>(1)</sup>	(\$8.991)	-2.4
<u>Ridership</u>								
Harlem Line	2.261	2.168	(0.093)	-4.1	19.946	19.524	(0.422)	-2.1
Hudson Line	1.345	1.302	(0.043)	-3.2	11.884	11.595	(0.289)	-2.4
New Haven Line	3.146	3.042	(0.104)	-3.3	27.638	26.969	(0.669)	-2.4
Total Ridership	6.752	6.512	(0.240)	-3.6	59.468	58.088	(1.380)	-2.3

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.074 million for the month and \$0.487 million year-to-date.

Overall ridership for the month was 6.512 million. This was 0.240 million or 3.6% lower than mid-year forecast. Ridership on the Harlem Line was 4.1% lower than mid-year forecast, 3.2% lower on the Hudson Line, and 3.3% lower on the New Haven Line. The Farebox revenue was \$1.198 million lower than mid-year forecast for the month of September.

Overall ridership for the year-to-date was 58.088 million. This was 1.380 million or 2.3% lower than mid-year forecast. Ridership on the Harlem Line was 2.1% lower than mid-year forecast, 2.4% lower on the Hudson Line, and 2.4% lower on the New Haven Line. The Farebox revenue was \$8.991 million lower than mid-year forecast for the year-to-date September.

**MTA METRO-NORTH RAILROAD**  
**2009 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS (1)**  
**September 30, 2009**

<u>Department</u>	<u>2009 Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	0
Labor Relations	13	12	1
Safety	17	16	1
Corporate Communications	21	21	0
Legal	16	16	0
Claims Services	16	16	0
Environmental Compliance & Serv	6	6	0
VP Human Resources	4	4	0
Human Resources	45	43	2
Training	29	27	2
Employee Relations & Diversity	4	3	1
VP Planning & Development	2	2	0
Operations Planning & Analysis	20	20	0
Capital Planning & Programming	14	14	0
Business Development & Facilities	22	21	1
Long Range Planning	9	9	0
VP Finance & Information Systems	1	1	0
Controller	119	120	(1)
Information Technology	110	109	1
Budget	16	15	1
Customer Service (2)	231	241	(10)
Corporate	-	-	0
<b>Total Administration</b>	<b>718</b>	<b>719</b>	<b>(1)</b>
<b>Operations</b>			
Operations Administration	51	50	1
Operations Services	1,758	1,697	61
Metro-North West	27	30	(3)
<b>Total Operations</b>	<b>1,836</b>	<b>1,777</b>	<b>59</b>
<b>Maintenance</b>			
GCT	334	352	(18)
Maintenance of Equipment	1,291	1,236	55
Maintenance of Way	1,517	1,520	(3)
Procurement & Material Mgmt	166	167	(1)
<b>Total Maintenance</b>	<b>3,308</b>	<b>3,275</b>	<b>33</b>
<b>Engineering/Capital</b>			
Project Budget	-	-	-
Construction Management	37	36	1
Engineering & Design	65	64	1
<b>Total Engineering/Capital</b>	<b>102</b>	<b>100</b>	<b>2</b>
<b>Total Positions</b>	<b>5,964</b>	<b>5,871</b>	<b>93</b>
<b>Non-Reimbursable</b>	<b>5,375</b>	<b>5,271</b>	<b>104</b>
<b>Reimbursable</b>	<b>589</b>	<b>600</b>	<b>(11)</b>
<b>Total Full-Time</b>	<b>5,961</b>	<b>5,868</b>	<b>93</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>3</b>	<b>3</b>	<b>0</b>

(1) Reflects authorized positions reduced by vacancies.

(2) Includes 6 part-time positions equal to 3 FTEs.

MTA METRO-NORTH RAILROAD  
 2009 BUDGET VS. ACTUALS  
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
 September 30, 2009

FUNCTION/OCCUPATION	2009 Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	49	45	4
Professional, Technical, Clerical	639	645	(6)
Operational Hourlies	30	29	1
<b>Total Administration</b>	<b>718</b>	<b>719</b>	<b>(1)</b>
<b>Operations</b>			
Managers/Supervisors	24	22	2
Professional, Technical, Clerical	294	315	(21)
Operational Hourlies	1,518	1,440	78
<b>Total Operations</b>	<b>1,836</b>	<b>1,777</b>	<b>59</b>
<b>Maintenance</b>			
Managers/Supervisors	41	41	-
Professional, Technical, Clerical	957	1,013	(56)
Operational Hourlies	2,310	2,221	89
<b>Total Maintenance</b>	<b>3,308</b>	<b>3,275</b>	<b>33</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	30	28	2
Professional, Technical, Clerical	72	72	-
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>102</b>	<b>100</b>	<b>2</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	144	136	8
Professional, Technical, Clerical	1,962	2,045	(83)
Operational Hourlies	3,858	3,690	168
<b>Total Positions</b>	<b>5,964</b>	<b>5,871</b>	<b>93</b>

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN – 2009 MIDYEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS**

**SEPTEMBER 2009**

	<u>MONTH</u>		<u>VARIANCE</u>	
	<u>2009</u>	<u>Forecast</u>	<u>Forecast</u>	<u>vs. 2008</u>
Farebox Operating Ratio (Percent)	61.1%	56.3%	4.8%	5.2%
Cost Per Passenger	\$10.67	\$11.49	\$0.82	\$0.11
Passenger Revenue/Passenger	\$6.69	\$6.63	\$0.06	\$0.51

	<u>YEAR-TO-DATE</u>		<u>VARIANCE</u>	
	<u>2009</u>	<u>Forecast</u>	<u>Forecast</u>	<u>vs. 2008</u>
Farebox Operating Ratio (Percent)	54.8%	54.1%	0.7%	(1.4%)
Cost Per Passenger	\$11.45	\$11.59	\$0.14	(\$0.64)
Passenger Revenue/Passenger	\$6.43	\$6.43	\$0.00	\$0.20

- 1) Farebox Operating Ratio excludes Other Post Employment Benefits cost of \$44.775M (Year to Date) and Environmental GASB-49 Accruals/Payments cost of \$3.368M (Year to Date)
- 2) Cost per Passenger includes West of Hudson
- 3) Passenger Revenue/Passenger is for East of Hudson only and Includes Bar Car Services



---

# **METRO-NORTH**

---

# **MONTHLY RIDERSHIP REPORT**

**SEPTEMBER 2009**

Operations Planning & Analysis  
Department  
November, 2009

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
SEPTEMBER 2009**

**SEPTEMBER RIDERSHIP**

SERVICE	SEPTEMBER 2009	SEPTEMBER 2008	CHANGE VS. 2008	
			AMOUNT	PERCENT
East of Hudson (1)	6,511,692	6,833,214	(321,522)	-4.7%
West of Hudson (1) (3)	160,459	173,933	(13,474)	-7.7%
<b>METRO-NORTH RAIL RIDERSHIP</b>	<b>6,672,151</b>	<b>7,007,147</b>	<b>(334,996)</b>	<b>-4.8%</b>
Connecting Services Provided By Metro-North Contractors (2)	49,886	56,540	(6,654)	-11.8%
<b>TOTAL MTA METRO-NORTH SYSTEM RIDERSHIP</b>	<b>6,722,037</b>	<b>7,063,687</b>	<b>(341,650)</b>	<b>-4.8%</b>

**YTD RIDERSHIP**

SERVICE	YTD 2009	YTD 2008	CHANGE VS. 2008	
			AMOUNT	PERCENT
East of Hudson (1)	58,088,251	60,539,812	(2,451,561)	-4.0%
West of Hudson (1) (3)	1,453,791	1,567,000	(113,209)	-7.2%
<b>METRO-NORTH RAIL RIDERSHIP</b>	<b>59,542,042</b>	<b>62,106,812</b>	<b>(2,564,770)</b>	<b>-4.1%</b>
Connecting Services Provided By Metro-North Contractors (2)	452,835	502,576	(49,741)	-9.9%
<b>TOTAL MTA METRO-NORTH SYSTEM RIDERSHIP</b>	<b>59,994,877</b>	<b>62,609,388</b>	<b>(2,614,511)</b>	<b>-4.2%</b>

Notes:

1) 2008 ridership figures have been restated to eliminate calendar impacts on ridership.

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

**RIDERSHIP  
EAST OF HUDSON  
SEPTEMBER 2009**

**SEPTEMBER RIDERSHIP**

LINE	SEPTEMBER 2009 ACTUAL	SEPTEMBER 2009 MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		SEPTEMBER 2008 RESTATED (1)	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Harlem	2,168,025	2,260,990	(92,965)	-4.1%	2,298,264	(130,239)	-5.7%
Hudson	1,301,812	1,345,259	(43,447)	-3.2%	1,348,004	(46,192)	-3.4%
New Haven	3,041,855	3,145,692	(103,837)	-3.3%	3,186,946	(145,091)	-4.6%
<b>TOTAL</b>	<b>6,511,692</b>	<b>6,751,941</b>	<b>(240,249)</b>	<b>-3.6%</b>	<b>6,833,214</b>	<b>(321,522)</b>	<b>-4.7%</b>

**YTD RIDERSHIP**

LINE	2009 YTD ACTUAL	2009 YTD MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		2008 YTD RESTATED (1)	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Harlem	19,523,979	19,946,107	(422,128)	-2.1%	20,310,486	(786,507)	-3.9%
Hudson	11,595,338	11,883,929	(288,591)	-2.4%	12,032,960	(437,622)	-3.6%
New Haven	26,968,934	27,638,020	(669,086)	-2.4%	28,196,366	(1,227,432)	-4.4%
<b>TOTAL</b>	<b>58,088,251</b>	<b>59,468,056</b>	<b>(1,379,805)</b>	<b>-2.3%</b>	<b>60,539,812</b>	<b>(2,451,561)</b>	<b>-4.0%</b>

Note:

1) 2008 ridership figures have been restated to eliminate calendar impacts on ridership.

**REVENUE  
EAST OF HUDSON  
SEPTEMBER 2009**

**SEPTEMBER REVENUE**

LINE	SEPTEMBER 2009 ACTUAL	SEPTEMBER 2009 MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		SEPTEMBER 2008 ACTUAL	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Harlem	\$12,824,177	\$13,384,254	(\$560,077)	-4.2%	\$12,221,653	\$602,524	4.9%
Hudson	\$9,515,477	\$9,665,931	(\$150,454)	-1.6%	\$8,895,391	\$620,086	7.0%
New Haven	\$20,663,508	\$21,150,640	(\$487,132)	-2.3%	\$20,508,238	\$155,270	0.8%
<b>TOTAL</b>	<b>\$43,003,162</b>	<b>\$44,200,825</b>	<b>(\$1,197,663)</b>	<b>-2.7%</b>	<b>\$41,625,281</b>	<b>\$1,377,881</b>	<b>3.3%</b>

**YTD REVENUE**

LINE	2009 YTD ACTUAL	2009 YTD MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		2008 YTD ACTUAL	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Harlem	\$108,990,018	\$111,925,922	(\$2,935,904)	-2.6%	\$109,201,240	(\$211,222)	-0.2%
Hudson	\$79,899,758	\$81,436,052	(\$1,536,294)	-1.9%	\$80,004,666	(\$104,909)	-0.1%
New Haven	\$179,899,793	\$184,418,486	(\$4,518,693)	-2.5%	\$184,968,281	(\$5,068,488)	-2.7%
<b>TOTAL</b>	<b>\$368,789,569</b>	<b>\$377,780,460</b>	<b>(\$8,990,891)</b>	<b>-2.4%</b>	<b>\$374,174,188</b>	<b>(\$5,384,619)</b>	<b>-1.4%</b>

**RIDERSHIP**  
**SEPTEMBER 2009**  
**NYS PORTION OF WEST OF HUDSON SERVICE (1)**

**SEPTEMBER RIDERSHIP**

LINE	SEPTEMBER 2009 ACTUAL (3)	SEPTEMBER 2009 MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		SEPTEMBER 2008 RESTATED (2)	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Port Jervis	114,972	118,656	(3,684)	-3.1%	126,147	(11,175)	-8.9%
Pascack Valley	45,487	52,752	(7,265)	-13.8%	47,786	(2,299)	-4.8%
<b>TOTAL</b>	<b>160,459</b>	<b>171,408</b>	<b>(10,949)</b>	<b>-6.4%</b>	<b>173,933</b>	<b>(13,474)</b>	<b>-7.7%</b>

**YTD RIDERSHIP**

LINE	2009 YTD ACTUAL (3)	2009 YTD MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		2008 YTD RESTATED (2)	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Port Jervis	1,048,109	1,097,800	(49,691)	-4.5%	1,155,167	(107,058)	-9.3%
Pascack Valley	405,682	426,965	(21,283)	-5.0%	411,833	(6,151)	-1.5%
<b>TOTAL</b>	<b>1,453,791</b>	<b>1,524,765</b>	<b>(70,974)</b>	<b>-4.7%</b>	<b>1,567,000</b>	<b>(113,209)</b>	<b>-7.2%</b>

**Notes:**

(1) NY State portion includes Port Jervis Line stations West of Suffern and Pascack Valley Line stations north of Montvale.

(2) 2008 ridership figures have been restated to eliminate calendar impacts on ridership.

**REVENUE**  
**SEPTEMBER 2009**  
**NYS PORTION OF WEST OF HUDSON SERVICE (1)**

**SEPTEMBER REVENUE**

LINE	SEPTEMBER 2009 ACTUAL (2)	SEPTEMBER 2009 MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		SEPTEMBER 2008 ACTUAL	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Port Jervis	\$877,814	\$926,147	(\$48,333)	-5.2%	\$878,320	(\$506)	-0.1%
Pascack Valley	\$259,919	\$291,174	(\$31,255)	-10.7%	\$246,322	\$13,597	5.5%
<b>TOTAL</b>	<b>\$1,137,733</b>	<b>\$1,217,321</b>	<b>(\$79,588)</b>	<b>-6.5%</b>	<b>\$1,124,642</b>	<b>\$13,091</b>	<b>1.2%</b>

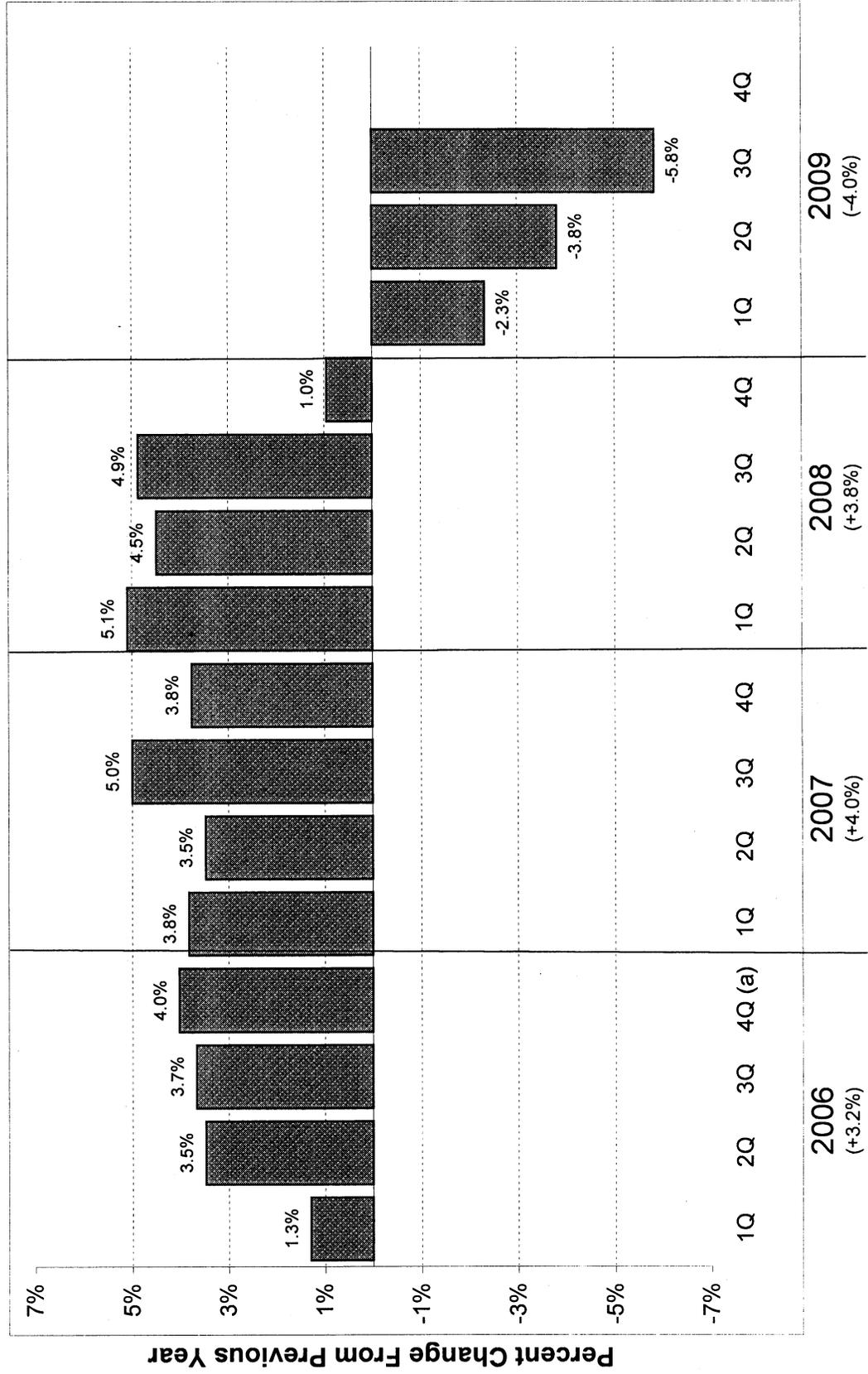
**YTD REVENUE**

LINE	2009 YTD ACTUAL (2)	2009 YTD MID-YEAR FORECAST	VARIANCE VS. MID-YEAR FORECAST		2008 YTD ACTUAL	CHANGE FROM 2008	
			AMOUNT	PERCENT		AMOUNT	PERCENT
Port Jervis	\$7,624,941	\$8,102,940	(\$477,999)	-5.9%	\$8,080,284	(\$455,343)	-5.6%
Pascack Valley	\$2,194,807	\$2,313,711	(\$118,904)	-5.1%	\$2,127,202	\$67,605	3.2%
<b>TOTAL</b>	<b>\$9,819,747</b>	<b>\$10,416,651</b>	<b>(\$596,904)</b>	<b>-5.7%</b>	<b>\$10,207,486</b>	<b>(\$387,739)</b>	<b>-3.8%</b>

**Notes:**

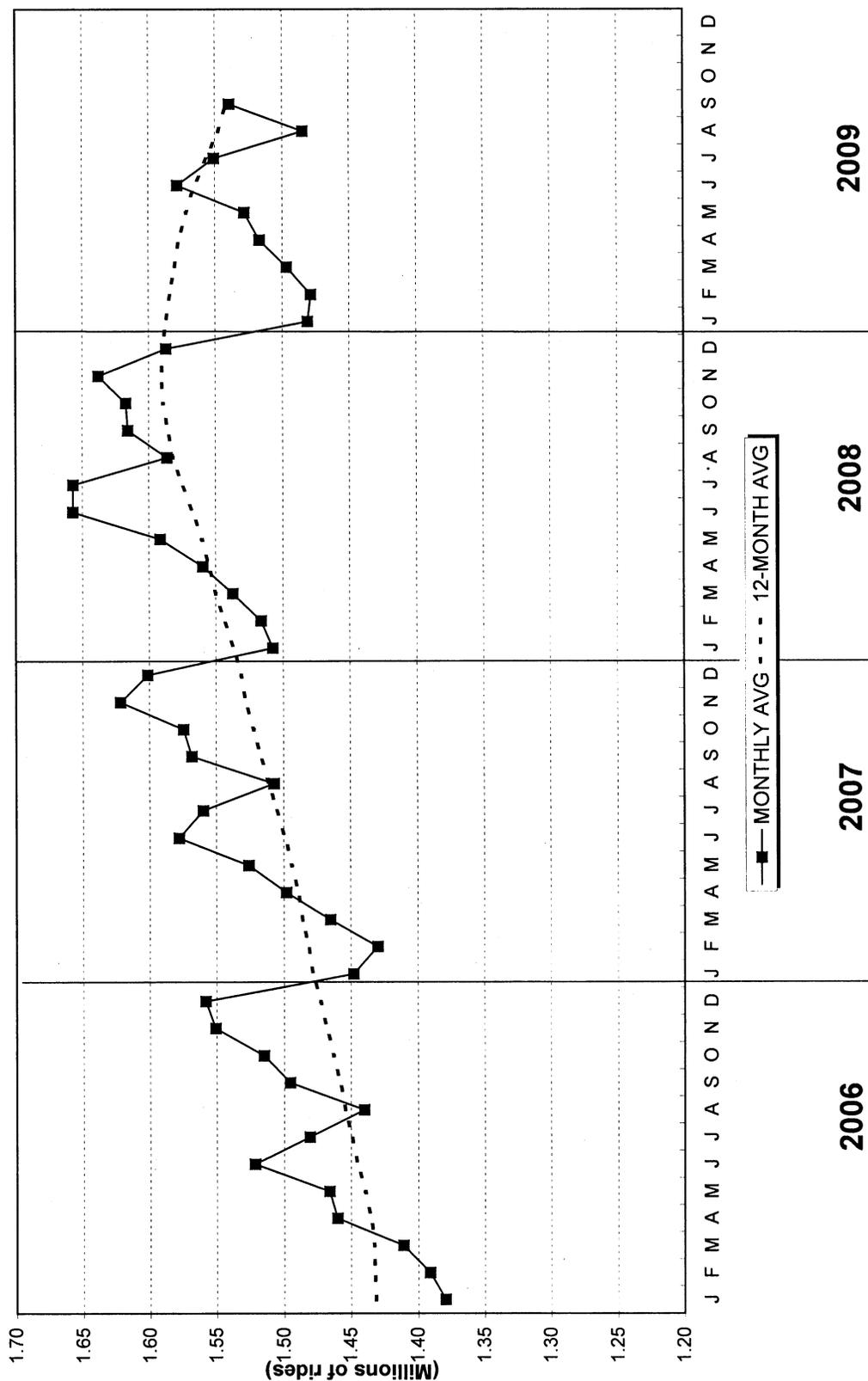
(1) NY State portion includes Port Jervis Line stations West of Suffern and Pascack Valley Line stations north of Montvale.

# QUARTERLY RIDERSHIP GROWTH EAST OF HUDSON

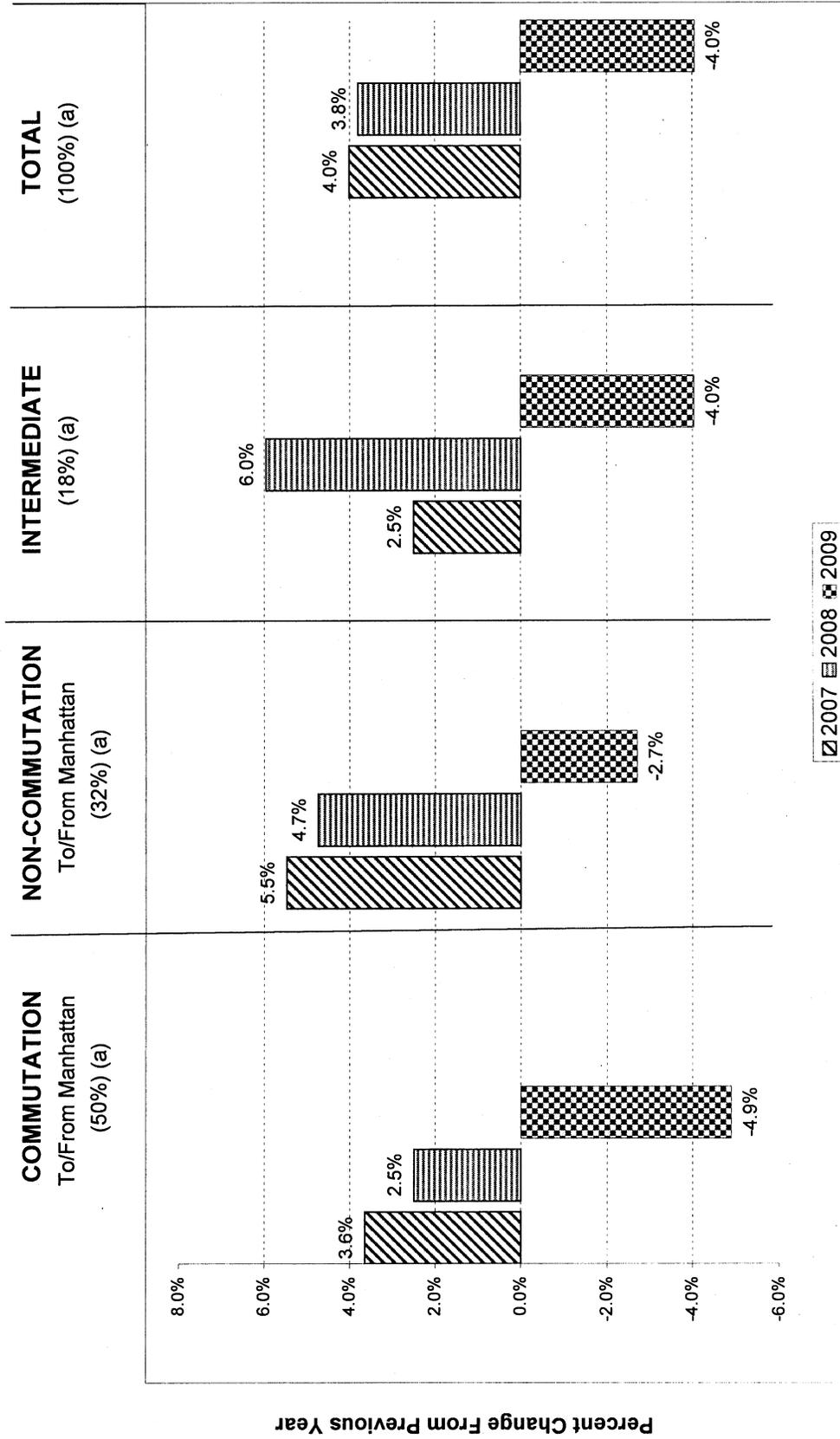


(a) Thru September, 2009.

# AVERAGE WEEKLY RIDERSHIP EAST OF HUDSON



## RIDERSHIP TRENDS BY MARKET EAST OF HUDSON



(a) Percent of total market.  
 (b) 2007 and 2008 figures reflect annual trends.

**CONNECTING SERVICES RIDERSHIP REPORT  
SEPTEMBER 2009 <sup>(1)</sup>**

SERVICE	CURRENT MONTH				YEAR-TO-DATE	
	SEPTEMBER 2009 ACTUAL	SEPTEMBER 2008 RESTATE <sup>(2)</sup>	CHANGE FROM 2008		SEPTEMBER 2008 RESTATE <sup>(2)</sup>	CHANGE FROM 2008
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT

SERVICE	CURRENT MONTH				YEAR-TO-DATE	
	SEPTEMBER 2009 ACTUAL	SEPTEMBER 2008 RESTATE <sup>(2)</sup>	CHANGE FROM 2008		SEPTEMBER 2008 RESTATE <sup>(2)</sup>	CHANGE FROM 2008
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT

**1) CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS**

Hudson Rail Link	31,344	34,769	(3,425)	-9.9%	291,412	313,622	(22,210)	-7.1%
Haverstraw-Ossining Ferry	10,383	11,539	(1,156)	-10.0%	90,779	100,985	(10,206)	-10.1%
Newburgh-Beacon Ferry	8,159	10,232	(2,073)	-20.3%	70,644	87,969	(17,325)	-19.7%
<b>TOTAL</b>	<b>49,886</b>	<b>56,540</b>	<b>(6,654)</b>	<b>-11.8%</b>	<b>452,835</b>	<b>502,576</b>	<b>(49,741)</b>	<b>-9.9%</b>

**2) CONNECTING SERVICES PROVIDED BY METRO-NORTH PARTNERS**

Bronx (NYCT) <sup>(3)</sup>	72,182	84,200	(12,018)	-14.3%	684,799	722,091	(37,292)	-5.2%
Westchester (WCDOT, Croton Falls Shuttle) <sup>(3)</sup>	49,079	61,079	(12,000)	-19.6%	449,976	522,613	(72,637)	-13.9%
Westchester Shuttles (WCDOT)	15,704	17,038	(1,334)	-7.8%	143,517	150,095	(6,578)	-4.4%
Putnam (Putnam County)	119	177	(58)	-32.8%	1,073	1,566	(493)	-31.5%
Dutchess (Dutchess Loop)	1,861	4,028	(2,167)	-53.8%	21,836	32,067	(10,231)	-31.9%
Connecticut (CDOT, I-Bus, Danbury-Brewster, Ridgefield-Katonah, Greenwich & Stamford)	75,073	92,367	(17,294)	-18.7%	681,654	753,994	(72,340)	-9.6%
Shore Line East (CDOT)	15,590	21,488	(5,898)	-27.4%	146,567	166,036	(19,469)	-11.7%
Rockland (Tappan ZeeXpress)	21,197	24,350	(3,153)	-13.0%	188,432	190,762	(2,330)	-1.2%
Orange (Newburgh-Beacon)	3,828	4,471	(643)	-14.4%	35,203	44,935	(9,732)	-21.7%
<b>TOTAL</b>	<b>254,632</b>	<b>309,198</b>	<b>(54,566)</b>	<b>-17.6%</b>	<b>2,353,057</b>	<b>2,584,159</b>	<b>(231,102)</b>	<b>-8.9%</b>

<b>COMBINED TOTAL</b>	<b>304,518</b>	<b>365,738</b>	<b>(61,220)</b>	<b>-16.7%</b>	<b>2,805,892</b>	<b>3,086,735</b>	<b>(280,843)</b>	<b>-9.1%</b>
-----------------------	----------------	----------------	-----------------	---------------	------------------	------------------	------------------	--------------

(1) Ridership reflects passengers using connecting services to travel on Metro-North only and is calculated based on a combination of passenger counts and ticket sales.

(2) 2008 ridership figures have been restated to eliminate calendar impacts on ridership.

(3) Totals exclude Westchester and NYCT Bronx connecting bus service which continues to be adversely impacted by the introduction of MetroCard in April 2007.



**CAPITAL PROGRAM  
HIGHLIGHTS/SIGNIFICANT ISSUES  
November 16 Meeting**

**Parking**

**Cortlandt Parking and Access Improvements**

Federal Id: NY-95-X002

Contractor's field mobilization, project submittals, survey stakeout work, soil sampling, clearing & grubbing, environmental controls for the site (silt fence around wetlands and construction entrance stabilization) has commenced. Local 14 building demolition work and pile foundation work is scheduled to begin in the second week of November 2009.

**Stations**

**Hudson Line Station Improvements Phase II**

Federal Id: NY-90-X590; NY-90-X578; NY-90-X567; NY-90-X537; NY-05-0111; NY-05-0109

*Ossining:*

- Work on west side elevator continues.
- Finishing up mini piles under building.
- Setting slabs at south end of the 1/3 platform.

*Scarborough:*

- Setting precast slabs for track 3 platform and erecting light poles.

*Philipse Manor:*

- Setting precast slabs and reconstructing stairs to the street.

**Tarrytown Station Improvements**

Federal ID: NY-56-0001 ARRA Section 5309

Track 3 was taken out of service on October 19, 2009, continuously for 10 months. Track 3 resurfacing is complete, and temporary platform on track 3 is being constructed.

**Poughkeepsie Station Improvements – Roof/Utility Upgrade**

Federal Id: NY-90-X578; NY-95-X002

Work progress for the Terra Cotta and Roof Replacement project.

- Station Terra Cotta cleaning, patching and glazing continues.
- Installation of the tile roof west face complete; east face continues.
- Installation of the replacement Terra Cotter pieces continues.

Work Progress for the Utility Upgrade:

- Utility upgrade is substantially complete.

**Poughkeepsie Station Improvements – Window/Doors**

Federal ID: NY-56-0001 ARRA Section 5309

Contractor submittals continue. Work on the lintels replacement and east face brick repointing commenced.

**Station Building Rehabilitation (Tarrytown, Fordham, Port Chester, and Mamaroneck)**

Federal Id: NY-95-X009 (Tarrytown)

*Tarrytown:* Project is 85% completed. Roof on the west side (track side) is complete. The canopy on east side removed and has been replaced. Westside of building is open to the public. Demolition of the sidewalk on the east-side commenced.

*Port Chester:* Project is 95% complete. Installation of new doors is complete.

*Mamaroneck:* Project is 98% complete. Installation of the A/C unit is complete. Installation of walls, ceiling and lights are complete as of October, 2009.

*Fordham Station:* Evaluation of bids continue.

### **NHL Station Improvements – Port Chester and Rye**

Federal Id: NY-90-X590

Platform bearing repairs and "T" stem work is approximately 50 complete. Canopy deck replacement is underway.

### **Fordham Station Capacity Improvements**

Requisition is circulating for approvals. A request for proposals is expected to be issued to the list of GEC's in November 2009.

## **Track and Structures**

### **Bridge Rehabilitation- Moodna/Woodbury Viaducts**

Construction Priority Repairs Moodna:

The jacking of the columns at all five of the columns scheduled for repair is complete. The existing concrete piers were demolished. Four of the five piers were recast. Deleading of the steel columns is ongoing. Installation of the supplemental anchor rods is ongoing.

Phase II Design Repairs Moodna and Woodbury:

Inspection for the next phase of repairs on both Woodbury and Moodna viaducts and computer modeling of the structures for both viaducts is in progress. Inspection of the viaduct superstructures is complete. The consultant is preparing the evaluation of both structures based on the results of the inspection.

### **Replace Overhead Bridges**

*Superstructure Replacement of NH 13.79 – South First (a.k.a. Park) Avenue Bridge, Mt. Vernon:*

Contractor is working on submittals. A progress meeting is scheduled for October 28, 2009.

### **Catenary Structures Rehabilitation**

The project is scheduled to achieve substantial completion by the end of October 2009.

### **2009 Cyclical Track Program**

Federal ID: NY-05-0112

To date approximately 13,575 ties have been installed and 66 miles of track surfaced. Tie installation in NYS between Spuyten Duyvil and Greystone on track 2 is ongoing.

## **Grand Central Terminal**

### **GCT Elevator Rehabilitation Phase III**

The installation of steel rail in shaft is 90% complete. Elevator fabrication is complete. The anticipated delivery date of elevator components is by December 2009.

### **GCT Elevators**

Federal ID: NY-56-0001 ARRA Section 5309

Contractor continues field surveys, and preparation of shop drawing submittals and Requests for Information. Installation of temporary partitions is complete for the Hall "D". Contractor is currently working on elevators T-10 and T-12 in Hall "D". Work on the Hall "D" elevators is scheduled to be completed by February 2010. Hall "A" elevators will be next.

### **GCT Employee Welfare Facility - Design/Build**

Federal ID: NY-56-0001 ARRA Section 5309

A kick-off meeting was held on September 17, 2009. Final Design and mobilization for the demolition work continues.

## **Shops and Yards**

### **Croton-Harmon Shop/Yard Rehabilitation**

Phase IV - Stage I Design: MNR has all contract documents ready to begin the procurement process.

### **Other than Capital Funded**

#### **Biltmore Room; Main Level GCT**

- Floor work, wall cleaning and polishing continues.
- Overall work is approximately 98% complete.

#### **General Engineer Task Orders awarded (less than \$1.5M)**

There were no General Engineering task orders awarded in October 2009 less than \$1.5M.

### **Analysis of awards made under General Engineering Consultant Program (November 2008 – October 2009)**

#### **Awards made *not requiring* MTA Board approval.**

##### **Description of Task**

Metallurgical Testing	35,000
Value Engineering – Harmon Shop Replacement PH IV and Various Miscellaneous Projects	830,000
Replace Timber Undergrade Bridges – Design Bridge Dapping Diagrams	225,426
Undergrade Bridge Program West of Hudson – Inspection/Load Rating	316,482
Moodna & Woodbury Viaducts – Design/Inspection/Load Rating	969,998
Overhead Bridge Program – Prospect Hill Road Bridge – Inspection/Load Rating	50,000
GCT Employee Welfare Facility – CM/Inspection	906,104
Moodna Viaduct Repairs – CM/Inspection	389,927

---

Total	\$3,722,937
-------	-------------

Average cost of the 8 task <i>not requiring</i> MTA Board approval:	\$465,367
---	-----------

#### **Awards made that *required* MTA Board approval.**

##### **Description of Task**

Cortlandt Parking & Access Improvements – CM/Inspection	2,182,722
Tarrytown Station Improvements – CM/Inspection	3,662,124

---

Total	\$5,844,846
-------	-------------

Average cost of the 2 task <i>requiring</i> MTA Board approval:	\$2,922,423
---	-------------

---

<b>Grand Total</b>	<b>\$9,567,783</b>
--------------------	--------------------

---

**Page is left intentionally blank.**



**SAFETY REPORT**  
**TO THE METRO-NORTH RAILROAD COMMITTEE**

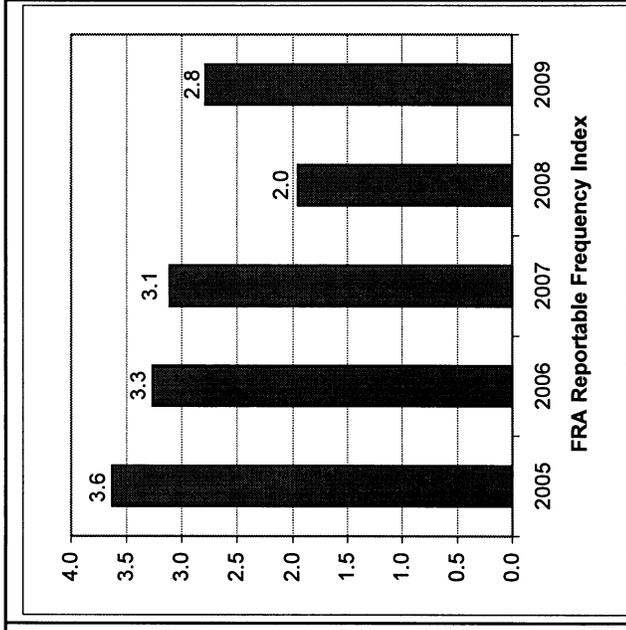
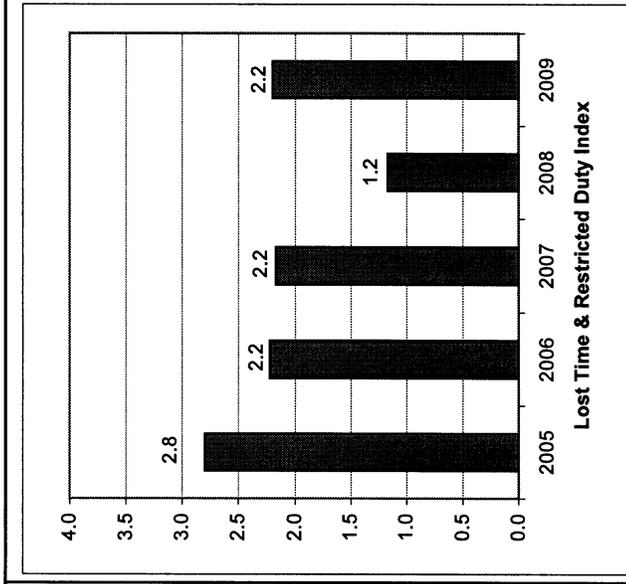
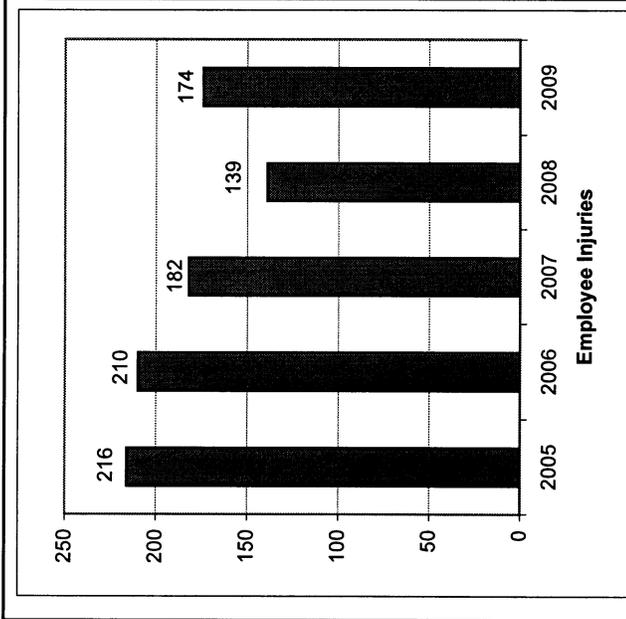
**November 2009**

METRO-NORTH

EMPLOYEE SAFETY INITIATIVES

- CONTINUED ENHANCEMENT OF THE PRIORITY 1 PROGRAM
  - SAFETY BRIEFINGS
  - JOB SAFETY ANALYSIS
  - EMPLOYEE RECOGNITION
  - SAFETY BULLETINS AND FORECASTS
- SAFETY TRAINING AND EDUCATION
  - NEW HIRE SAFETY TRAINING
  - SUPERVISOR'S SAFETY PROGRAM REVIEW
- OPERATING DEPARTMENT SAFETY INITIATIVES
  - DEPARTMENTAL SAFETY PLANS
  - 100% PERSONAL PROTECTIVE EQUIPMENT COMPLIANCE
  - SEATBELT SAFETY
- SAFETY COMMUNICATIONS PLAN
  - SAFETY POSTER PROGRAM
  - ON TRACK ARTICLES
  - WEEKLY SAFETY NEWS ITEMS
- AUDIT PROGRAM
  - SAFETY AUDITS
  - 24/7

# MTA Metro-North Railroad Summary of Employee Injuries Through September



Year	Total
2005	216
2006	210
2007	182
2008	139
2009	174

Year	Lost Time	Restricted Duty	LT FI*	RD FI*	LT&RD FI*
2005	89	35	2.0	0.8	2.8
2006	60	42	1.3	0.9	2.2
2007	57	42	1.2	0.9	2.2
2008	35	20	0.7	0.4	1.2
2009	89	16	1.9	0.3	2.2

Year	Total	FRA FI*
2005	161	3.6
2006	150	3.3
2007	142	3.1
2008	92	2.0
2009	133	2.8

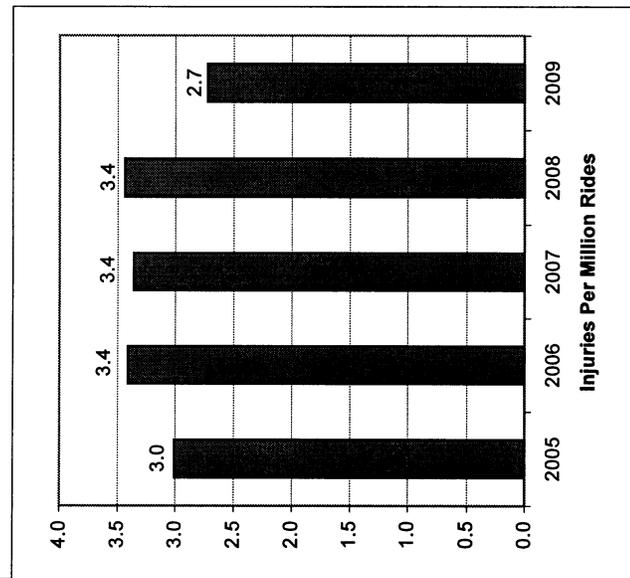
\* - Injuries Per 200,000 Hours

## METRO-NORTH

### CUSTOMER SAFETY INITIATIVES

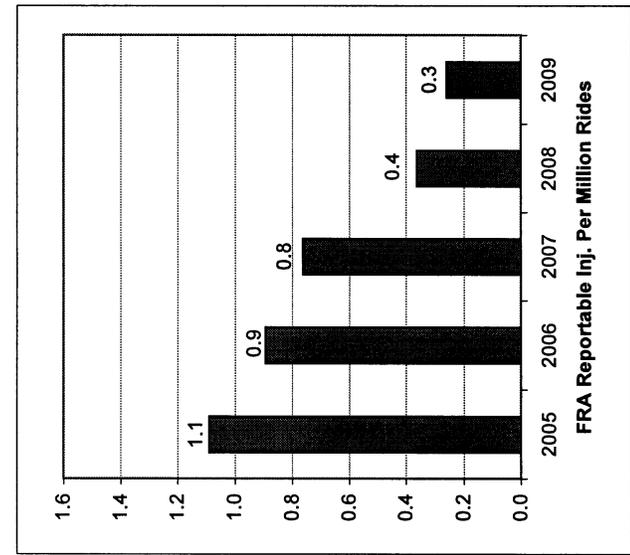
- CUSTOMER SAFETY BROCHURE AVAILABLE IN GRAND CENTRAL TERMINAL & OUTLYING STATIONS
- CUSTOMER SAFETY RULE – MILEPOSTS
- FACILITIES PREVENTIVE MAINTENANCE STUDY OF STATIONS IN ORDER TO IMPROVE SAFETY FOR CUSTOMERS
- REGULAR INSPECTIONS OF ALL STATIONS, STAIRWAYS, PLATFORMS AND RAMPS IN COORDINATION WITH SERVICE QUALITY AND STATIONS SERVICES AND FACILITIES DEPARTMENTS
- EMERGENCY DISASTER SIMULATIONS
- PUBLIC SAFETY EDUCATION INITIATIVE
- GAP SAFETY INITIATIVES

# MTA Metro-North Railroad Summary of Customer Injuries Through September



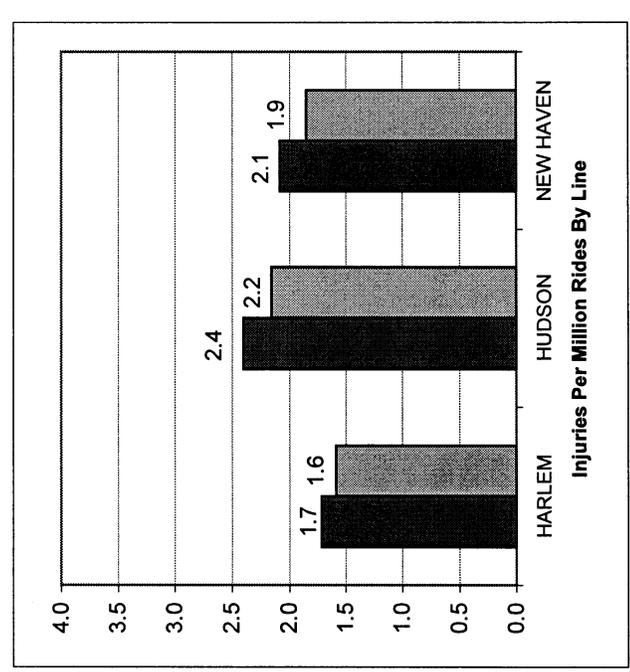
Customer Injuries

Year	Total	FI*
2005	163	3.0
2006	191	3.4
2007	194	3.4
2008	209	3.4
2009	158	2.7



FRA Reportable Customer Injuries

Year	Total	FRA FI*
2005	59	1.1
2006	50	0.9
2007	44	0.8
2008	22	0.4
2009	15	0.3

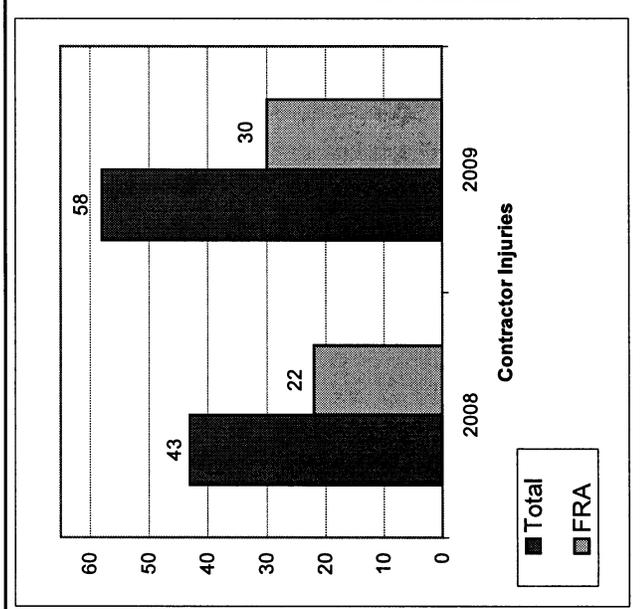
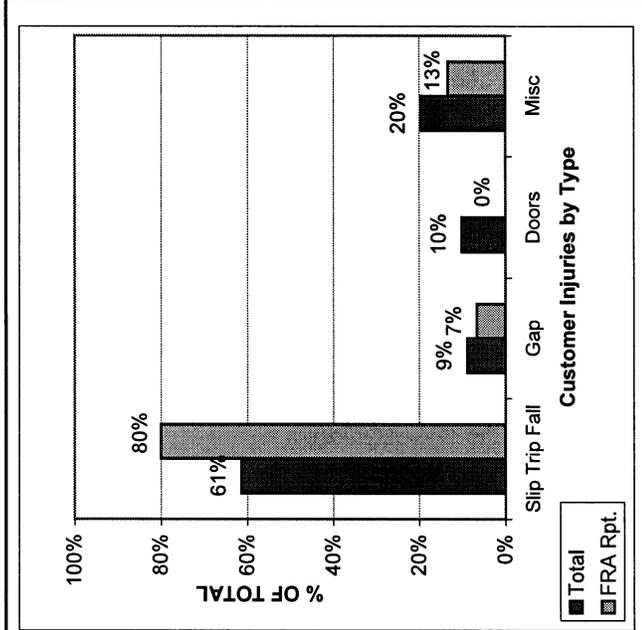
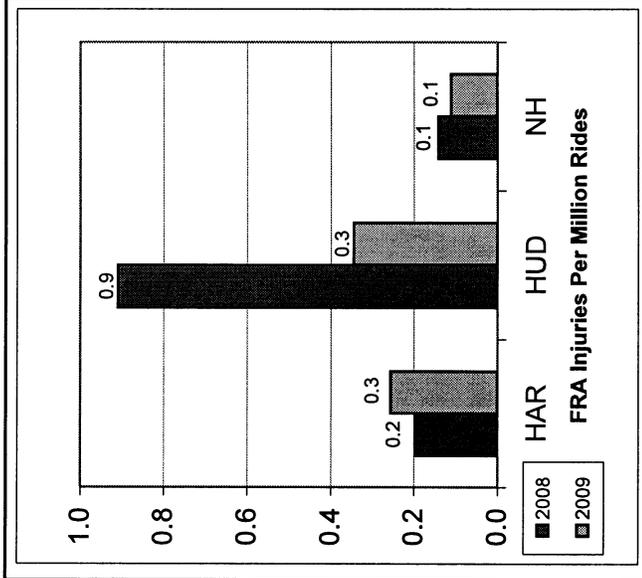


Customer Injuries by Line

Year	2008	2009	2008 FI*	2009 FI*
HARLEM	35	31	1.7	1.6
HUDSON	29	25	2.4	2.2
NEW HAVEN	59	50	2.1	1.9

\* - Injuries Per Million Rides

# MTA Metro-North Railroad Summary of Customer/Contractor Injuries Through September



Year	2008	2009	2008 FI*	2009 FI*
HAR	4	5	0.2	0.3
HUD	11	4	0.9	0.3
NH	4	3	0.1	0.1

Type	Total	% of Total	FRA Rpt.	% of Total
Slip Trip Fall	97	61%	12	80%
Gap	14	9%	1	7%
Doors	16	10%	0	0%
Misc	31	20%	2	13%
Total	158		15	

	2008	2009
Total	43	58
FRA Rpt.	22	30

\* - Injuries Per Million Rides





**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Metro North Railroad**

**October 2009**

	<b>2009</b>	<b>2008</b>	<b>Diff</b>	<b>%Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	1	-1	-100%
<b>Robbery</b>	0	3	-3	-100%
<b>Felony Assault</b>	1	1	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	6	12	-6	-50%
<b>GLA</b>	1	1	0	0%
<b>Total Major Felonies</b>	<b>8</b>	<b>18</b>	<b>-10</b>	<b>-56%</b>

**January to October, 2009**

	<b>2009</b>	<b>2008</b>	<b>Diff</b>	<b>%Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	1	-1	-100%
<b>Robbery</b>	9	11	-2	-18%
<b>Felony Assault</b>	10	10	0	0%
<b>Burglary</b>	8	13	-5	-38%
<b>Grand Larceny</b>	58	101	-43	-43%
<b>GLA</b>	4	5	-1	-20%
<b>Total Major Felonies</b>	<b>89</b>	<b>141</b>	<b>-52</b>	<b>-37%</b>

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
System Wide**

October 2009

	2009	2008	Diff	%Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	1	-1	-100%
<b>Robbery</b>	2	5	-3	-60%
<b>Felony Assault</b>	7	4	3	75%
<b>Burglary</b>	1	0	1	0%
<b>Grand Larceny</b>	11	23	-12	-52%
<b>GLA</b>	1	1	0	0%
<b>Total Major Felonies</b>	22	34	-12	-35%

January to October, 2009

	2009	2008	Diff	%Change
<b>Murder</b>	1	0	1	0%
<b>Rape</b>	0	2	-2	-100%
<b>Robbery</b>	29	53	-24	-45%
<b>Felony Assault</b>	35	30	5	17%
<b>Burglary</b>	12	20	-8	-40%
<b>Grand Larceny</b>	157	191	-34	-18%
<b>GLA</b>	9	7	2	29%
<b>Total Major Felonies</b>	243	303	-60	-20%

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



# Memorandum



## Metro-North Railroad

**Date** November 3, 2009

**To** Metro-North Committee

**From** Howard Permut *HP*

**Re** 2009 Holiday Service

Outlined below for your information are Metro-North's service plans for the upcoming 2009 Thanksgiving and Christmas/New Year's holiday periods. Total ridership increases during these holidays when many discretionary customers include Metro-North in their travel plans.

Key elements of this year's 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.

For 2009 we are projecting ridership levels basically unchanged from 2008. This is based on the fact that despite the sharp decline in the economy and commutation ridership, ridership for special events in 2009 has been basically flat, compared to 2008. Accordingly, the 2009 Metro-North holiday program remains essentially the same as in 2008, with similar service levels provided in all time periods.

### **THANKSGIVING HOLIDAY WEEKEND**

This year's Thanksgiving Holiday Weekend service level will mirror last year's service. As in the past, Metro-North will publish and operate a special four-day schedule for the Thanksgiving Holiday Weekend (Thursday, November 26th through Sunday, November 29th). Off-peak fares will be valid throughout the entire four-day period.

On Wednesday, the day before Thanksgiving, historically the heaviest travel day of the year, Metro-North will operate a regular weekday schedule with longer trains at key times and seventeen additional extra trains departing GCT between 1:00pm and 4:00pm. Fifteen trains will be combined or cancelled in the later PM peak to free crews and equipment for the early getaway service.

On 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.

Overall, more than 110,000 customers are projected to use Metro-North on Thanksgiving Day, matching last year's level. During the key outbound period between 10:00am and 2:00pm all fares from Grand Central and from Harlem-125th Street will be collected from customers before they board trains. "Gate collection" of fares ensures that a fare is collected from each customer. During this period in 2008, 31,000 customers departed Grand Central.

On the Friday after Thanksgiving, we historically experience less than 25% of the normal AM peak ridership, and discretionary travel between 10 AM and 2 PM increases approximately 65% over a normal weekday. A special schedule included in Metro-North's four-day timetable addresses these 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. There will also be late morning extra inbound service and extra outbound service between 3pm and 4pm.

Saturday and Sunday schedules complete the four-day timetable with extra trains and additional cars on existing trains. In addition to the frequent regular Saturday service, New Haven Line Shoppers' Special trains will operate. Sunday service features upper Harlem and outer New Haven line Shoppers' Specials in addition to the normal hourly service, and inner New Haven Line Shoppers' Specials providing half-hour service at key times between Stamford and New York.

#### **WEEKENDS BETWEEN THANKSGIVING AND CHRISTMAS/NEW YEAR'S**

For the seven-week period between November 21 and January 2, Metro-North will supplement regular train service to meet the travel demands of increased discretionary ridership.

Weekend ridership between Thanksgiving and Christmas is historically about 35% higher than typical fall weekend ridership. To meet this demand, we will provide additional cars and staffing during key times, and operate Shopper's Special trains, as detailed previously, on seven weekends, from Saturday, November 21, through Saturday, January 2.

**CHRISTMAS/NEW YEAR'S HOLIDAY WEEKENDS**

Metro-North will operate a regular weekday schedule on the Wednesday before Christmas, with increased consists at key times and seventeen additional trains departing GCT between 1:00pm and 4:00pm; some train consolidations will be made during the late evening peak period (when ridership is projected to be lower) to free crews and equipment for the earlier additional service. Based on historical travel patterns, outbound ridership is projected to approach volumes seen on "getaway" Fridays before three-day holiday weekends.

Metro-North will operate a special schedule on Christmas Eve and New Year's Eve. On Christmas Eve the special schedule features normal AM peak service, extra outbound service between noon and 4:00pm, regular outbound service 4:00pm to 5:00pm and train service consolidations after 5:00pm. The New Year's Eve schedule includes a reduced AM Peak to accommodate historically lower peak ridership, and extra afternoon/early evening inbound service, as well as overnight New Year's morning service. 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 the train at Grand Central.

To accommodate customers' special travel needs during these holiday periods, Metro-North will publish a special Holiday Timetable that will be in effect during the two successive holiday periods. This timetable will provide a two-day schedule incorporating all train service on both Christmas and New Year's Eves, as well as both holidays (Thursday and Friday, December 24 and 25, and December 31 and January 1, 2010).

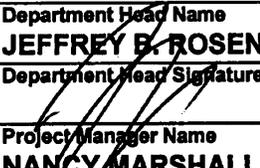
**CHRISTMAS-NEW YEAR'S WEEK (Monday, Dec. 28 – Wednesday, Dec. 30)**

Historically, mid-day inbound ridership between 10am and 2pm 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.

cc: J. Walder  
C. Monheim

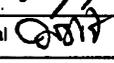
R. Burney  
S. Cummins  
D. Evans  
S. Herrington  
R. Lieblong  
R. C. MacLagger  
M. Mannix  
K. Porcelain  
J. Redeker – CDOT

# Staff Summary

<b>Subject</b> <b>LEASE AGREEMENT</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JEFFREY B. ROSEN</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>NANCY MARSHALL</b>

<b>Date</b> <b>NOVEMBER 9, 2009</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	CC/PRE Committee	11/9/09	X		
2	Board	11/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director	2	Civil Rights 
	Chief of Staff	1	Legal 
	Director of B&FM		
3	Dep Exec Dir of Admin 		

<b>Narrative</b>			
<b>AGENCY:</b>	MTA Metro-North Railroad ("Metro-North")		
<b>LESSEE :</b>	New LLC to be formed by Yorkville Tennis Club, LLC		
<b>LOCATION:</b>	Fourth floor, Hall D, Grand Central Terminal, New York		
<b>ACTIVITY:</b>	Tennis club		
<b>ACTION REQUESTED:</b>	Approval of terms		
<b>TERM:</b>	Ten (10) years		
<b>SPACE:</b>	Approximately 8,800 sq. ft.		
<b>RENT:</b>	<b>Year</b>	<b>Annual</b>	<b>PSF</b>
	1	\$225,000.00	\$25.57
	2	\$236,250.00	\$26.85
	3	\$248,000.00	\$28.18
	4	\$260,500.00	\$29.60
	5	\$273,500.00	\$31.08
	6	\$287,200.00	\$32.64
	7	\$301,500.00	\$34.26
	8	\$316,600.00	\$35.98
	9	\$332,500.00	\$37.78
	10	\$350,000.00	\$39.77
<b>SECURITY:</b>	Three (3) month's rent plus additional security for completion of construction work per the "Security for Tenant's Work" section of the standard Grand Central Terminal form of lease		
<b>INSURANCE:</b>	Standard		
<b>CONSTRUCTION PERIOD:</b>	Ninety (90) days		

**CAPITAL CONSTRUCTION/PLANNING/REAL ESTATE COMMITTEE MEETING****Yorkville Tennis Club, LLC (Cont'd)****COMMENTS:**

In conjunction with MTA Metro-North's continuing efforts to redevelop Grand Central Terminal, provide improved employee facilities (locker rooms) and increase revenue, MTA Real Estate issued a request for proposals ("RFP") for the fourth floor of Hall D at Grand Central Terminal. The space was previously occupied by another tennis club. Proposals were received from Yorkville Tennis Club, LLC ("Yorkville"); Dakodi, LLC; and 42<sup>nd</sup> Street Development Corporation. The present values of the rents proposed (using a discount rate of 9%) were \$1,755,077, \$828,604 and \$277,867, respectively. The proposed rental stream is significantly higher than the rent paid by the previous tenant.

Yorkville proposes to construct and operate one regulation-size doubles tennis court with a reception area, lounge and men's and women's bathroom and locker facilities. Yorkville, which is owned and operated by Dr. Anthony Scolnick, currently operates two existing tennis clubs in Manhattan, Sutton East Tennis Club and Yorkville Tennis Club. A new legal entity and trade name will be created for this operation. In addition to seasonal and daily rental of court time, the lessee will offer tennis programs similar to the programs offered at Yorkville's existing Manhattan facilities. These programs will be geared towards all age groups and levels of play, and will include lessons, round robins and league play. The club will operate seven days per week. The upgrading of this space for continued use as a tennis club will reinforce Grand Central Terminal's status as a high quality mixed-use destination.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with a new LCC entity of Yorkville on the above-described terms and conditions.

**Page is left intentionally blank.**



**The Metropolitan Transportation Authority**

**COMMITTEE ON OPERATIONS OF  
THE METRONORTH COMMUTER RAILROAD**

This Charter for the Committee on the Operations of the MetroNorth 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 the 29th day of July, 2004. This charter was amended on the 17<sup>th</sup> day of December, 2008 and further amended on December \_\_\_\_\_, 2009.

**I. PURPOSE**

The Committee on the Operations of the MetroNorth Commuter Railroad (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the MetroNorth Commuter Railroad Company ("MetroNorth").

**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 MetroNorth. 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, MetroNorth 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 MetroNorth shall (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:

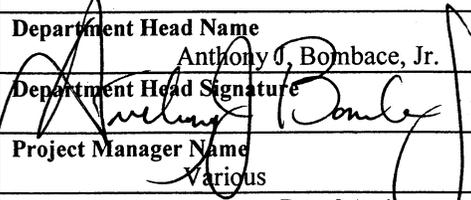
1. monitor and update the Board Chair and the Board on the operating performance of MetroNorth, including information on railroad service and safety;
2. monitor and update the Board Chair and the Board on the finances of MetroNorth, including financial reports, ridership reports, and the use of funds by MetroNorth;
3. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of MetroNorth that require Board approval;
4. review and make recommendations to the Board Chair and the Board on proposed capital projects of MetroNorth and monitor the status of such projects;
5. review and make recommendations to the Board Chair and the Board regarding MetroNorth service and policy changes that require Board approval;

**Formatted:** Font: 10 pt, Bold

6. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of MetroNorth: (i) legal and regulatory matters that may have a material impact on MetroNorth; and (ii) the scope and effectiveness of compliance policies and programs;
7. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
8. review and assess the adequacy of this Charter annually; and
9. 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.

**Page is left intentionally blank.**



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Procurement and Material Management					
<b>Department Head Name</b> Anthony J. Bombace, Jr.					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Various					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	M-N Comm Mtg	11-16-09	X		
2	MTA Board Mtg	11-18-09	X		

<b>Date</b> November 2, 2009		
<b>Vendor Name</b> Various		
<b>Contract Number</b> Various		
<b>Contract Manager Name</b> Various		
<b>Table of Contents Ref #</b>		
<b>Internal Approvals</b>		
<b>Approval</b>		<b>Approval</b>
X  President		Budget
X  Acting Sr. VP Operations		Capital Programs
X  Sr. VP Administration		Engr/Const
X  VP Finance & IT	X 	Chief of Staff

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
	VP Planning		Government Relations		Labor Relations	X 	General Counsel
	Press		Safety		Human Resources		Other

**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>
<b>Schedules Requiring Majority Vote</b>		
Schedule E: Miscellaneous Procurement Contracts	1	\$255,000
• Harris Stratex Networks, Inc. \$255,000		
<b>SUB TOTAL:</b>	1	\$255,000

MNR proposes to award competitive procurements in the following categories:

NONE

MNR presents the following procurement actions for Ratification:

Schedules Requiring Two-Thirds Vote (or more, where noted)

Schedule D: Ratification of Completed Procurement Actions NONE

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions NONE

SUB TOTAL:	NONE	
TOTAL:	1	\$255,000

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, upon the recommendation of the Executive Director, 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 2009**

**METRO-NORTH RAILROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

2. **Harris Stratex Networks, Inc.**                      **\$255,000 (not-to-exceed)**                      **Staff Summary Attached**  
**Software Support Services for MNR's Network Management System (NMS)**

Non-competitive, negotiated, three (3)-year miscellaneous procurement contract with Harris Stratex Networks, the Original Software Developer, to provide software support services for Metro-North's Network Management System (NMS). As a result of a competitively negotiated 2005 contract to integrate & install a MNR system-wide Fiber Optic Communication System, the awarded contractor, GE Transportation, included the Harris NMS system to monitor and report real-time status of the overall network and provide diagnostic information related to the entire communication network and related subsystems.

The NMS, which is an exclusive and proprietary product of Harris, requires on-going maintenance and software support services in order for MNR's staff to successfully monitor and maintain optimal performance of the fiber optic communication network. The NMS software is proprietary to Harris Stratex, and software support and modifications are provided solely by Harris Stratex. Software support includes 24/7 telephone technical support, software fixes and patches, and software updates and enhancements. Joint procurement with LIRR was not possible as they do not utilize any of Harris Stratex products and related services, and do not plan to implement the Harris NMS system on LIRR's fiber optic network. Support services begin in January 2010.

A three (3)-year software maintenance contract was negotiated and resulted in the following: a 25% discount from Harris Stratex' commercial rates and three (3)-year fixed rates during the new term ('09 - '12). The overall cost of the new contract has increased only 1.25% from the overall costs paid for the prior contract ('06-'09). This procurement is to be funded by the MNR Operating Budget.

**Schedule E: Miscellaneous Procurement Contracts**



Item Number: E

<b>Vendor Name (&amp; Location)</b> Harris Stratex Networks, Inc.
<b>Description</b> Network Management System Support Services
<b>Contract Term (including Options, if any)</b> Three Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contract Number</b> 0000068069	<b>AWO/Modification #</b>
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$255,000 Not-to-exceed
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombace, Jr.	

**Discussion:**

Non-competitive, negotiated, three (3)-year miscellaneous procurement contract with Harris Stratex Networks, the Original Software Developer, to provide software support services for Metro-North's Network Management System (NMS). As a result of a competitively negotiated 2005 contract to integrate & install a MNR system-wide Fiber Optic Communication System, the awarded contractor, GE Transportation, included the Harris NMS system to monitor and report real-time status of the overall network and provide diagnostic information related to the entire communication network and related subsystems.

The NMS, which is an exclusive and proprietary product of Harris, requires on-going maintenance and software support services in order for MNR's staff to successfully monitor and maintain optimal performance of the fiber optic communication network. The NMS software is proprietary to Harris Stratex, and software support and modifications are provided solely by Harris Stratex. Software support includes 24/7 telephone technical support, software fixes and patches, and software updates and enhancements. Joint procurement with LIRR was not possible as they do not utilize any of Harris Stratex products and related services, and do not plan to implement the Harris NMS system on LIRR's fiber optic network. Support services begin in January 2010.

A three (3)-year software maintenance contract was negotiated and resulted in the following: a 25% discount from Harris Stratex' commercial rates and three (3)-year fixed rates during the new term ('09-'12). The overall cost of the new contract has increased only 1.25% from the overall costs paid for the prior contract ('06-'09). This procurement is to be funded by the MNR Operating Budget.

**NOVEMBER 2009**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**NONE**

NOVEMBER 2009

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

NONE