



**Metropolitan Transportation Authority**

# **Meeting of the Metro-North Railroad Committee**

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## **March 2015**

### **Members**

J. Sedore, Chair  
F. Ferrer, MTA Vice Chairman  
J. Ballan  
R. Bickford  
N. Brown  
J. Kay  
S. Metzger  
C. Moerdler  
J. Molloy  
M. Pally  
A. Saul  
C. Wortendyke  
N. Zuckerman

# **Metro-North Railroad Committee Meeting**

2 Broadway, 20th Floor Board Room

New York, New York

Monday, 3/23/2015

8:30 - 9:30 AM ET

## **1. PUBLIC COMMENTS PERIOD**

## **2. Approval of Minutes**

*Approval of Minutes - Page 4*

## **3. 2015 Work Plan**

*2015 MNR Committee Work Plan - Page 10*

## **4. President's Report**

### **Safety Report**

*Safety Report - Page 17*

#### **i. Enhanced Safety Report**

*Enhanced Safety Report - Page 20*

### **MTA Police Report**

*MTA Police Report - Page 21*

## **5. Information Items**

*Information Items - Page 26*

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

*Annual Strategic Investments & Planning Studies Report - Page 27*

### **Annual Elevator & Escalator Report**

*Annual Elevator & Escalator Report - Page 46*

### **Track Program Quarterly Update**

*Track Program Quarterly Update - Page 55*

### **April 26 Schedule Change - Handout**

## **6. Procurements**

*Procurements - Page 57*

### **Non-Competitive**

*Non-Competitive - Page 61*

### **Competitive**

*Competitive - Page 62*

### **Ratifications**

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## **7. Monthly Reports**

**Operations**

*Operations Report - Page 68*

**Financial**

*Financial Report - Page 80*

**Ridership**

*Ridership Report - Page 101*

**Capital Program**

*Capital Program Report - Page 112*

Next meeting: Joint MNR/LIRR Committee Meeting on 4/27 @ 8:30 am

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, February 23, 2015

Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA  
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee  
Hon. Mitchell H. Pally, Chairman of the Long Island Committee  
Hon. Robert C. Bickford  
Hon. Norman Brown  
Hon. Ira Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Vincent Tessitore  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

Not Present:

Hon. Jonathan A. Ballan  
Hon. Jeffrey A. Kay  
Hon. Susan G. Metzger  
Hon. Andrew M. Saul

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad  
Ralph Agritelley– Vice President, Labor Relations  
Katherine Betries-Kendall, Vice President, Human Resources  
Michael R. Coan – Chief, MTA Police Department  
Susan J. Doering – Vice President, Customer Service and Stations  
Randall Fleischer – Vice President, GCT and Corporate Development  
Glen Hayden – Vice President - Chief Engineer  
James B. Henly – Vice President and General Counsel  
John Kesich– Senior Vice President, Operations  
Anne Kirsch – Chief Safety Officer  
Timothy McCarthy – Vice President, Capital Programs  
Kim Porcelain – Vice President, Finance and Information Systems  
Catherine Rinaldi – Executive Vice President  
Robert Rodriguez – Director, Diversity and EEO  
Michael Shiffer – Vice President, Operations Planning and Analysis

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Mr. Pally, as Chairman of the Long Island Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of February 23, 2015, should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

Mr. Pally discussed the tragic grade crossing accident near Valhalla Station on Tuesday, February 3, 2015, noting that the loss of life and the injuries to our customers has deeply affected everyone who works at the railroad and the entire MTA family. He led the Committee in observing a moment of silence in remembrance of the deceased, their families and all those who were injured.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the January 20, 2015 Metro-North Committee meeting. Vice Chairman Ferrer and Board member Moerdler were not present for the vote. President Giulietti noted that the Metro-North 2015 Committee Work Plan has been changed to include quarterly updates on Metro-North's track program which will be presented at the March, June, September and December meetings. The report will highlight the progress made on Metro-North's track maintenance work to bring the infrastructure to a state of good repair.

## **PUBLIC COMMENT**

Two public speakers addressed the Committee.

Murray Bodin expressed his opinion that there is a need to update safety equipment at railroad crossings and urged that bright lights similar to the LED lights used on the top of police cars or strobe lights be used at railroad crossings.

Orrin Getz expressed his opinion that a lack of coordination between the traffic signal on the Taconic Parkway at Commerce Street with the gates at the crossing was a cause of the Valhalla incident. He commented on problems with traffic backing up at railroad crossings due to nearby traffic signals. Mr. Getz noted a desire to meet with Metro-North's safety officer to discuss ways to improve safety at grade crossings and his hope that Metro-North will work to obtain the funds that can be used to increase safety at grade crossings. Mr. Getz concluded his comments with a discussion of the need for additional tunnels to those that currently run under the Hudson River, expressing his opinion that the MTA should support funding of additional tunnels.

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

## **MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT**

President Giulietti reported on the collision between a Metro-North train and an SUV at the Commerce Street grade crossing near Valhalla on Tuesday night, February 3, 2015. He noted that Metro-North employees and the entire MTA family are tremendously saddened by this horrible accident. President Giulietti thanked the first responders, the American Red Cross, the local hospitals, governments and communities, as well as, the businesses that provided care and assistance during this difficult time. The President reported that Metro-North is working closely

with the National Transportation Safety Board, the Federal Railroad Administration, and federal, state and local officials to determine the exact cause of the accident. President Giulietti reported on the assistance provided to affected families following the accident. He also provided the details of the alternative service plans that were put into place until the resumption of regular train service through the area by Thursday morning's rush hour. President Giulietti noted that employees at every level are pulling together to make sure this railroad is operated safely and to the highest standards possible. As a party to the investigation, the NTSB rules bar Metro-North from publicly releasing certain information at this time. A more detailed discussion of the collision will occur at the MTA Safety Committee Meeting scheduled to take place at 8:30 a.m. on Wednesday, February 25, 2015.

President Giulietti also discussed the derailment that occurred in Grand Central Terminal on Wednesday, January 28, 2015, when the locomotive and two front cars of the 5:19 p.m. Harlem Line train to Wassaic came off the rails a short distance after departing Track 18 on the upper level in Grand Central Terminal. He noted that no injuries resulted from the derailment and all 800 customers were safely escorted off the train by Metro-North personnel via the four rear train cars that were still adjacent to the platform. The incident blocked New Haven Line trains from moving off nine platform tracks, taking them out of service for the duration of the evening. To address this, Metro-North implemented an alternate service plan and Metro-North crews worked throughout the night to re-rail the train equipment. Metro-North was able to operate regular New Haven Line service during Thursday morning's rush. President Giulietti noted that Metro-North takes all derailments extremely seriously and undertook a full and immediate investigation into the derailment, with the support of the Federal Railroad Administration (FRA). Stating that the final cause of the derailment remains under investigation, the President noted that a broken rail at the site of the derailment is the principal area of concern and that portions of the broken rail have been sent for metallurgical testing and analysis. President Giulietti stated that Metro-North will work with the FRA to implement any remedial action plan that may be required as a result of these findings and keep the Committee members informed of developments, further noting that Metro-North is evaluating its needs to make improvements to the track infrastructure in Grand Central Terminal. President Giulietti emphasized that the safety of Metro-North's customers and employees will always be Metro-North's first priority.

President Giulietti also discussed the power problems that were experienced in Grand Central Terminal on February 17, 2015, causing delays of up to 40 minutes. The problems were a result of an overhead water leak that penetrated a Grand Central Terminal power substation, triggering the substation's automatic safety mechanism to shut down the power supply to a significant number of tracks in the Terminal. Power personnel responded immediately and manually reconfigured the power supply, bringing back capability for regular service within 30 minutes. However, because the incident occurred at the start of the rush hour, the build-up of congestion was unavoidable, resulting in delays through most of the peak period. The source of the water leak was traced to a frozen sprinkler line in the Waldorf-Astoria's garage that burst. That issue has been fixed and all repairs to the substation were completed the following day.

President Giulietti concluded his report with a discussion of Metro-North's Onboard Credit Card Payment Program. He reported that, after a successful pilot launch on the Danbury and Wassaic branches, Metro-North is expanding the use of its new Ticket Issuing Machines (TIMs) to enable customers to now use credit cards, debit cards as a credit card and cash to purchase tickets

onboard the train on all three lines. He noted that conductors will be able to print receipts from the upgraded TIMs. The majority of conductors will have the new TIMs by mid-April.

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

### **SAFETY REPORT**

Chief Safety Officer Kirsch gave the safety report on injuries through December 2014 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan, the details of which are contained in a report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and Ms. Kirsch relating to safety matters.

### **MTA POLICE DEPARTMENT REPORT**

Chief Coan discussed crime on the Metro-North system, noting that in January 2015, there was a 33% decrease in total major felonies compared to the comparable period in 2014. There were 10 major felonies in January 2015, eight were property related and two were assaults that resulted in arrests. Further details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **REPORT ON PTC**

LIRR President Nowakowski updated the Committee on the progress of the two railroads in implementation of LIRR/MNR Positive Train Control Project, noting that the matter was also the subject of a report contained in the February 2015 CPOC Committee Book, that would be presented at the February CPOC Committee meeting. For further details, see the LIRR/MNR PTC Project Update filed with the records of this meeting, the minutes of the Long Island Rail Road Committee held this day and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and President Nowakowski relating to PTC.

### **Metro-North Railroad Information Items:**

Four information items were presented to the Committee:

- Adopted Budget/Financial Plan 2015.
- 2014 Annual Operating Results.
- 2014 Annual Fleet Maintenance Report.
- Diversity/EEO Report – 4<sup>th</sup> Quarter 2014.

The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and

maintained in the MTA records, which recording includes discussions between the Committee members and President Giulietti related to information items.

### **Procurements:**

#### **Long Island Rail Road**

The Committee considered the following non-competitive procurement that was advanced by Long Island Rail Road procurement on behalf of both railroads:

- Award of individual five-year original equipment manufacturer agreements for spare parts and technical support to Knorr Brake Company, Merak, New York Air Brake (NYAB) and Bombardier.

Upon motion duly made and seconded, the foregoing procurement item was approved for recommendation to the Board. Board member Moerdler voted in opposition. Further details concerning the procurement item noted above are contained in the minutes of the Long Island Committee held this day, the staff summary and other materials filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions relating to procurement matters.

#### **MTA Metro-North Railroad**

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

- Approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective contractors for the design, assembly and delivery of an advanced metering infrastructure (AMI) for heating fuel.
- Approval of a competitively solicited, two-year miscellaneous negotiated contract to Arkansas Industrial Computing, Inc., (AIC Rail) for the supply, installation and testing of a fully integrated Wheel Shop Management Suite software and hardware turnkey package.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board member Moerdler recused himself from the vote on the first item above. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions related to procurement matters.

### **Operations, Financial, Ridership and Capital Program Reports:**

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



**Adjournment**

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino". The signature is fluid and cursive, with the first name "Linda" and last name "Montanino" clearly distinguishable.

Linda Montanino  
Assistant Secretary

Feb 2015 Committee Minutes  
Legal/Corporate/Committee Minutes Current

## 2015 Metro-North Railroad Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### March 2015

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

#### April 2015 (Joint meeting with LIRR – MNR lead)

Final Review of 2014 Operating Budget Results	Finance
2014 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Bi-Annual Report on M-9 Procurement	President

#### May 2015

Diversity/EEO Report – 1 <sup>st</sup> Quarter 2015	Diversity and EEO
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#### June 2015 (Joint meeting with LIRR)

Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering

#### July 2015

Environmental Audit	Environmental Compliance
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September 2015 (Joint meeting with LIRR – MNR lead)

2016 Preliminary Budget (Public Comment)	Finance
2015 Mid-Year Forecast	Finance
Bi-Annual Report on M-9 Procurement	President
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2015	Diversity and EEO
Track Program Quarterly Update	Engineering

October 2015

2016 Preliminary Budget (Public Comment)	Finance
2015 Fall Schedule Change	Operations Planning & Analysis
Bi-Annual Report on PTC	President

November 2015 (Joint meeting with LIRR)

2016 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis

December 2015

2016 Final Proposed Budget	Finance
2016 Proposed Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2015	Diversity and EEO

January 2016

Approval of 2016 Committee Work Plan	Committee Chairs & Members
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February 2016 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2016	Finance
2015 Annual Operating Results	Operations
2015 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2015	Diversity and EEO

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2015 Work Plan**

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

#### **President's Report**

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

#### **Safety**

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

#### **Police Activity Report**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Operations**

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

#### **Finance**

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

#### **Ridership**

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

#### **Capital Program**

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

## **II. SPECIFIC AGENDA ITEMS**

### **MARCH 2015**

#### Annual Strategic Investments & Planning Studies

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

#### Annual Elevator/Escalator Report

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

#### Track Program Quarterly Update

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

### **APRIL 2015 (Joint Meeting with LIRR – MNR lead)**

#### Final Review of 2014 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

#### 2014 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2014 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### Annual Inventory Report

The Agency will present its annual report on Inventory.

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

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

### **MAY 2015**

#### RCM Fleet Maintenance

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

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2015

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

### **JUNE 2015 (Joint Meeting with LIRR)**

#### 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.

#### Track Program Quarterly Update

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

### **JULY 2015**

#### Environmental Audit Report

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

### **SEPTEMBER 2015** (Joint Meeting with LIRR – MNR lead)

#### 2015 Final Mid-Year Forecast

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

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

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

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

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2015

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

#### Track Program Quarterly Update

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

### **OCTOBER 2015**

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

#### Bi-Annual Report on PTC

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

#### 2015 Fall Schedule Change

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

### **NOVEMBER 2015**

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

#### Review Committee Charter

Annual review and approval of the MNR Committee Charter.

#### Holiday Schedule

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

### **DECEMBER 2015**

#### 2016 Final Proposed Budget

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

#### Proposed 2016 Committee Work Plan

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

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2015

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

#### Track Program Quarterly Update

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

### **JANUARY 2016**

#### Approval of 2015 Committee Work Plan

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

### **FEBRUARY 2016 (Joint Meeting with LIRR)**

#### Adopted Budget/Financial Plan 2016

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

#### 2015 Annual Operating Results

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

#### 2015 Annual Fleet Maintenance Report

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

#### Bi-Annual Report on PTC

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2015

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



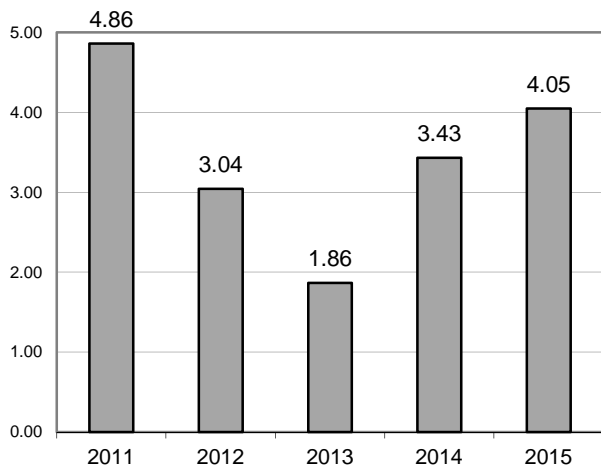


**Metro-North Railroad**

# **Safety Report**

## **March 2015**

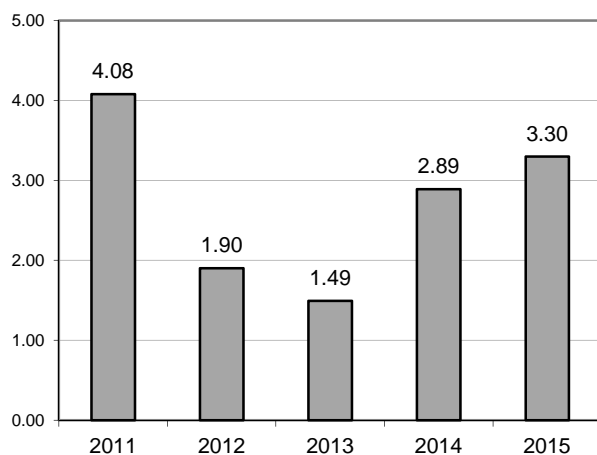
## MTA Metro-North Railroad Summary of Employee Injuries thru January



### Total Employee Injuries

Year	Total	Total FI*
2011	25	4.86
2012	16	3.04
2013	10	1.86
2014	19	3.43
2015	27	4.05

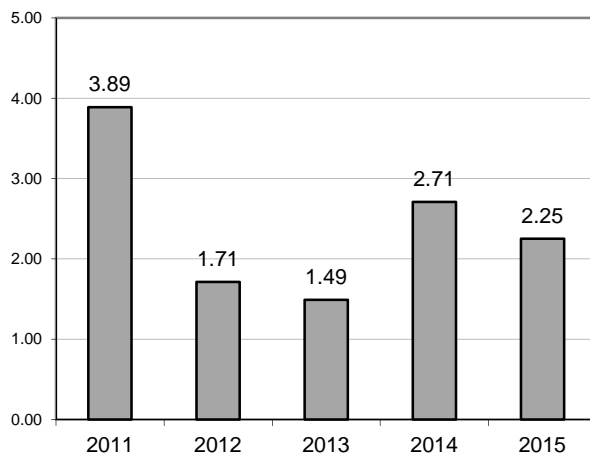
% change from last year: 17.9%  
2015 Total FI Goal 3.00



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	21	4.08
2012	10	1.90
2013	8	1.49
2014	16	2.89
2015	22	3.30

% change from last year: 14.1%  
2015 FRA FI Goal 2.50



### Employee Lost Time and Restricted Duty Injuries

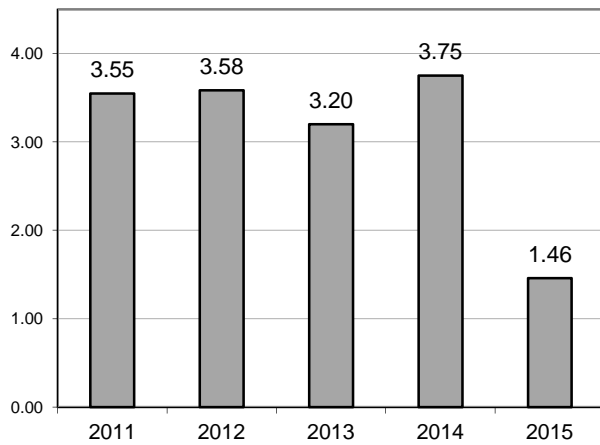
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	16	4	3.11	0.78	3.89
2012	8	1	1.52	0.19	1.71
2013	7	1	1.30	0.19	1.49
2014	15	0	2.71	0.00	2.71
2015	15	0	2.25	0.00	2.25

% change from last year: -17.0%  
2015 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

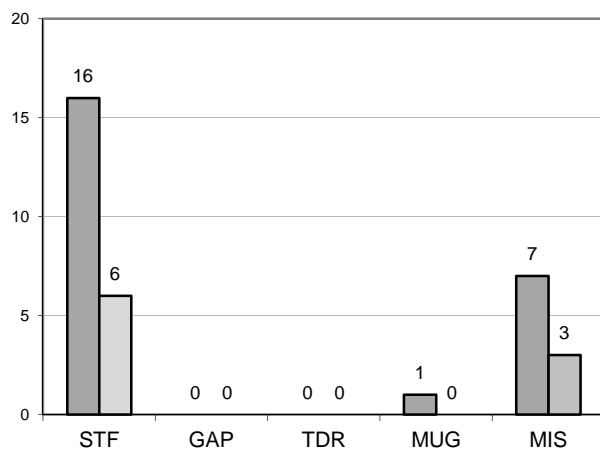
### Summary of Customer/Contractor Injuries thru January



#### Total Customer Injuries

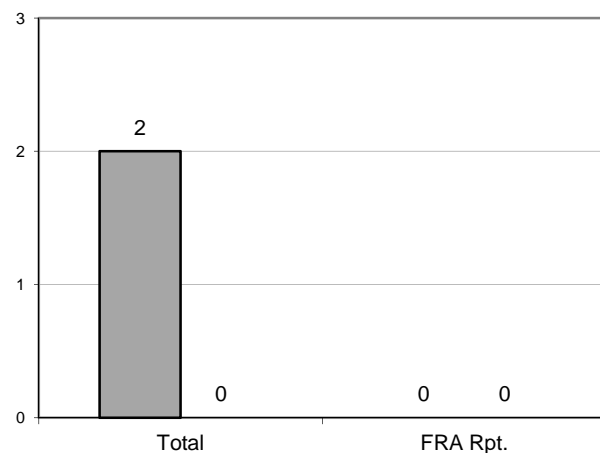
Year	Total	Total FI*
2011	21	3.55
2012	23	3.58
2013	21	3.20
2014	24	3.75
2015	9	1.46

% change from last year: -61.1%  
2014 Total FI Goal 2.70



#### Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2014	16	0	0	1	7
2015	6	0	0	0	3



#### Contractor Injuries

Year	Total	FRA Rpt.
2014	2	0
2015	0	0
% Chg	-100.0%	0.0%

\* - Injuries per 1,000,000 rides



# Memorandum

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

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

- Our fourth quarter safety stand down was held on March 19, 2015.
- Our waiver request was submitted to the FRA and scheduled to be heard at their March 10, 2015 Safety Board meeting. We are awaiting their response.
- Our C3RS Peer Review Team training for agreement, management and FRA participants was held on January 14 – 16, 2014 and preparations continue.

The following progress was made on speed compliance enhancements and Positive Train Control (PTC).

ACTION ITEM	STATUS
<b>Cameras</b>	<ul style="list-style-type: none"><li>• Vendors have been awarded the contract on March 3<sup>rd</sup>, to provide audio and image recorders that meet or exceed the NTSB recommendations. The project began on the same date.</li></ul>
<b>NTSB Recommendations</b>	<ul style="list-style-type: none"><li>• We continue to implement NTSB recommendations, and will work with the NTSB to close out each of their recommendations while coordinating with the other MTA agencies to ensure best practices are shared.</li></ul>
<b>Speed Compliance</b>	<ul style="list-style-type: none"><li>• For the month of February, 70 compliant radar observations were performed and 122 event recorder Download Reviews with no failures. Year to date there have been 256 downloads reviewed with no failures.</li></ul>
<b>Obstructive Sleep Apnea</b>	<ul style="list-style-type: none"><li>• A contract was awarded to Persante Health Services for an obstructive sleep apnea pilot program. This pilot has been kicked off at Metro-North and findings from this pilot will inform an all-agency approach.</li></ul>
<b>PTC</b>	<ul style="list-style-type: none"><li>• The Systems Integrator (SI) is progressing Preliminary Design. Radio compliance testing in process. Transponder brackets are being installed on New Haven line.</li></ul>



# **Police Report**

## **March 2015**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **Metro North Railroad**

#### **February 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	2	-2	-100%
<b>Felony Assault</b>	2	1	1	100%
<b>Burglary</b>	0	2	-2	-100%
<b>Grand Larceny</b>	5	5	0	0%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	8	10	-2	-20%

#### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	1	0	1	100%
<b>Robbery</b>	0	5	-5	-100%
<b>Felony Assault</b>	4	2	2	100%
<b>Burglary</b>	0	2	-2	-100%
<b>Grand Larceny</b>	12	16	-4	-25%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	18	25	-7	-28%



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **February 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Burglary</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Grand Larceny</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>11%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>11%</b>

#### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Robbery</b>	<b>6</b>	<b>10</b>	<b>-4</b>	<b>-40%</b>
<b>Felony Assault</b>	<b>6</b>	<b>7</b>	<b>-1</b>	<b>-14%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>26</b>	<b>30</b>	<b>-4</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>41</b>	<b>50</b>	<b>-9</b>	<b>-18%</b>

# INDEX CRIME REPORT

## Per Day Average

### February 2015

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	5	2	0	3
<b>Fel. Assault</b>	3	1	2	0
<b>Burglary</b>	1	1	0	0
<b>Grand Larceny</b>	10	5	5	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	20	9	8	3
<b>Crimes Per Day</b>	0.71	0.32	0.29	0.11





# MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 2/28/2015

Arrest Classification	Total Arrests	
	2015	2014
Robbery	3	6
Felony Assault	8	4
Burglary	2	1
Grand Larceny	2	7
Aggravated Unlicensed Operator	5	9
Assault-Misdemeanor	12	10
Breach of Peace	3	2
Criminal Contempt	2	0
Criminal Impersonation	1	1
Criminal Mischief	3	11
Criminal Possession Stolen Property	3	2
Criminal Tampering	1	0
Criminal Trespass	2	2
Disorderly Conduct	1	2
Drug Offenses	7	8
DUI Offenses	1	1
Falsely Reporting an Incident	1	1
Forgery	11	5
Fraud	0	2
Graffiti	0	2
Harassment	0	4
Issue a Bad Check	1	0
Make Terrorist Threat	2	0
Menacing	6	1
Obstruct Government	3	1
Petit Larceny	23	15
Probation/Parole Violation	1	0
Public Lewdness	3	3
Reckless Endangerment	1	0
Resisting Arrest	6	12
Sex Offenses	3	2
Theft of Services	21	15
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	9	11
Weapons Offenses	0	2
<b>Total Arrests</b>	<b>148</b>	<b>143</b>



**Metro-North Railroad**

# **Information Items**

## **March 2015**



# Metro-North Railroad

## STRATEGIC INVESTMENTS AND PLANNING STUDIES

### STATUS UPDATE

*March 2015*

## METRO-NORTH COMMITTEE



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## **I. INTRODUCTION**

The Strategic Initiatives and Planning Studies Report has been modified this year to reduce the overlap of reporting of information already provided to the Board and deleting completed initiatives. Metro-North and the Long Island Rail Road have worked together to make the report more focused and useful.

Following a difficult 2013, Metro-North and the entire family of MTA operating agencies have re-focused their effort on safety. Metro-North's President Joseph J. Giulietti adopted an Action Plan with 32 initiatives. Major improvements have been made in many areas including enhancing track inspections and maintenance, installing alerters in engineers' cabs, beefing up the safety rules, creating a computer-based track worker safety system and implementing a Confidential Close Call reporting System.

In addition, Metro-North recently announced the selection of a health care company to provide medical testing and evaluation services for a seven-month pilot project focusing on obstructive sleep apnea affecting locomotive engineers. Metro-North developed the pilot program in tandem with the Long Island Rail Road and New York City Transit.

Initiatives focused on safety and reliability will continue in 2015 and in the future.

## II. MANAGEMENT INITIATIVES

### **SAFETY REFORMS**

In mid-May, 2014, Metro-North announced a series of reforms it is undertaking to better ensure the safety of its customers and employees. The reforms address factors identified during several recent serious safety incidents, as well as issues identified by an in-depth Federal Railroad Administration (FRA) review of operating practices that took place.

The reforms touch virtually every aspect of Metro-North's operations. Among the key overarching actions, Metro-North is engaging in comprehensive outreach to ensure that all employees understand that safety is the foundation of the railroad, and its undisputed first priority. The railroad is reorganizing the Safety Department, centralizing oversight of all training functions at Metro-North in the Training & Development Department, and establishing a work plan to address each directed actions identified in the FRA review.

Key programmatic initiatives since December 2013 include a wide range of actions:

- Safety Stand-Downs: Employees participated in railroad-wide safety stand downs. These exercises, in which all employees at a work site stop work and discuss safety protocols with supervisors and managers, will be repeated at least once every quarter.
- Enhanced Employee Protection System: To greatly reduce the risk of an injury or fatality to track workers, this system was designed and implemented to provide workers on tracks with the ultimate authority over when a track is restored to service.
- Speed Reductions: With the issuance of FRA Emergency Order 29, Metro-North made reductions in maximum authorized speeds across our operating territory, so that no location requires a reduction in speed of greater than 20 miles per hour. At five critical curves and five moveable bridges, modifications were made to the signal system so that compliance with these speed reductions is controlled and enforced automatically.
- Alerters: Metro-North's railcar fleet is outfitted with "Alerters," equipment that ensures that the engineer of a train is responsive while operating a train.
- Positive Train Control and Cameras: Metro-North, with the LIRR, continues the process for the implementation of positive train control, and the process has begun to purchase and install inward- and outward-facing cameras to assist in incident investigations.
- Automated Track Inspection: Metro-North has developed a comprehensive automated track inspection plan. This plan includes the use of track geometry measurements, machine vision track inspection, and rail internal defect testing. These efforts will augment the visual inspections conducted by the railroad. Metro-North is purchasing an autonomous track monitoring system to be mounted on passenger rail cars, to provide continuous information about the condition of the right-of-way. The railroad will also obtain a dedicated track geometry vehicle.
- More than 60 experts comprising 14 teams from the FRA conducted a 60-day comprehensive safety assessment. The review analyzed Metro-North's safety-related processes and procedures, its compliance with safety regulations and requirements, and its overall safety culture. The result was a report issued on March 14 that recommended or directed Metro-North to take more than 27 specific actions within eight categories: track safety, railroad operating rules, qualification and certification for engineers and conductors, workplace safety, train control systems, blue signal protection for employees, Operations Control Center, and track worker fatigue.

## **INFRASTRUCTURE REHABILITATION**

As a result of internal review and external input, Metro-North has embarked on an ongoing aggressive track maintenance program. Their efforts include the following work:

- Replaced 42,500 ties on all three lines.
- Re-Surfaced 83 miles of track on all lines.
- Upgraded 20 miles of right of way, including drainage improvements and tie replacement.
- Installed 24 turnouts on the Main Line, at Grand Central Terminal and yards to improve our operational flexibility.
- Investigated and resolved installation issues with Danbury Branch grade crossing predictors. Renewed 9 crossings and welded over 100 rail joints on the Branch.
- Renewed 3 highway grade crossings on the Harlem and Hudson Lines.
- Replaced 7,000 feet of curve worn continuous welded rail on the Hudson Line and 4,700 feet on the New Haven Line.
- Performed steel repairs at 4 undergrade bridges and replaced timber bridge decks on 9 bridges east and west of the Hudson River.
- Replaced timber tie decks on 20 railroad bridges on the New Haven Line and Branch Lines.
- Installed new timber ties, continuous welded rail, new miter rails and presence detectors at WALK Bridge, new timber ties at DEVON Bridge and new timber ties at the Harlem River Lift Bridge.

## **BRONX TRACK WORK PROJECT**

In 2014, Metro-North completed the extraordinary track reconstruction effort that began in July 2013 on the tracks through the central Bronx used by New Haven Line and Harlem Line trains. The result is a safer, smoother ride and improved operating speeds. All four tracks on the six-mile stretch from Melrose to Woodlawn support improved performance and reliability. Trains were limited to 60 miles per hour prior to the start of the track reconstruction project but now support 75 miles per hour traffic.

Additional work may be required to fully complete the effort in the coming year.

### ***Station Initiatives:***

#### **STATION ENHANCEMENT PROGRAM**

The Station Enhancement Program continued for the fifth year in 2014. The program provides a cyclical approach to address all station elements and reduce future ongoing maintenance costs. Work includes painting all structures, changing recycling bins (if needed), replacing damaged protective film on windows that prevent scratches from ruining the glass, cleaning the station right-of-way (track), repairing damaged edge boards, replacing concrete benches with more comfortable wire ones, fixing shelter heaters, installing energy-efficient lighting, and power washing all station exterior surfaces, windows and overpasses.

#### **STATION NET LEASING PROGRAM**

To reduce railroad operations costs for station buildings and increase revenue system-wide efforts are continuing to net lease stations in conjunction with MTA Real Estate and its broker Royal Properties. Metro-North and the MTA are focusing on the station buildings at **Peekskill, Tarrytown, Poughkeepsie, Crestwood, Bedford Hills, Ardsley, and Bronxville.**

## **TRANSIT ORIENTED DEVELOPMENT – Harrison**

- In October 2014, the MTA Board approved an agreement to create the first Metro-North-initiated transit-oriented development in its system. The project, undertaken with AvalonBay Communities, Inc., would result in the construction of 143 apartments, 27,000 square feet of retail space and two pedestrian plazas at the Metro-North station in downtown Harrison, N.Y., and would increase commuter parking by at least 218 spaces.
- The development would take place on a 3.28-acre site on the south side of the station along Halstead Avenue. The site now has four parking lots that are too small to meet current commuter demand and are in need of rehabilitation.
- Under the proposed site plan drawn up by the developer, the parking lots would be replaced by a series of pedestrian-oriented, four-story buildings lined with retail stores on the ground floor and apartments on the upper floors.
- Under the agreement the MTA would offer to sell the property to AvalonBay in exchange for an expanded parking facility that would be built at AvalonBay's expense.

## **METRO-NORTH INFORMAL CUSTOMER FORUMS**

Making good on a pledge to increase openness and transparency, Metro-North held six informal meetings at Grand Central and outlying stations in an effort to engage customers in a dialogue with the President and senior management of the railroad.

## **WEST OF HUDSON PARKING FEES**

Metro-North reduced parking fees at its West-of-Hudson stations to lower the cost of commuting and make the railroad an even better commuting option for residents of Orange and Rockland counties. The one-year pilot program will offer a "12 for 1" annual parking permit, with 12 months of parking available for the cost of just one month – a 91% reduction. This reduces the cost of annual parking from \$235 to just \$20. Daily meter parking fees were also reduced by 55% from \$2.75 a day to \$1.25 a day.

## **SERVICE IMPROVEMENTS AND CONNECTING SERVICES**

Metro-North and the Connecticut Department of Transportation expanded service on the New Haven Line in the fall of 2014. With this initiative, half-hourly service is now offered during most times of day and at most New Haven Line stations, providing unparalleled convenience for riders, which historically translates into significant increases in ridership.

In addition, Metro-North plans to initiate a new outbound, midday Port Jervis Line train to close a nearly three-hour service gap.

### **Connecting Services:**

#### **Bronx County**

#### **Hudson Rail Link**

A new contract with Logan Bus Company was awarded to operate the Hudson Rail Link due to the previous operator's (Atlantic Express) bankruptcy.



## **SERVICE IMPROVEMENTS AND CONNECTING SERVICES (CONTINUED)**

Replaced the older existing buses and added one new Hudson Rail Link bus in July 2014, and initiated plans to purchase two new buses each in 2015 and 2016 as part of an ongoing cyclical replacement plan.

A Request for Proposals (RFP) will be initiated for Hudson Rail Link operations due to the expiration of the current contract at the end of 2015.

### **Rockland County**

#### **Haverstraw-Ossining Ferry**

A new contract was awarded to NYWaterway to continue as the Haverstraw-Ossining ferry operator.

A funding plan was finalized in December 2014 to continue ferry operations using a mix of Federal funds provided by NYSDOT, Metro-North Federally allocated monies, and Metro-North operating budget funds.

A project to reconstruct the Haverstraw ferry dock was delayed due to funding issues. However, the bridge connecting the parking lot to the boarding dock is being advanced and is expected to be replaced in early 2015.

### **Orange County**

#### **Newburgh-Beacon Ferry**

A new contract was awarded to NYWaterway to continue as the Newburgh-Beacon ferry operator.

A funding plan was finalized in December 2014 to continue ferry operations using a mix of Federal funds provided by NYSDOT, Metro-North Federally allocated monies, and Metro-North operating budget funds.

## **DEVELOPMENT OF 2015-2019 CAPITAL PROGRAM**

Metro-North has developed a 2015-2019 Capital Program proposal that focuses investments on making progress toward a state of good repair in all assets, protecting past investments by replacing assets as they reach the end of their useful lives, and select investment in system improvement projects.

Metro-North's focus will be on the infrastructure of the railroad particularly track and structures, as well as the communication, signal and power assets. Additional investments will be made on rolling stock and maintenance facilities. These investments will help Metro-North maintain and improve safety, reliability, and on-time performance.

With the Long Island Rail Road, Metro-North will purchase M-9 electric cars to replace its aging M-3 fleet and to expand service. Also, Metro-North will replace the Electric Car Shop at Croton-Harmon, the last phase of a multi-program investment in our key maintenance facility. The proposed program also includes station upgrades in all counties and well as targeted investment in Strategic Facilities.

### III. CAPITAL INITIATIVES

#### ROLLING STOCK

##### **Purchase of 405 M-8 cars for New Haven Line Service (\$356.1 M, Balance of program is funded by CDOT)\***

- 380 cars in Married Pairs configuration are in Revenue Service. 25 single cars are on order from Kawasaki and beginning to enter service; all will be in service by end of 2015.

##### **GP-35 Locomotive Overhaul (\$11.0 M)**

- An in-kind overhaul with complete electrical rewire of six Metro-North GP35 locomotives and the procurement and overhaul of an additional GP35 (total of 7). The locomotives are in excess of their expected life and are no longer able to perform reliably. The additional GP35 is to replace an existing Metro-North GP8 locomotive. Project is estimated to be complete by mid-2016.

##### **BL-20 Overhaul (\$15.6 MM)\***

- BL-20 Locomotives delivered in 2008 will begin overhaul in 2015.

##### **Genesis Overhaul (Budget TBD)\***

- The Genesis fleet is on a cyclical overhaul program that will begin in 2015.

#### STATIONS

##### Harlem Line

- **Fordham: (\$19.2 M)**

Metro-North is currently making significant improvements at the Fordham Station. This project will provide sufficient room for the large number of reverse-peak commuters at Fordham and enhance the pedestrian environment on both platforms. The scope of work underway on the outbound platform includes:

- Double the width of the existing platform utilizing the property acquired by the MTA from Fordham University.
- Replace the existing narrow canopy with new canopy covering the new widened platform.
- Provide enclosed and heated passenger shelters on the platform.
- New lighting, improved PA system, signage, information monitors and passenger amenities.
- Add a new wide access stairway and canopy leading directly from Fordham Road and the station building to the platform.

The scope of work for the inbound platform includes:

- A new ADA accessible ramp/sidewalk to Webster Avenue at the north end of the inbound platform that will for the first time connect Webster Avenue and the new development along this roadway to the inbound platform (completed).
- Rehabilitate and modify existing stairs and canopy leading from station building to platform.
- Replace the partially deteriorated concrete platform edge along with other platform surface repairs.

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\* Projects jointly funded with the Connecticut Department of Transportation (CDOT)

- Replace canopy and structure on a new foundation system.
- New lighting, improved PA system, signage, information monitors and passenger amenities.
- Installation of a new tactile warning strip, repair cracks in the existing platform, and various painting and cleaning.
- Inbound platform canopy extension (an additional 55 feet in length).

The project is scheduled for completion in mid-2016.

- **North White Plains Parking: (\$41.8 M)**

Metro-North is building a new 500-space commuter parking garage at North White Plains adjacent to the station. The work entails demolishing an existing 109-space garage, a utility building that services the office building at 525 North Broadway and a surface parking lot. As part of the project, a new utility building shall be built within the garage to replace the existing services and will house emergency generators that are currently located within the project footprint.

Improvements will be made with the installation of new crosswalks, perimeter lighting and a new traffic signal based on the results from the traffic study. This new parking structure will provide a net of approximately 400 new parking spaces at North White Plains. Construction will be completed this year.

- **Harlem Line Stations Project - Williams Bridge, Woodlawn, Botanical Gardens (\$28.9 M)**

- This project includes the repair of platform structural elements, canopies, stairways, etc. that have outlived their expected useful life. New elevators will be installed at Williams Bridge and Woodlawn to provide accessibility to the platform levels. Design is currently underway. To benefit from the operational efficiencies with the completion of CP 109, construction at these stations will now begin in Spring 2016.
- A Design Only Portion (construction will be funded in the 2015-2019 Capital Program) for Mt. Vernon West, Wakefield, Fleetwood, Tuckahoe, Bronxville is underway to make targeted priority repairs and install new elevators at Wakefield.

### **Hudson Line**

- **Tarrytown (\$1.6 M)**

Metro-North has been working with the Village of Tarrytown on an improved traffic pattern for the station area which is under review. As part of this design project, the employee parking area south of the station is also being designed but constructed under the operating budget.

Due to ongoing Village planning initiatives and possible new residential and commercial activities in and around the project areas, Metro-North has reached out to the Village to coordinate all of the myriad activities.

### **New Haven Line (NYS Portion)**

- **Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison (\$36.8M)**
  - This project has rehabilitated critical deteriorated station elements at Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison including the platform superstructure, overpass/underpass, canopies, stairs, ramps, benches and platform amenities. The last outstanding portion of the project is a covered bicycle shelter at Mamaroneck that will begin construction (mentoring contract) in 2015. All other work is complete.

### **CUSTOMER COMMUNICATIONS IMPROVEMENTS**

Metro-North Customer Service Accomplishments and Initiatives included:

- Real-time Cellular LCD:
  - Monitors/Kiosks installed at stations which utilize the in-house developed Train Time System to display the next nine trains at each station with real-time status, track information and stops for each train.
  - The real-time cellular monitor project expanded in 2014, to include displays in 9 new stations: Marble Hill, Ossining, Spuyten Duyvil, Southeast, Hartsdale, Bronxville, Mount Vernon East and Harrison.
  - A total of 28 Cellular LCD kiosks were added across 13 stations in 2014.
  - Discussions are ongoing with CDOT on the possibility of expanding real-time monitors in Connecticut stations.
- Train Time Mobile App:
  - The Train Time Mobile App for Smartphones provides customers with scheduled train departure and arrival information, track information, real-time train status, service alerts, and service advisories. The app also has info on stations, fares, and connecting services.
  - Since the app was released in December 2013, there have been over 166,000 downloads.
- Ticket Selling:
  - TIMs 2.0 are iPhone5 replacements of the current hardware units and a Point of Sale (POS) adaption sled that supports debit/credit sales.
  - TIMs 2.0 was launched on the Wassaic Branch in September 2014 and full roll out to all conductors has commenced.

Metro-North has begun the design of its Customer Service Initiatives which will result in the replacement of the GCT Customer Information system, enhancements to outlying station customer information, expansion of the CCTV installations and other important initiatives.

## **SHOPS AND YARDS INVESTMENTS**

### **Harmon Shop and Yard Rehabilitation (\$315.5M)**

This project is part of a multi-phase program for capital improvements and upgrades at Metro-North's Croton-Harmon Shops and Yards. The previous three phases which have been completed include:

- Phase I: Yard Infrastructure and Capacity Improvements
- Phase II: MoW Building, Communication Building, Material Distribution Center expansion
- Phase III: Wheel True Facility, Coach and Locomotive Shops

The scope of the Phase IVs work includes yard and facility improvements at Harmon Yard, including priority repairs to the existing main building (Building #6) to keep the deteriorated structure in useful operating condition until the facility replacement is completed.

The scope of the Phase V work includes the preliminary design and construction of the Consist Shop (Phase V, Stage I) and a new Stand Alone Wheel Shop which will improve the phasing of the project. Stage II includes the construction of the Running Repair and Electric Multiple Unit (EMU) Shop (Phase V, Stage II) to fully replace the existing main shop (Building #6). Stage I is underway and is expected to be completed in 2017. Construction of Stage II will be advanced in the 2015-2019 Capital Program.

### **North White Plains Roofs Replacements (\$6.4 M)**

- This project includes the replacement of the roofs on the Maintenance of Way (MoW) and Maintenance of Equipment (MoE) facilities at North White Plains and limited work at the Harmon Building #6 Main Shop.
- Work is 100% complete on the MoW roof including installation of skylights.
- The MoE facility roof is about 95% complete pending installation of some lightning protection cable. Completion is anticipated by April 2015.

### **Port Jervis Yard Expansion (\$8.0 M)**

- Design of this project is complete. Expansion will depend on ongoing discussions about a Midpoint Yard.

### **New Haven Line Projects in Connecticut** (funded and managed by CDOT)

#### **New Haven Rail Yard**

- The total revised cost of the New Haven Rail Yard Facilities Improvement program is \$1.16 billion, of which \$418.8 M (Tier 1) is currently funded:
- Renovations to the existing Electrical Multiple Unit (EMU) and the Critical System Replacement (CSR) Shops are complete. **(\$7.4 M).**
- The Component Change Out Shop (CCO) project is under construction and completion is anticipated in the 1<sup>st</sup> Quarter 2015. **(\$220.7 M).**
- A revised New Haven Rail Yard Master Plan effort was completed for a 2013 build out and long-term plan. Projects will include a 2-track 10-car consist maintenance facility (Service and Inspection Shop) for the M-8 fleet, West end yard, Car wash, M of W facility etc.
- Independent Wheel True Facility: complete
- M8 Acceptance yard: Complete
- Diesel Storage Yard: Complete
- MOW Building Demolition: Complete

## STRATEGIC MAINTENANCE OF WAY INVESTMENTS

### **Signal System Replacement (\$54.5 M)**

#### *New Haven Line:\**

- Replacement of outmoded outlying signal system on the New Haven Line from Woodlawn, NY to Riverside, Connecticut is underway.
- The project's completion date has moved to December 2016 due to delays caused by a number of priority signal system modifications needed to comply with FRA emergency order 29 to enable adequate advance warning of and adherence to speed restrictions on certain curves and movable bridges.
- Design of the signal replacement in the State of Connecticut is ongoing. Construction of the next phase from Riverside to Stamford, Connecticut has been funded and a schedule is being developed.

### **Positive Train Control (PTC) \* (\$ 456.6 M)**

Positive Train Control (PTC) is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks.

- Metro-North and LIRR PTC Systems Integrator (SI) contract was awarded on November 13, 2013.
- As part of separate contract, Siemens (PHW Inc.) is continuing to furnish ATC and PTC onboard kits for P32 locomotives and cab cars. The force account installation on seven locomotives and two cab cars has been completed.
- Metro-North has acquired spectrum for all MNR operating counties except Fairfield, New Haven, Orange and Dutchess. Procurement/lease of spectrum in the remaining counties is actively being pursued.

### **Harlem Line Capacity Improvements (\$29.9 M)**

Metro-North completed a capacity study of the Bronx segment of the railroad. Based on that study, Metro-North is constructing a new interlocking (CP 109) located between Fordham and Botanical Garden Stations to improve capacity and reliability in this key segment of the railroad. Purchase of materials is ongoing; construction is underway and will be completed in 2016.

### **West of Hudson Signal Improvements (\$67.6 M)**

This project includes installation of a new Cab Signal system replacing the existing wayside signal system for the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9). This initiative will enhance the level of safety on the line, provide for more reliable service and provide additional capacity. Third party contracts for Cable Installation and Pre-wired Signal houses have been awarded.

- Alstom delivered a portion of Segment 1 pre-wired houses. Due to the need to remove Grade Crossing Predictor equipment and install Phase Shift Overlays in all four crossing houses, the final delivery of the four crossing houses will be delayed.
- Segment 3 pre-wired houses were delivered on October 20, 2014. Segments 4 & 5 Factory Acceptance Test was completed at the end of December 2014.
- Metro-North forces are terminating signal cables, energizing and installing batteries inside those houses. They are also working on the cable installation for the overlay on the 4 crossings for Segment 1. The project will be complete in mid-2018.

**Harlem and Hudson Power Improvements (\$35.7 M)**

This project includes various improvements to the DC traction power supply system on the Hudson and Harlem lines to improve reliability and add capacity to the traction power systems to accommodate increasing loads, to improve acceleration to maintain train schedules, and to add redundancy/reliability in the Park Avenue Tunnel. The project will be complete by mid-2017.

The priorities for this project are as follows:

- Construct the new 86th Street Substation. The existing substation is rated at 3.3MW and is fed from a single Con-Ed source. The new substation will provide 6.6MW of power and utilize two independent feeds from Con-Ed improving the system operation redundancy. The Con-Ed feeder system in Manhattan consists of a highly redundant 13.2 KV underground network serving the adjacent substations with no planned outages by Con Edison during the construction duration.
- Replace the existing negative return reactors at 110th Street with larger size units.
- Construct a new substation at Brewster (B-52).
- Purchase real estate for new Claremont Substation.
- Con Edison installation of new pad mount equipment switches at City Water (between Bedford and Mt Kisco, Harlem Line), for a future substation.

**New Haven Line Traction Power Improvements (New York State) (\$50.9 M)**

The Traction Power supply station at Mt Vernon NY (Bridge 23) is being replaced with a new facility for improved reliability and additional capacity. New York Power Authority is implementing this project as a turnkey design-build. Work is ongoing with major equipment fabrication. Completion is expected by the end of 2016.

**ENTERPRISE ASSET MANAGEMENT**

Each of the MTA agencies is investing in Enterprise Asset Management (EAM) systems, which includes substantial investments in both business and technology improvements. Metro-North is currently undergoing an agency-wide EAM Gap Assessment, the output of which will produce a 5-year improvement program of projects to improve asset management practices across all departments. This Gap assessment will align with industry best-practices, MTA standards and ongoing Metro-North asset investment needs. Advancing EAM development will result in a planning framework that links asset condition and maintenance activities to life cycle planning in order to improve asset performance, optimize maintenance resources, and strengthen long-term planning.

## **STRUCTURES IMPROVEMENTS**

### **Undergrade Bridge Program: (\$27.1 M east of Hudson and \$ 7.3 M West of Hudson)**

- This project is a continuation of previous capital programs for the rehabilitation of select undergrade bridges located on the Hudson, Harlem and New Haven Lines in New York State. This program provides funding for the following:
  - Design by third party consultant of select undergrade bridges located on the Hudson, Harlem and New Haven Line.
  - Inspection and load rating by a third party consultant of select undergrade bridges.
- Work in Progress:
  - Work at NH 20.39 (Mamaroneck) is complete.
  - Repairs at HU 3.41 over 110th Street will commence in the Spring of 2015.
- Design of 5 Undergrade bridges:
  - Work in Progress:
    - The 100% design of NH 25.74 over Willet Avenue is complete and will advance under the proposed 2015-2019 Capital Program.

Inspection and Load Rating: An RFP has been advertised to procure the services of an engineering consultant to inspect and load rate 367 undergrade bridges.

### **Undergrade Bridge Program-West of Hudson: (\$7.3 M)**

This project is a continuation of the project initiated under the 2000-2004 Capital Program, and the 2005-2009 Capital Program. This project provides for the repairs, rehabilitation or replacement to select undergrade bridges located on the Port Jervis Line.

This program includes the following:

- Third party construction of JS51.00, construction supervision and inspection services, inspection, underwater inspection and load rating and Force Account repairs.

Construction for the rehabilitation of Bridge JS 51.00 in Highland Mills was awarded on September 5, 2014. The contractor completed the grout injection into the cracks and has completed driving the excavation support piles and the sheeting to support the excavation. Excavation is now completed.

### **Overhead Bridge Program East of Hudson (\$18.9M)**

In addition to ongoing Force Account bridge repairs, Metro-North partnered with the City of Mount Vernon to replace two bridges (with an option for a third bridge) in the current Capital Program. Utilizing approximately \$7 million in Capital Program funds, a \$1.8 million Earmark obtained by the City of Mt Vernon from Rep. Eliot Engel, and another Earmark of \$1.3 million from Assemblyman Pretlow, Metro-North has begun the design of replacement bridges at 6<sup>th</sup>, 10<sup>th</sup> Avenue, and North 14<sup>th</sup> Avenue Bridges. Design will also be completed for the Fulton Avenue Bridge as part of the current project. The estimated cost for replacement of the Fulton Avenue Bridge, is approximately \$12.0 M. Funding for the replacement of this bridge will be requested in the 2015-2019 Capital Program.



**Park Avenue Tunnel Rehabilitation and Priority Repairs in the Grand Central Terminal Train Shed (\$29.0 M)**

Construction of steel and concrete repairs to the GCT Train Shed structure at numerous locations will be programmed. The performance of this work will require that tracks be taken out of service. It also includes design and erection of scaffolding and shielding required for repair work to be performed within the M42 substation.

A contract was awarded in November 2014 and the contractor is mobilizing, taking measurements in preparation to submit shop drawings and has submitted for review a lead paint abatement plan.

**New Haven Line Traction Power Investments (Connecticut)**

(Funded and managed by CDOT, except where noted)

Metro-North and CDOT are working on the remaining catenary work. The following work remains:

- All track outages on Cat C1-b project ended in mid-2014. Currently, punch list work is on-going at street level for bridges and does not require any track outages.
- Catenary C1A/ C2 is currently underway as one contract. The continuous single Track #4 outages (Stage 1) began in Sep-14 and Track #4 will go back in service around mid Feb-2015. This will be followed by Track #3 outages (Stage 2) for 10 months. Track #3 will be out of service for both sections from mid-February 2015 to the end of 2015. The project will proceed with inside Track #1 & #2 outages (Stage 3 & 4) for 6 months for each track in 2016. Finally, 6 months are planned for Track #4 outages (Stage 5) to complete the catenary wire work. The contractor will also complete the Bridgeport Yard catenary work during Stage 2 during summer or fall of 2015.

**SUPERSTORM SANDY**

On Monday, October 29, 2012 the New York region suffered the devastating effects of Superstorm Sandy. Over 50% of the Hudson Line right-of-way was completely submerged and substations and other power infrastructure systems inundated with salt water were significantly damaged. Falling trees damaged power lines and feeders, and crushed 3rd rail infrastructure components on the Hudson, Harlem and New York portion of the New Haven Lines.

In 2013, restoration projects were added to the MTA's 2010 – 2014 Capital Program.

**Superstorm Sandy Restoration Projects**

Restoration Projects	Cost (\$M)
Rolling Stock Restoration	\$3.3M
Right of Way Restoration	\$8.0M
Communication & Signal Infrastructure Restoration	\$114.1M
Communication & Signal Infrastructure Restoration – Equipment Replacement	18.9M
Power Infrastructure Restoration	\$122.7M
Power Infrastructure Restoration – Substations	\$39.5M
Power Infrastructure Restoration - Harlem River Lift Bridge	\$5.1M
Power Infrastructure Restoration - Remote Terminal Houses	\$1.3M

**Superstorm Sandy Resiliency Projects**

Metro-North has identified a need for resiliency projects to better protect the system against future weather events. Metro-North has received FTA funding to progress some of the Superstorm Sandy Resiliency projects but continues to work closely with the MTA in regards to advancing all resiliency projects and seeking Federal funds.

Resiliency Projects	Cost (\$M)
Specialized Equipment	\$12.0M
Water Level Monitoring Mitigation	\$25.0M
Power and Signal Mitigation	\$50.0M
MNR Network Resiliency	40.6M

#### **IV. PLANNING STUDIES**

##### **PENN STATION ACCESS**

Background: Metro-North is preparing an Environmental Assessment for the provision of service from the Hudson and New Haven Lines directly to Penn Station New York using existing infrastructure. The routing of this service from the Hudson Line would be via Amtrak's Empire Line and from the New Haven Line via Amtrak's Hell Gate Line. The project would include some infrastructure improvements on these lines within the existing rights of way and the purchase of rolling stock.

This proposal also includes the construction of new intermediate stations within the existing rail rights of way in areas of New York City that are not currently served by regional rail service. These stations would be located along Amtrak's Empire Line in the vicinity of West 125th Street and the Upper West Side of Manhattan, and along Amtrak's Hell Gate Line in the vicinity of Co-Op City, Morris Park, Parkchester and Hunts Point in the eastern Bronx.

Metro-North is also participating in the MTA-managed Penn Station Operations Study. LIRR, Amtrak and New Jersey Transit are also partners in the study. Service plan outputs from this coordinated simulation effort are being used as inputs into Metro-North's environmental review.

Progress to Date: Coordination with the Penn Station operators continues regarding future service plans through the MTA managed Penn Station service plan/simulation study. Discussing future simulations of Hell Gate Line operations and working with Amtrak to develop agreements to map out effort going forward.

##### Ongoing and completed tasks:

- Architectural Resources Background Study documentation is being prepared for distribution to those who have received the Project Initiation Letters including the FTA, Native American Tribes and the NYC Landmarks Preservation Council
- Continued production and internal review of draft Environmental Assessment (EA) document chapters and related appendices
- MTA is continuing to coordinate with Amtrak toward the development of a high-level letter of agreement committing Amtrak and Metro-North to work closely on the project
- Continued to coordinate with the MTA regarding simulations of 2030 service plans as part of the Penn Station New York (PSNY) Operations Study
- A presentation is being developed reporting potential Penn Station area pedestrian flow impacts. Methodology of analysis and results are being included in a presentation
- The PSA project has been programmed under Network Expansion in the proposed 2015-2019 Capital Program

##### **Upcoming Activities**

- A letter to stakeholders regarding the status of the Hudson Line Alternative (post release of Capital Program and meetings with public officials)
- Additional chapters of the EA will continue to be reviewed as developed by the consultant
- Participation in the MTA's PSNY Operations Study's technical group will continue
- Coordination with Amtrak will continue including the development of a scope for technical analysis
- Continue to coordinate with CSX Railroad regarding freight needs in the Hell Gate r-o-w

- Continue to coordinate with the FRA regarding their NEC Future Tier 1 EIS
- Update the PSA study web page on the MTA web site
- Follow up with CDOT on issues discussed at September meeting

#### **NEW NY BRIDGE MASS TRANSIT TASK FORCE**

**Background:** Governor Cuomo established a Mass Transit Task Force to identify short, medium and long term transit solutions for the New NY (Tappan Zee) Bridge and the I-287 Corridor in Westchester and Rockland Counties. MTA is a member of the Task Force with support being provided by Metro-North.

**Progress to Date:** The Mass Transit Task Force Final Report was issued in February 2014 which includes Final Transit recommendations. The Short-Term improvements include seven bus routes with connections to Tarrytown, White Plains and Yonkers. The proposed BRT system will serve east/west travel markets between the two counties by providing connections to key regional destinations, including connections to existing transit and all five Metro-North rail lines.

**Next Steps:** Metro-North will continue to support the Mass Transit Task Force for implementation of the recommendations.

#### **WEST OF HUDSON REGIONAL TRANSIT ACCESS STUDY**

##### **Background:**

The West of Hudson Regional Transit Access Study (WHRTAS) examines alternatives for future commuter rail or bus rapid transit service to/from Stewart and the surrounding areas. This service would accommodate the airport's development and regional growth. Metro-North's current objective is to protect the right-of way for future project implementation. Phase I of the Study was completed in 2011 and resulted in a short list of four build alternatives for service to the Airport, including a rail extension from PJI's Salisbury Mills Station, a BRT solution from PJI's Salisbury Mills Station, a bus from Beacon Station, and a direct bus from Midtown Manhattan.

As a parallel effort, Metro-North is conducting two studies that would allow Metro-North to provide better service to approximately 80% of the PJI riders more cost-effectively with more frequent peak and off-peak service, and by introducing zonal, express and reverse peak services. These are 1) construction of a Mid-Point Yard and 2) Restoring portions of the second track. Capacity restrictions on the line, mostly single-track with one yard located 95 miles away from Hoboken terminal, limit the extent of service improvements that can be provided to Orange County residents. The proposed PJI improvements would allow Orange County residents to attain the full benefits of any potential future trans-Hudson connection. These improvements would also serve as the No Build scenarios for WHRTAS.

##### **Progress to Date:**

Metro-North is currently completing a feasibility study to determine conceptual cost estimates and assess potential environmental issues associated with the above improvements. Potential yard locations and restoration of portions of the second track are currently being evaluated. Metro-North also remains committed to preserving the right-of-way for providing train service in the future to Stewart International Airport. It is anticipated that the Feasibility Study will be completed later this year.

**WEST OF HUDSON IMPROVEMENTS PROJECT**

The potential benefits of improved service would be: the ability to provide additional service on the Port Jervis Line, including, zonal, express, and reverse peak; reducing operating costs; and providing more efficient maintenance and operations for both Metro-North and New Jersey Transit.

Project completion is delayed due to the need to perform additional analysis. It is anticipated that Phase 2 will be completed by early 2015.

**Upcoming Activities**

- Complete the review of the PJI Capacity Improvements Feasibility Report .
- Meet with Norfolk Southern on the results of the Midpoint Yard and Track Capacity efforts and next steps.
- Brief the elected officials, stakeholders and the public on the results of the effort and next steps in early 2015.
- Make the Mid-Point Yard and PJI Capacity Reports available to the public in the Spring of 2015.
- Move forward on the AA portion related to transit service to Stewart Airport once casino locations are announced.

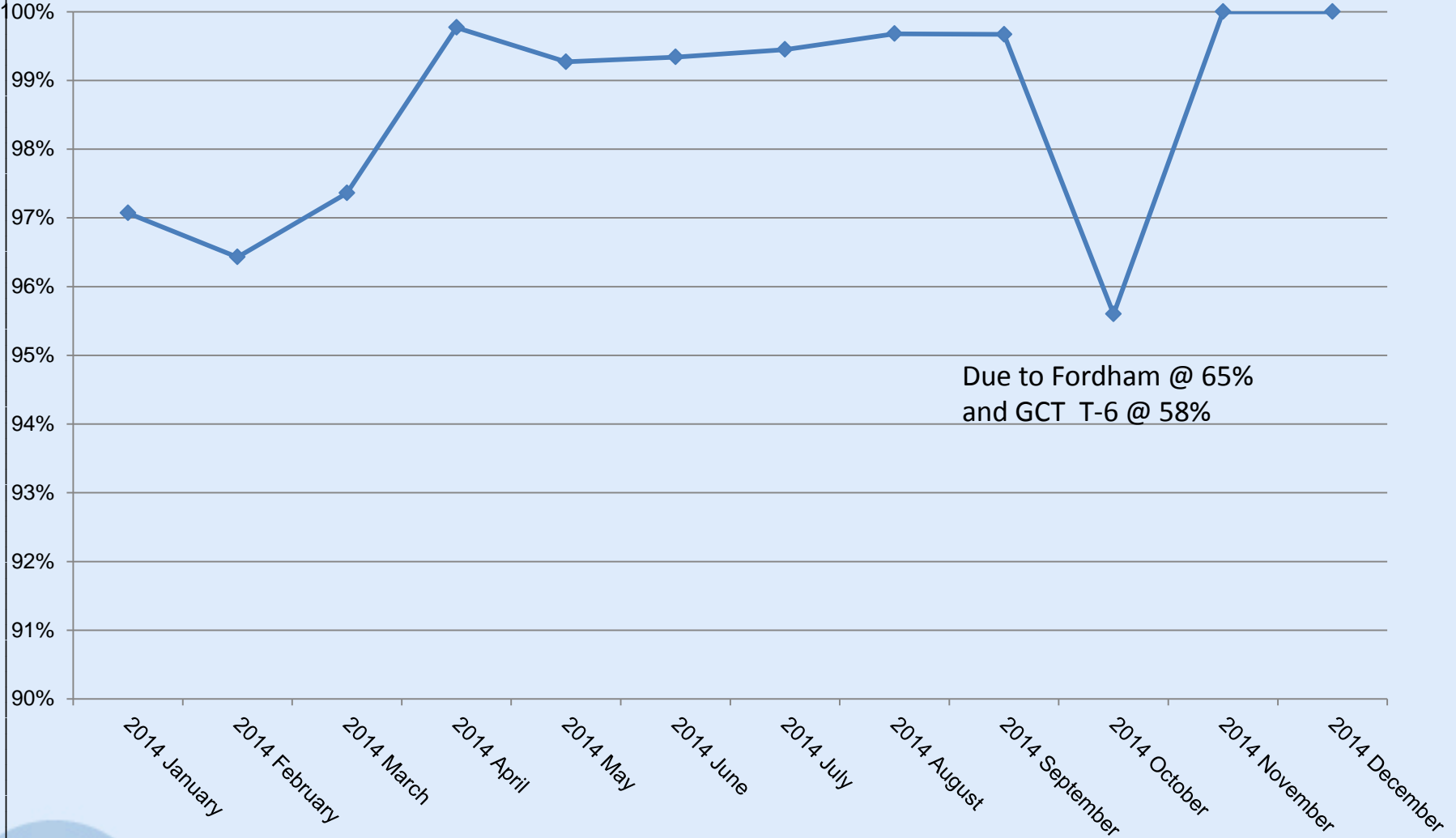
# Metro-North Railroad Elevator/Escalator

Year-End Report  
2014



# Passenger Elevator Availability

Master Page # 47 of 116 - Metro-North Railroad Committee Meeting 3/23/2015



Definition: Availability measures the percent of time that a unit is running and available for customer service **as of 7:00 AM daily**.

# 2014 Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	99%	HARLEM 125th	002S	100%
ARDSLEY-ON-HUDSON	026S	100%	HASTINGS-ON-HUDSON	022N	100%
BEACON	056I	100%	HASTINGS-ON-HUDSON	022S	100%
COLD SPRING	054N	95%	GRAND CENTRAL TERMINAL	T-6	96%
COLD SPRING	054S	99%	GRAND CENTRAL TERMINAL	T-7	99%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	99%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	99%
CORTLANDT	043PW	100%	GRAND CENTRAL TERMINAL	T-10	97%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	T-11	98%
CROTON-HARMON	3821	99%	GRAND CENTRAL TERMINAL	T-12	96%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL	T-18	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL	T-19	97%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL	T-20	99%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL	WCL	90%
GARRISON	050N	100%	GRAND CENTRAL TERMINAL NORTH	NE-1	97%
GARRISON	050S	98%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
GLENWOOD	018N	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	99%
GLENWOOD	018S	98%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GREYSTONE	020N	99%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GREYSTONE	020S	99%			
HARLEM 125th	002N	100%			





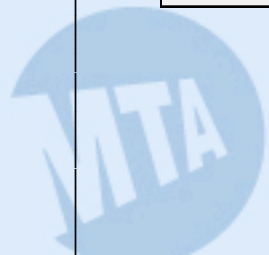
# 2014 Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100%	RIVERDALE	012S	100%
OSSINING	3624	99%	SCARBOROUGH	034N	100%
OSSINING	363	100%	SCARBOROUGH	034S	100%
OSSINING	036N	99%	TARRYTOWN	030N	100%
OSSINING	036R	100%	TARRYTOWN	030S	100%
PEEKSKILL	046N	100%	UNIVERSITY HEIGHTS	006N	99%
PEEKSKILL	046S	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	100%	YANKEES - E. 153RD STREET	364	100%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 153RD STREET	003P	100%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	100%
POUGHKEEPSIE	058S	99%	YONKERS	016N	100%
RIVERDALE	012N	100%	YONKERS	016S	100%



# 2014 Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	99%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	99%
BREWSTER	162I	96%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	99%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	99%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	99%	PURDYS	158P	100%
CROTON FALLS	160I	99%	PURDYS	158I	100%
FLEETWOOD	120N	96%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	92%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	99%
HAWTHORNE	142P	99%	WHITE PLAINS	132I	99%



# 2014 Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218T	100%
GREENWICH	218W	90%
HARRISON	212E	99%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	100%
MOUNT VERNON EAST	202W	99%
NEW ROCHELLE	206E	100%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

These are the only elevators Metro-North maintains on the New Haven Line.



# 2014 Escalator Availability

Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	99%	NE-8	47th ST Cross Passage to East Spine	99%
2	West Side near Transit Museum	100%	NE-9	East Spine to 48th ST and Park	99%
3	East Side near Market	85% (a)	NE-10	45th ST Cross Passage to West Spine	100%
4	East Side near Market	84% (a)	NE-11	47th ST Cross Passage to 47th and Madison	99%
5	East Side near Market	90% (b)	NE-12	245 Park Ave	99%
6	East Side near Market	90% (b)	N	White Plains	100%
NE-7	45th ST Cross Passage to East Spine	100%	S	White Plains	100%

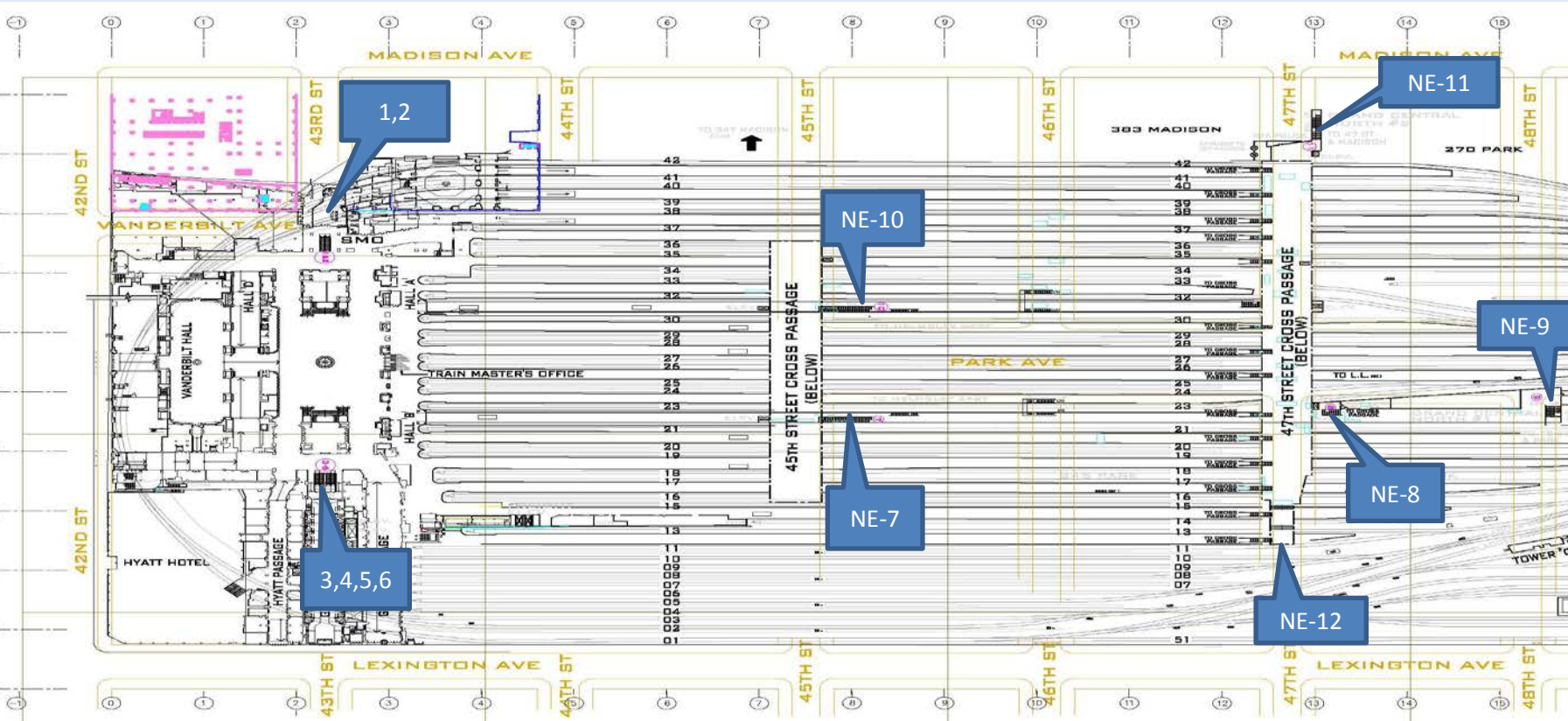
## Notes:

- (a) Escalators 3 and 4 were removed from service to repair bearings, and subsequent gear box renewal.
- (b) Escalators 5 and 6 were removed from service due to a motor failure, and subsequent gear box renewal.

Availability percentages exclude time escalators are out of service for planned long-term repair.



# Grand Central Escalator Map



## 2014 - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Ossining	0	0	1
Hastings (022S)	0	0	1
Ossining (3624)	0	0	1
Mount Kisco (1501)	0	0	1
Botanical Gardens (110S)	0	0	1
Harrison (212E)	0	0	1
Glenwood (018N)	0	0	1
Ossining (036N)	0	0	1
Yankees – E 153rd	6	0	10
GCT	0	0	57

## 2014 - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
Stamford	0	3
GCT	0	8
White Plains	0	2

### Definitions:

**Mechanical** includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing. The customer is uninjured but needs assistance from an outside party (i.e. MNR employee or MTA PD officer) to exit the elevator cab.

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2014.





Metro-North Railroad



## 2015 1<sup>st</sup> Quarter Track Program Update



# 1<sup>st</sup> Quarter 2015

## Ties & Rail

- ❖ Installed 2,566' of new rail on the Hudson line
- ❖ Installed 6,189' of new rail on the New Haven line
- ❖ Surfaced 5 miles
- ❖ Welded 102 joints on all lines
- ❖ Walk/Saga bridges track 4 - Completed timber and miter rail replacement
- ❖ Unloaded 11,080 tons of rip rap along the Hudson line for Sandy remediation

## Switch Installation

- ❖ Installed 5 switches in Grand Central Terminal

## GCT Platform/Track Cleaning

- ❖ Cleaned 14 platforms/18,968 track feet

## Slow Orders

- ❖ Hudson: 8 added and 4 removed
- ❖ Harlem: 3 added and 4 removed
- ❖ New Haven: 4 added and 1 removed








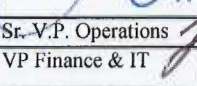
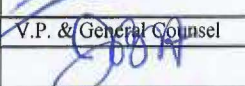
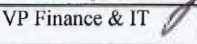
**Metro-North Railroad**


# **Procurements March 2015**

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

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	3-23-15	X		
2	MTA Board Mtg.	3-25-15	X		

<b>Date</b>	March 3, 215
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
—	—	—	—	X	V.P. GCT & Corp. Dev.	—	

#### **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:**

# of Actions      \$ Amount

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

NONE

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts		1	\$80,000
• United Parcel Service	\$80,000		

**SUB TOTAL:**      1      \$80,000

**MNR proposes to award competitive procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$1,445,000
	• Request to use RFP Process		\$1,445,000
<u>Schedules Requiring Majority Vote</u>			
Schedule F:	Personal Service Contracts	1	\$21,000,000
	• HAKS Engineering		\$21,000,000
Schedule G:	Miscellaneous Service Contracts	1	\$66,385
	• Northeast Work & Safety Boats, LLC		\$66,385
SUB TOTAL:		3	\$22,511,385

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
Schedule D:	Ratification of Completed Procurement Actions	NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule K:	Ratification of Completed Procurement Actions	2	\$827,180
	• Coriant North America		\$143,200
	• Santa Buckley Energy, Inc.		\$683,980
SUB TOTAL:		2	\$827,180
TOTAL:		6	\$23,418,565

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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



**MARCH 2015**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

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

**1. Request to use RFP Process**

**Pest Control Services – Grand Central Terminal (GCT) \$1,445,000 *Staff Summary Attached***

Approval is requested to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective contractors to provide pest control services for Grand Central Terminal (GCT).

MNR is seeking a firm to provide proactive Integrated Pest Management (IPM) services to all MNR GCT facilities. IPM is a sustainable approach to pest management that emphasizes non-chemical control of pests. The RFP will consolidate all GCT locations under one contract. The GCT locations to be covered by this contract include, but are not limited to, office towers, crew facilities, loading docks, GCT North, the Station Master's office, track areas and all retail operations located within GCT (Balcony restaurants, Dining Concourse take-out and restaurant locations, the Grand Central Market and various food and non-food retail shops throughout GCT).

Through the use of the RFP process, MNR will select a progressive pest management company offering a proactive approach that implements practices appropriate to a massive and complex combined commercial and transportation facility in an urban setting above and beyond what typical commercial structures require. The successful pest control contractor will be selected based on evaluation criteria which include a review of their understanding of the work scope requirements, cost, past experience on similar projects, technical expertise and confidence/resource commitment level. The intended period of performance for this contract is five years. The contract is to be funded by MNR's Operating Budget.

**Schedules Requiring Majority Vote:**

**F. Personal Service Contracts**

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

**2. HAKS Engineering \$21,000,000 (not-to-exceed) *Staff Summary Attached***  
**Construction Supervision & Inspection Services for the Design Build Power/C&S Infrastructure Improvements & Three Substation Hudson Line and One Substation Brewster**

Approval is requested to award a 60-month contract (RFP process 3 proposals received) to the firm HAKS Engineering to provide Resident Engineering and Inspection Services for the Design Build of the Power/C&S Infrastructure Improvements and Construction of the Three Substations on the Hudson Line and One New Substation in Brewster, NY.

As a result of Super Storm Sandy, the flooding/storm surge and winds impacted rail infrastructure throughout the MNR right-of-way, in particular the 3<sup>rd</sup> rail traction power in New York State as well as Communications and Signal (C&S) components and systems. Flooding and storm surge impacted over 60 miles of right-of-way along the eastern shore of the Harlem and Hudson Rivers. A significant portion of the Hudson Line right-of-way was completely submerged and Power and C&S infrastructure systems inundated with salt water were significantly damaged.

A solicitation was prepared and forwarded to approximately 40 consulting firms that expressed an interest in receiving the Request for Proposal. The Request for Proposal dated November 13, 2014 was advertised on November 13, 2014 in the New York State Contract Reporter, New York Post, Daily Challenge, El Dario, Minority Commerce Weekly and posted on MNR's website. Concurrently, a Selection Committee was comprised of members representing MNR's Procurement & Material Management (2 members) Capital Engineering (3 members) and Power (1 member) Departments. As this project is federally funded criteria for selection were based upon the "Brooks Method".

Oral presentations were made to the Selection Committee on January 13, 2015, and the Selection Committee chose HAKS Engineering as the firm most qualified to provide the services required by the RFP. HAKS presented a seasoned staff that had just successfully completed a design build supervision contract for the NYCT Montague Tube Rehabilitation Project on time and within budget. HAKS provided sufficient resident and inspection coverage for both the design build contract and the substation contract with experienced residents and inspectors with strong rail experience.

The total cost for this 60 month contract is a not-to-exceed \$21,000,000 and will be funded in part by FTA Sandy Relief fund and MNR's Capital Programs.

#### **G. Miscellaneous Service Contracts**

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

##### **3. Northeast Work & Safety Boats, LLC      \$66,385 Safety Boat Service – Devon Bridge, Stratford, CT.**

Approval is requested to award a nine month miscellaneous service contract (three bids received) to provide safety boat services for Metro-North Railroad (MNR) personnel performing ongoing bridge repairs on the Devon Bridge in Stratford, Connecticut. The service requirements include the supply of a lifesaving skiff with a qualified operator in accordance with OSHA guidelines.

In accordance with MNR and MTA procurement guidelines, an advertisement for the Safety Boat Services was placed in the New York State Contract Reporter, New York Post, the minority publications El Diario and Daily Challenge, and posted on the MNR website. Six vendors were sent the solicitation and three bids were received. Northeast Work and Safety Boats, LLC submitted the lowest responsive and responsible bid at \$66,385 which was 56% below MNR's Engineer's estimate. All pricing will remain firm and fixed for the nine month term of the contract. The total award of this contract is \$66,385 and is to be funded 100% by CDOT.



# Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	3-23-15	X		
2	MTA Board Mtg.	3-25-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT	X	V.P. GCT & Corp. Dev.		
	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Pest Control Services for Grand Central Terminal (GCT)	
Total Amount TBD (Estimate is \$289,000 per year x 5 = \$1,445,000)	
Contract Term (including Options, if any) 5 years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for pest control services for Grand Central Terminal (GCT).

### II. DISCUSSION:

MNR is seeking a firm to provide proactive Integrated Pest Management (IPM) services to all MNR GCT facilities. IPM is a sustainable approach to pest management that emphasizes non-chemical control of pests. The RFP will consolidate all GCT locations under one contract. The GCT locations to be covered by this contract include, but are not limited to, office towers, crew facilities, loading docks, GCT North, the Station Master's office, track areas, and all retail operations located within GCT (Balcony restaurants, Dining Concourse take-out and restaurant locations, the Grand Central Market and various food and non-food retail shops throughout GCT).

Through the use of the RFP process, MNR will select a progressive pest management company offering a proactive approach that implements practices appropriate to a massive and complex combined commercial and transportation facility in an urban setting above and beyond what typical commercial structures require. The successful pest control contractor will be selected based on evaluation criteria which include a review of their understanding of the work scope requirements, cost, past experience on similar projects, technical expertise and confidence/resource commitment level. The intended period of performance for this contract is five years.

### III. D/M/WBE INFORMATION:

TBD-Once the scope of work and technical specifications are completed, MNR Procurement will submit them to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

### IV. IMPACT ON FUNDING:

The contract is to be funded by GCT's Operating Budget.

### V. ALTERNATIVES:

MNR does not have the available in-house staff to complete the scope of the specified work.



# Staff Summary

Item Number F					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	3-23-15	x		
2	MTA Board Mtg.	3-25-15	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V.P. Finance & IT	X	V.P. & General Counsel		
X	Capital Programs				

SUMMARY INFORMATION	
Vendor Name HAKS Engineering	Contract Number A42363
Description Construction Supervision & Inspection Services for the Design Build Power/C&S Infrastructure Improvements & Three Substations on Hudson Line and One Substation in Brewster	
Total Amount \$21,000,000 (not-to-exceed)	
Contract Term (including Options, if any) 60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

**I. PURPOSE/RECOMMENDATION:** Approval is requested to award a 60 month contract to the firm, HAKS Engineering to provide Resident Engineering and Inspection Services for the Design Build of the Power/C&S Infrastructure Improvements and Construction of the three substations on the Hudson Line and one new substation in Brewster, NY. The substation project is federally funded and MNR intends to issue a notice-to-proceed immediately upon receiving Board approval. The Power/C&S infrastructure project, awaits a series of approvals from FTA that have not yet been received. When final FTA approval is obtained, Metro-North will issue a notice-to-proceed with respect to this work as well.

**II. DISCUSSION:** Metro-North's Capital Engineering Department presently seeks a Consultant to provide construction supervision and inspection services for two separate contracts, the Design Build Services of the Power/C&S Infrastructure Improvements on the Hudson Line and the Construction of three new substations at Riverdale, Tarrytown and Croton-Harmon and a new substation in Brewster, NY. Except for the Brewster substation all other work is a result of the devastating effects of Super Storm Sandy and is being funded through a special FTA Sandy Relief fund. The substation in Brewster is being funded through the 2010-2014 Capital Program utilizing regular FTA grant funds.

As a result of Super Storm Sandy, the flooding/storm surge and winds impacted rail infrastructure throughout the MNR's right-of-way, in particular the 3<sup>rd</sup> rail traction power in New York State as well as Communications and Signal (C&S) components and systems. Flooding and storm surge impacted over 60 miles of right-of-way along the eastern shore of the Harlem and Hudson Rivers. A significant portion of the Hudson Line right-of-way was completely submerged and Power and C&S infrastructure systems inundated with salt water were significantly damaged.

The Consultant shall perform all work necessary to provide MNR with construction supervision and inspection services associated with the various construction activities identified herein. During the duration of this project, the Consultant shall perform multiple coordination activities with the respective villages and towns of Westchester County, various MNR departments (Communications and Signals, Maintenance of Way, Power, Safety and Security, Information Technology, Maintenance of Way, Environmental Compliance & Services, etc.) Con Edison, NYSEG other contractors and consultants, and potentially other entities not listed herein. Work is anticipated to be performed during normal construction work hours (7AM-3:30PM) with the likelihood for work occurring during alternate shifts including nights and weekends. The

# Staff Summary

Consultant shall protect the interests of MNR by ensuring the Design-Builder and Construction Contractor for the DC traction substations performs their work in a timely and coordinated manner, according to the terms and conditions of the contract documents and in accordance with MNR's regulations and operating requirements. The Consultant will provide daily inspection and oversight of all the work being performed by both the Design Builder and the Construction Contractor, ensuring the safety of the railroad and its customers. These tasks will also include all administrative duties, i.e. daily reports, non-conformance letters, technical advisories, minutes of all meetings, log of personnel on the sites, coordination of all safety training through MNR, environmental monitoring as required and liaison between contractors, designers and MNR Capital Engineering Department.

A solicitation was prepared and forwarded to approximately 40 consulting firms that expressed an interest in receiving the Request for Proposal. The Request for Proposal dated November 13, 2014 was advertised on November 13, 2014 in the New York State Contract Reporter, New York Post, Daily Challenge, El Diario, Minority Commerce Weekly and was posted on MNR's website. Concurrently, a Selection Committee was comprised of members representing MNR's Procurement & Material Management (2 members), Capital Engineering (3 members), and Power (1 member) Departments. As this project is federally funded criteria for selection were based upon the "Brooks Method". The following criteria were used to evaluate each proposal:

- A. Demonstrated understanding of the Work scope requirements, including but not limited to the quality and completeness of any required submissions.
- B. Project plan (detailed description of how the Services will be performed).
- C. Confidence level, commitment of relevant resources to the project including the qualifications of key personnel and reliability to perform the Services including Subconsultant Services.
- D. Work day estimates, detailed estimated work days by discipline and by task to accomplish the requirements of the RFP.
- E. Past experience on similar projects.

Three firms submitted proposals on December 16, 2014: URS Consultants; Systra Engineering; and HAKS Engineering. The proposals were evaluated by the Selection Committee and all three firms were invited to make oral presentations. URS Consultants was unable to attend the day of presentation and requested to be re-scheduled. Since URS was also proposed as the primary designer to one of the Design Build team (Judlau-TC Electric) the Selection Committee agreed to wait until Phase II proposals were received on the Design Build RFP to see if URS' Design Build team was a viable candidate on that contract, which they were.

Oral presentations were made to the Selection Committee on January 13, 2015, and as a result the Selection Committee choose HAKS Engineering as the firm most qualified to provide the services required by the RFP. HAKS presented a seasoned staff that had just successfully completed a design build supervision contract for the NYCT Montague Tube Rehabilitation Project on time and within budget. HAKS provided sufficient resident and inspection coverage for both the design build contract and the substation contract with experienced residents and inspectors with strong rail experience.

**III. D/M/WBE INFORMATION:** The MTA Department of Diversity and Civil Rights (DDCR) established a 17% DBE goal for this project. The contract will not be awarded until DDCR requirements have been satisfied

**IV. IMPACT ON FUNDING:** The total cost for this 60 month contract is not-to-exceed \$21,000,000. Funding is being finalized for this contract and will be provided by federal grants associated with Super Storm Sandy Rehabilitation and MNR's Capital Programs.

**V. ALTERNATIVES:** MNR presently does not have the in-house personnel to provide the services required.

**MARCH 2015**

**METRO-NORTH RAILROAD**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions**

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

1. **Coriant North America** **\$143,200**  
**Emergency Purchase of Tellabs 5320L LSPM DS1 Circuit Boards and High Density Universal Service Modules**

Non-competitive procurement for the emergency purchase of 14 Tellabs 5320L LSPM DS1 Circuit Boards and eight High Density Universal Service Modules. The material purchased was the result of an urgent need to replace existing equipment that has far exceeded its useful life.

The current Metro-North Railroad (MNR) Fiber Optic System utilizes these components to support the MNR legacy CTC, SCADA, and phone and public address telecommunications circuits that still require “analog type circuits”. The material purchased represents the last remaining stock of circuit boards and modules available that will no longer be manufactured due to obsolescence. There are no comparative components or alternatives available for purchase of this type until these legacy systems are ultimately replaced or modernized to utilize digital ethernet circuits.

The cost to be paid for this emergency purchase is deemed to be fair and reasonable. The total amount is \$143,200 and is to be funded by the MNR Operating Budget.

2. **Santa Buckley Energy, Inc.** **\$683,980 (not-to-exceed)**  
**Locomotive ULSD Fuel Purchase at Danbury, CT**

Emergency purchase of an additional 200,000 gallons of Ultra Low Sulfur Diesel (USLD) #2 locomotive fuel for the Metro-North Railroad (MNR) Danbury, CT facility. Under a previously awarded contract, Santa Buckley Energy, Inc. (Santa Buckley) was awarded a five-year contract (2013 through 2018) to supply 75,000 gallons of USLD #2 fuel to the Danbury facility at a not-to-exceed value of \$271,980. However, since late 2013 (post award), there has been a significant increase in the usage of USLD #2 fuel which has far exceeded the estimated usage identified at the time of award. The unanticipated usage is directly related to increased locomotive servicing on the Danbury Branch. In addition, there has been increased diesel service based upon the recent weather-related occurrences during the 2014-2015 winter season.

MNR Material Planning and Operations has reviewed the anticipated future usage and has estimated that an additional 200,000 gallons of ULSD #2 fuel would be sufficient to cover the remaining contract term. The cost to be paid for the additional fuel purchased under the contract is \$683,980 and revises the contract value with Santa Buckley to \$955,960.

The cost to be paid for this purchase is deemed to be fair and reasonable in accordance with the current contract terms and conditions. The total not-to-exceed amount \$683,980 is to be funded by the MNR Operating Budget.



**Metro-North Railroad**

# **Operations Report**

## **March 2015**





# **MONTHLY OPERATING REPORT**

February 2015

Date Issued:

Thursday, March 05, 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>86.7%</b>	<b>89.9%</b>	<b>86.8%</b>	<b>88.0%</b>
		AM Peak	93.0%	75.6%	80.3%	81.8%	82.4%
		AM Reverse Peak	93.0%	82.7%	86.9%	84.3%	86.1%
		PM Peak	93.0%	87.3%	91.0%	85.8%	86.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>81.4%</b>	<b>85.7%</b>	<b>83.7%</b>	<b>84.6%</b>
		Off Peak Weekday	92.0%	86.9%	89.7%	86.0%	87.0%
		Weekend	92.0%	94.4%	95.9%	92.4%	94.6%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.1%</b>	<b>93.4%</b>	<b>89.2%</b>	<b>90.1%</b>
		AM Peak	93.0%	82.5%	83.4%	87.1%	88.4%
		AM Reverse Peak	93.0%	93.3%	93.9%	88.0%	88.2%
		PM Peak	93.0%	94.6%	96.2%	84.5%	86.4%
		<b>Total Peak</b>	<b>93.0%</b>	<b>88.9%</b>	<b>90.1%</b>	<b>86.2%</b>	<b>87.5%</b>
		Off Peak Weekday	92.0%	91.9%	93.8%	88.7%	89.1%
		Weekend	92.0%	97.4%	97.4%	93.6%	95.2%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>85.6%</b>	<b>90.3%</b>	<b>90.5%</b>	<b>90.9%</b>
		AM Peak	93.0%	76.6%	82.3%	85.3%	86.1%
		AM Reverse Peak	93.0%	83.9%	87.3%	89.2%	91.7%
		PM Peak	93.0%	83.0%	90.2%	93.2%	92.5%
		<b>Total Peak</b>	<b>93.0%</b>	<b>80.5%</b>	<b>86.4%</b>	<b>88.9%</b>	<b>89.4%</b>
		Off Peak Weekday	92.0%	85.8%	90.5%	89.3%	88.9%
		Weekend	92.0%	94.0%	95.5%	94.4%	96.4%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>84.4%</b>	<b>87.6%</b>	<b>82.7%</b>	<b>84.5%</b>
		AM Peak	93.0%	70.4%	76.7%	75.9%	76.0%
		AM Reverse Peak	93.0%	75.9%	82.8%	78.0%	80.2%
		PM Peak	93.0%	86.2%	88.2%	81.1%	82.5%
		<b>Total Peak</b>	<b>93.0%</b>	<b>77.6%</b>	<b>82.3%</b>	<b>78.2%</b>	<b>79.1%</b>
		Off Peak Weekday	92.0%	85.0%	86.9%	81.8%	84.2%
		Weekend	92.0%	93.0%	95.3%	90.2%	92.8%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>17,594</b>	<b>36,092</b>	<b>16,869</b>	<b>35,791</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			13.0	12.2	14.2	14.5
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		1,800	547	712	573	1,021
	<b>Trains Canceled</b>		220	102	129	74	208
	<b>Trains Terminated</b>		220	89	123	54	82
	<b>Percent of Scheduled Trips Completed</b>		99.7%	98.9%	99.3%	99.2%	99.2%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.2%</b>	<b>99.4%</b>	<b>98.9%</b>	<b>98.6%</b>
		AM Peak	99.8%	98.3%	98.9%	97.9%	97.2%
		AM Reverse Peak	99.8%	100.0%	100.0%	99.9%	99.5%
		PM Peak	99.8%	97.2%	97.6%	97.8%	97.3%
		<b>Total Peak</b>	<b>99.8%</b>	<b>98.1%</b>	<b>98.5%</b>	<b>98.2%</b>	<b>97.6%</b>
		Off Peak Weekday	99.8%	99.8%	99.8%	99.2%	99.0%
		Weekend	99.8%	100.0%	100.0%	99.4%	99.6%
	<b>Hudson Line</b>	AM Peak	99.8%	99.9%	99.9%	99.3%	98.7%
		PM Peak	99.8%	99.2%	99.3%	99.6%	99.4%
	<b>Harlem Line</b>	AM Peak	99.8%	97.9%	98.5%	98.9%	98.4%
		PM Peak	99.8%	97.6%	98.0%	99.5%	99.4%
	<b>New Haven Line</b>	AM Peak	99.8%	97.7%	98.5%	96.4%	95.5%
		PM Peak	99.8%	95.6%	96.2%	95.9%	94.9%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	January	2015 Data YTD thru February		2014 Data YTD thru February		YTD 2015 Vs 2014
Maintenance of Way	52.3%	1,354	2,446	3,800	2,856	4,787	-987
Maintenance of Equipment	21.8%	436	1,020	1,457	546	1,123	334
Transportation	1.1%	32	50	82	100	1,288	-1,206
Capital Projects	0.0%	0	0	0	0	6	-6
Weather and Environmental	13.8%	142	646	788	941	1,507	-719
Police	5.1%	134	238	372	119	195	177
Customers	2.6%	80	120	200	102	196	4
Other	3.3%	52	154	207	298	618	-411
3rd Party Operations	0.0%	0	0	0	0	2	-2
<b>TOTAL</b>	<b>100.0%</b>	<b>2,230</b>	<b>4,674</b>	<b>6,906</b>	<b>4,962</b>	<b>9,722</b>	<b>-2,816</b>

HUDSON LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2015 Vs 2014
Maintenance of Way	47.7%	246	305	552	386	752	-200
Maintenance of Equipment	27.2%	122	174	295	101	196	99
Transportation	0.3%	8	2	9	26	336	-327
Capital Projects	0.0%	0	0	0	0	2	-2
Weather and Environmental	12.5%	12	80	92	282	366	-274
Police	5.6%	15	36	51	11	35	16
Customers	4.8%	9	31	40	25	55	-15
Other	1.9%	8	12	19	54	118	-99
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>420</b>	<b>640</b>	<b>1,058</b>	<b>885</b>	<b>1,860</b>	<b>-802</b>

HARLEM LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2015 Vs 2014
Maintenance of Way	53.5%	262	820	1,082	570	1,233	-151
Maintenance of Equipment	20.9%	112	321	433	100	196	237
Transportation	0.8%	3	12	15	35	416	-401
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	10.4%	38	160	198	297	442	-244
Police	5.4%	56	83	140	8	18	122
Customers	2.3%	12	36	49	23	32	17
Other	6.6%	38	102	140	77	136	4
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>521</b>	<b>1,534</b>	<b>2,057</b>	<b>1,110</b>	<b>2,473</b>	<b>-416</b>

NEW HAVEN LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2015 Vs 2014
Maintenance of Way	52.8%	846	1,321	2,167	1,900	2,802	-635
Maintenance of Equipment	21.0%	202	526	728	346	731	-3
Transportation	1.4%	21	36	57	39	536	-479
Capital Projects	0.0%	0	0	0	0	4	-4
Weather and Environmental	16.2%	93	406	499	362	699	-200
Police	4.8%	62	119	182	100	141	41
Customers	2.1%	59	53	112	54	108	4
Other	1.6%	7	41	48	167	364	-316
3rd Party Operations	0.0%	0	0	0	0	2	-2
<b>TOTAL</b>	<b>100.0%</b>	<b>1,290</b>	<b>2,502</b>	<b>3,793</b>	<b>2,968</b>	<b>5,387</b>	<b>-1,594</b>

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																		TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend								
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term			
02/02	Mon	Slow loading and unloading of passengers due to weather conditions.	28	0	0	8	0	0	0	0	0	2	0	0	0	0	0	38	0	0			
02/02	Mon	Congestion resulting from infrastructure failures.	36	0	0	2	0	0	0	0	0	3	0	0	0	0	0	41	0	0			
02/02	Mon	Speed restrictions enroute due to inclement weather.	52	2	0	10	0	0	0	0	0	11	0	0	0	0	0	73	2	0			
02/02	Mon	Several trains were unable to take power.	0	0	1	1	0	0	17	1	2	9	0	0	0	0	0	27	1	3			
02/02	Mon	Train 610 disabled on track 2 north of 125th Street due to top speed 10 mph.	0	0	1	1	0	0	17	1	2	9	0	0	0	0	0	27	1	3			
02/02	Mon	Congestion account weather conditions and Level 2 in effect.	14	0	0	4	0	0	66	2	0	98	3	0	0	0	0	182	5	0			
02/03	Tue	Congestion resulting from infrastructure failures.	16	0	0	1	0	0	5	0	0	44	0	0	0	0	0	66	0	0			
02/03	Tue	Slow loading and unloading of passengers due to weather conditions.	21	0	0	3	0	0	1	0	0	20	0	0	0	0	0	45	0	0			
02/03	Tue	Track 659 struck a vehicle on track 2 at Commerce Street (MP 26.6) in Valhalla.	0	0	0	0	0	0	11	2	12	6	6	13	0	0	0	17	8	25			
02/03	Tue	Congestion account weather conditions and Level 2 in effect.	69	0	0	3	0	0	1	0	0	16	0	0	0	0	0	89	0	0			
02/03	Tue	Delays due to unable to reverse the 21 Switch at CP 143.	15	0	0	0	0	0	2	0	0	10	0	0	0	0	0	27	0	0			



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
02/04	Wed	Congestion resulting from infrastructure failures.	33	0	0	5	0	1	7	0	0	23	0	1	0	0	0
02/04	Wed	Track 659 struck a vehicle on track 2 at Commerce Street (MP 26.6) in Valhalla.	4	17	1	1	0	2	3	16	3	5	26	19	0	0	0
02/04	Wed	Congestion account a smoldering third rail bracket at 78th Street, track 4 out of service from CP1 to CP3.	0	0	0	0	0	0	19	0	0	13	0	0	0	0	0
02/05	Thu	Train 1819 disabled at CP112 on track 1 due to air blowing.	28	0	0	4	0	0	0	0	0	0	0	0	0	0	0
02/05	Thu	Single tracking from CP123 - CP121 account third rail burner on track 1 at White Plains.	6	0	0	5	0	0	0	0	0	2	0	0	0	0	0
02/05	Thu	Congestion resulting from infrastructure failures.	36	0	0	3	0	0	2	0	0	47	0	0	0	0	0
02/06	Fri	Congestion resulting from infrastructure failures.	21	0	0	5	0	0	6	0	0	40	0	0	0	0	0
02/09	Mon	Congestion resulting from infrastructure failures.	17	0	0	5	0	0	8	0	0	38	0	0	0	0	0
02/09	Mon	The 12 Switch at CP116 failed on center and the 24 Switch at CP223 did not reverse.	26	2	0	15	0	1	0	0	0	18	2	0	0	0	0
02/10	Tue	Train 1860 was disabled on track 3 between CP5 and CP106 with D133 blower fault.	0	0	0	0	0	0	15	0	1	14	0	1	0	0	0
02/10	Tue	Congestion resulting from infrastructure failures.	31	0	0	5	0	0	1	0	0	30	0	0	0	0	0
02/10	Tue	Track circuits 4172BK on track 2, GA and B from CP1-CP112 were down, causing delays.	26	0	0	3	0	0	3	0	0	11	0	0	0	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
02/10	Tue	Unable to reverse the 53 Switch at CP235 from 08:09 to 11:47.	21	0	0	4	0	0	0	0	0	2	0	0	0	0	0
02/10	Tue	Smoldering third rail bracket on track 1 at 79th Street, out of service from 0719 to 0810 from CP3 to CP1.	27	0	0	14	0	0	3	0	0	17	0	0	0	0	0
02/10	Tue	Slow loading and unloading due to icy conditions.	9	0	0	3	0	0	0	0	0	4	0	0	0	0	0
02/11	Wed	Congestion resulting from infrastructure failures.	25	0	0	4	0	0	2	0	0	22	0	0	0	0	0
02/12	Thu	Congestion resulting from infrastructure failures.	11	0	0	1	0	0	0	0	0	7	0	0	0	0	0
02/13	Fri	Train 668 struck a trespasser at Purdys Station.	0	0	0	0	0	0	11	1	0	9	3	3	0	0	0
02/13	Fri	Congestion resulting from infrastructure failures.	27	0	0	8	0	0	3	0	0	23	0	0	0	0	0
02/13	Fri	A body was found on track 3 east of CP223, Locust Avenue.	20	2	0	9	0	0	0	0	0	15	0	0	0	0	0
02/15	Sun	Train 6514 had a broken pantograph on head car 9274, a ground in the overhead wire on track 2 between Cat. 521 and Cat. 537.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
02/16	Mon	Train 8897 was disabled on track 2 north of CP3 with a D132 Compressor fault on Engine 223.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1
02/17	Tue	Congestion resulting from infrastructure failures.	17	0	0	10	0	0	0	0	0	8	0	0	0	0	0
02/17	Tue	Train 1529 failed to make changeover west of Pelham Station on track 2.	8	0	0	5	0	0	0	0	0	0	0	0	0	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
02/17	Tue	Newspapers burning on third rail by 2S2 Signal at CP1.	16	0	0	8	0	0	0	0	0	5	0	0	0	0	0
02/17	Tue	Substation lost power in GCT from 16:27 to 16:56.	0	0	0	0	0	0	73	0	0	47	0	0	0	0	0
02/18	Wed	Congestion resulting from infrastructure failures.	16	0	0	2	0	0	0	0	0	30	0	0	0	0	0
02/19	Thu	Congestion resulting from infrastructure failures.	10	0	0	2	0	0	4	0	0	14	0	0	0	0	0
02/20	Fri	Congestion resulting from infrastructure failures.	21	0	0	7	0	0	1	0	0	27	0	0	0	0	0
02/20	Fri	Train 920 was disabled on track 1 at Wingdale Station with only 50 lbs of air pressure.	6	0	1	2	0	0	1	0	0	6	0	1	0	0	0
02/21	Sat	Congestion resulting from infrastructure failures.	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
02/21	Sat	On the Harlem Line, a third rail fire under the I-287 overpass on track 1 and switches 12 and 21 unable to reverse.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
02/23	Mon	Congestion resulting from infrastructure failures.	16	0	0	1	0	0	3	0	0	5	0	0	0	0	0
02/24	Tue	Congestion resulting from infrastructure failures.	21	0	0	1	0	0	1	0	0	7	0	0	0	0	0
02/25	Wed	Congestion resulting from infrastructure failures.	5	0	0	4	0	0	0	0	0	16	0	0	0	0	0
02/26	Thu	Congestion resulting from infrastructure failures.	2	0	0	1	0	0	2	0	0	28	0	0	0	0	0

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

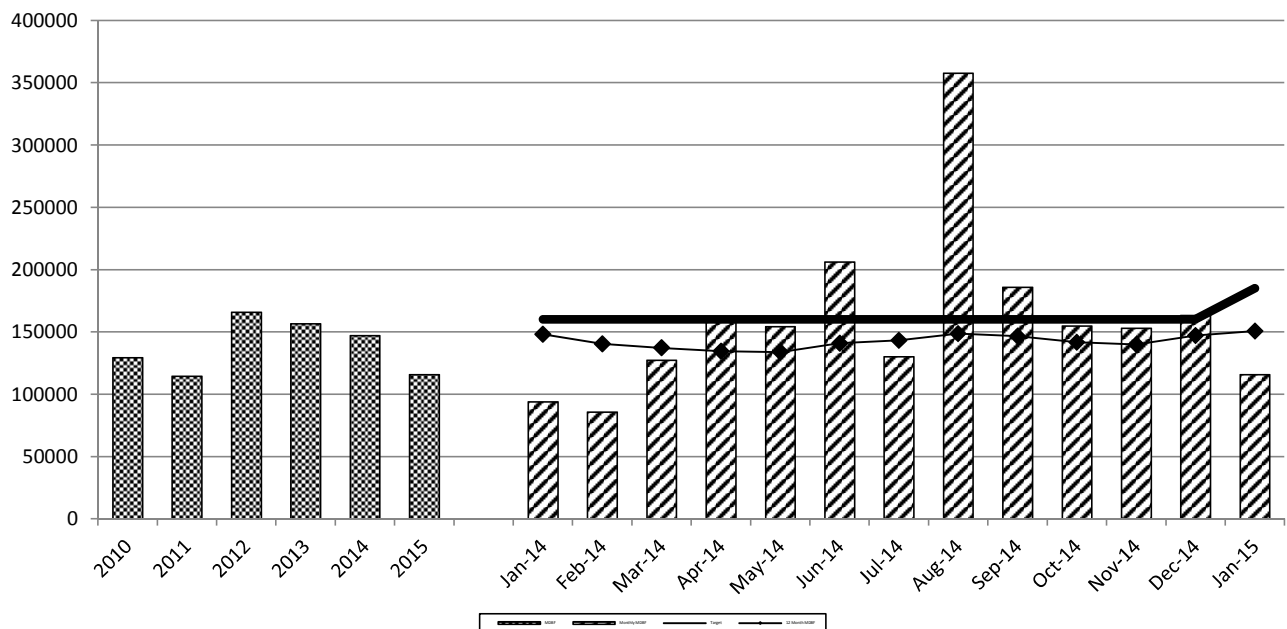
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend					
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
02/27	Fri	Congestion resulting from infrastructure failures.	13	0	0	0	0	0	1	0	0	33	0	0	0	0	0	47	0	0
02/27	Fri	The 142 track circuit was down on track 2 at 72nd Street.	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0
TOTAL FOR MONTH			799	23	4	170	0	4	289	23	20	794	40	38	57	0	1	2109	86	67
																		2262		

	Equip- ment Type	Total Fleet Size	2015 Data						2014 Data		
			MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
<b>Mean Distance Between Failures</b>	M246	91	40,000	27,651	7	11	27,651	33,809	22,976	25	22,976
	M8	383	280,000	213,368	9	11	213,368	221,470	206,270	9	206,270
	M3	140	135,000	90,410	2	3	90,410	155,203	85,366	4	85,366
	M7	336	460,000	389,882	4	5	389,882	421,991	180,774	11	180,774
	Coach	213	295,000	153,592	5	9	153,592	266,622	156,024	9	156,024
	P-32	31	35,000	13,937	5	13	13,937	22,614	20,830	9	20,830
	BL-20	12	13,000	9,829	3	4	9,829	15,411	39,447	1	39,447
	<b>Fleet</b>	<b>1206</b>	<b>185,000</b>	<b>115,619</b>	<b>35</b>	<b>56</b>	<b>115,619</b>	<b>150,582</b>	<b>93,999</b>	<b>68</b>	<b>93,999</b>
	M2/4/6/8		185,000	120,510	16	22	120,510	124,684	71,495	34	71,495
	M3/7		320,000	277,580	6	8	277,580	340,653	155,332	15	155,332
	Diesel/Coach		120,000	61,647	13	26	61,647	102,921	85,849	19	85,849

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

## ALL FLEETS

### Mean Distance Between Failures 2010 - 2015



<b>West of Hudson Performance Summary</b>			<b>2015 Data</b>			<b>2014 Data</b>	
			Annual Goal	February	YTD thru February	February	YTD thru February
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>90.5%</b>	<b>91.9%</b>	<b>87.8%</b>	<b>90.6%</b>
		AM Peak	95.5%	88.7%	91.4%	82.9%	88.6%
		PM Peak	95.5%	86.2%	89.0%	89.3%	90.6%
		<b>Total Peak</b>	<b>95.5%</b>	<b>87.5%</b>	<b>90.2%</b>	<b>86.0%</b>	<b>89.6%</b>
		Off Peak Weekday	95.5%	91.1%	92.5%	86.4%	91.4%
		Weekend	95.5%	93.9%	93.3%	92.2%	90.5%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.2%</b>	<b>93.0%</b>	<b>89.1%</b>	<b>91.2%</b>
	<b>Valley Line</b>	AM Peak	96.5%	93.4%	94.2%	88.2%	90.5%
		PM Peak	96.5%	85.0%	86.8%	89.7%	90.7%
		<b>Total Peak</b>	<b>96.5%</b>	<b>89.5%</b>	<b>90.8%</b>	<b>88.9%</b>	<b>90.6%</b>
		Off Peak Weekday	96.5%	92.6%	94.1%	85.6%	90.9%
		Weekend	96.5%	94.9%	94.0%	95.0%	92.2%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>88.1%</b>	<b>90.3%</b>	<b>85.8%</b>	<b>89.7%</b>
		AM Peak	95.0%	82.5%	87.6%	75.9%	86.0%
		PM Peak	95.0%	87.7%	91.5%	88.9%	90.5%
		<b>Total Peak</b>	<b>95.0%</b>	<b>85.1%</b>	<b>89.5%</b>	<b>82.4%</b>	<b>88.3%</b>
		Off Peak Weekday	95.0%	88.7%	89.9%	87.7%	92.1%
		Weekend	95.0%	92.1%	92.2%	87.7%	87.7%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,540</b>	<b>3,220</b>	<b>1,519</b>	<b>3,183</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			16.2	18.3	23.8	20.6
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		200	48	98	69	116
	<b>Trains Canceled</b>		60	7	15	34	37
	<b>Trains Terminated</b>		60	4	13	8	8
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.3%	99.1%	97.2%	98.6%

## FEBRUARY 2015 STANDEE REPORT

### East of Hudson

			FEB 2014	YTD 2014	FEB 2015	YTD 2015
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	39	25
		<b>Total Standees</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>25</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	83	140	68	39
		<b>Total Standees</b>	<b>83</b>	<b>140</b>	<b>68</b>	<b>39</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>83</b>	<b>141</b>	<b>107</b>	<b>64</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	3	4	6
		<b>Total Standees</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>6</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	1	11	50	40
		<b>Total Standees</b>	<b>1</b>	<b>11</b>	<b>50</b>	<b>40</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	92	129	79	72
		<b>Total Standees</b>	<b>92</b>	<b>129</b>	<b>79</b>	<b>72</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>96</b>	<b>143</b>	<b>133</b>	<b>118</b>

### West of Hudson

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

### Definitions

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

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

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

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



**Metro-North Railroad**

# **Financial Report**

## **March 2015**





**FINANCIAL STATEMENTS**  
**MONTH ENDED: JANUARY 2015**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

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

Overall January financial results were favorable with a \$3.9 million (5.3%) lower net operating deficit as compared to the Adopted Budget. Operating Revenues were 0.4% higher than the Adopted Budget reflecting higher net GCT retail revenue partially offset by lower passenger receipts due to the impact of the system-wide suspension of service related to Winter Storm Juno on non-commutation ridership. Operating Expenses were \$3.7 million or 2.8% lower than projected due to vacant positions and timing of expenditures for contracted services and energy. These decreases were partially offset by increased overtime requirements attributable to snowstorm preparation, coverage and cleanup due to Winter Storm Juno and multiple adverse weather events during the month.

Reimbursable Capital program expenditures (and reimbursements) were \$5.0 million lower than Budget due to revised timing of several budgeted projects (NH Rail Yard - Component Change Out Shop, C&S Infrastructure Restoration, Cyclical Track Program, and Positive Train Control) and the reallocation of forces to operations for storm coverage.

**Ridership**

Total ridership of 6.3 million for January was 3.1% below the Adopted Budget reflecting the impact of Winter Storm Juno.

*East of Hudson*

- Ridership was lower than the Adopted Budget on all lines.
- January ridership of 6.2 million was 3.2% lower than the Adopted Budget and 1.1% lower than 2014.
- Commutation ridership was 4.2% lower than the Adopted Budget.
- Non-commutation ridership for January was 1.7% lower than the Adopted Budget.

*West of Hudson*

- January ridership was 1.7% higher than the Adopted Budget.

**Revenue and Reimbursements**

Total Revenue and Reimbursements of \$65.1 million through January was \$4.8 million, or 6.9% lower than the Adopted Budget:

- Farebox Revenue of \$50.4 million was \$0.6 (1.1%) million lower than the Adopted Budget due to lower East of Hudson ridership across all three lines.
- Other Operating Revenue of \$5.2 million was \$0.8 million higher than the Adopted Budget due to higher GCT retail net revenue, higher advertising revenues and timing of parking receipts.
- Capital and Other Reimbursements of \$9.5 million was \$5.0 million lower than the Adopted Budget due to scheduling changes in a number of projects.

**Expenses**

Total Non-Reimbursable and Reimbursable Expenses of \$134.6 million through January were \$8.7 million (6.1%) lower than the Adopted Budget:

- \$8.0 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures, lower energy costs and timing differences of capital projects.
- Total Labor costs (operating and capital) were \$1.3 million lower than the Adopted Budget primarily due to unfilled positions partly offset by higher overtime costs.

**Financial Performance Measures**

Performance indicators for January reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 59.3% was 5.3% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$15.33 was \$0.94 lower than the Adopted Budget.
- Revenue per Passenger of \$8.23 was \$0.16 higher than the Adopted Budget.

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

**REVENUE**

**Total Revenue** – \$4.8 million (6.9%) lower than the Adopted Budget for January.

- **Farebox Revenue** – \$0.6 million (1.1%) lower than the Adopted Budget primarily due to lower non-commutation ridership reflecting the impact from Winter Storm Juno.
- **Other Operating Revenue** – \$0.8 million above the Adopted Budget due to higher GCT retail net revenue, higher advertising revenues and timing of parking receipts.
- **Capital and Other Reimbursements** – \$5.0 million lower than the Adopted Budget due to revised timing of several budgeted projects (NH Rail Yard - Component Change Out Shop, C&S Infrastructure Restoration, Cyclical Track Program, and Positive Train Control) and the reallocation of forces to operations for storm coverage.

**EXPENSES**

**Total Expenses** – January was \$8.7 million (6.1%) lower than Adopted Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$1.3 million (1.5%) lower than the Adopted Budget for January primarily due to vacancies partially offset by higher overtime requirements (\$0.8 million) primarily due to preparation, coverage and cleanup for Winter Storm Juno and multiple inclement weather events during the month.
- **Non-Labor Expenses**  
Total non-labor expenses were \$9.3 million (7.9%) lower than Adopted Budget.
  - **Electric Power** – \$0.7 million lower than Adopted Budget due to timing differences in recording of expenses.
  - **Fuel** – \$0.8 million lower than the Adopted Budget due to lower rates.
  - **Maintenance & Other Operating Contracts** – \$2.4 million lower than the Adopted Budget primarily due to timing differences for maintenance contracts, GCT utilities, bus and ferry services, environmental waste removal and reimbursable project activity.
  - **Professional Services** – \$0.3 million below the Adopted Budget primarily due to timing of expenses for engineer services, outside training, legal and medical fees, partially offset by higher reimbursable project activity.
  - **Materials & Supplies** – \$3.5 million below the Adopted Budget due to timing differences for reimbursable project activity.
  - **Other Business Expenses** – \$0.2 million lower than the Adopted Budget primarily due to lower NJT subsidy payments.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$25.9 million in total which was \$0.6 million above the Adopted Budget due to higher asset capitalization.

**CASH DEFICIT**

The Cash Deficit through January was \$33.9 million, which is \$9.0 million favorable to the Adopted Budget. This is essentially due to overall lower expenses partly offset by lower capital reimbursements (timing).

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$50.934	\$50.364	(\$0.570)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$50.934	\$50.364	(\$0.570)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.377	5.154	0.776	17.7	0.000	0.000	0.000	-	4.377	5.154	0.776	17.7
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	8.584	5.143	(3.441)	(40.1)	8.584	5.143	(3.441)	(40.1)
CDOT	0.000	0.000	0.000	-	4.631	3.544	(1.088)	(23.5)	4.631	3.544	(1.088)	(23.5)
Other	0.000	0.000	0.000	-	1.353	0.856	(0.497)	(36.7)	1.353	0.856	(0.497)	(36.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	14.568	9.542	(5.026)	(34.5)	14.568	9.542	(5.026)	(34.5)
<b>Total Revenue/Receipts</b>	<b>\$55.311</b>	<b>\$55.518</b>	<b>\$0.206</b>	<b>0.4</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>(\$5.026)</b>	<b>(34.5)</b>	<b>\$69.879</b>	<b>\$65.060</b>	<b>(\$4.819)</b>	<b>(6.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$40.565	\$39.421	\$1.144	2.8	\$3.612	\$3.119	\$0.494	13.7	\$44.178	\$42.540	\$1.638	3.7
Overtime	8.147	8.800	(0.653)	(8.0)	0.894	1.029	(0.136)	(15.2)	9.041	9.829	(0.788)	(8.7)
Health and Welfare	8.431	8.430	0.001	0.0	0.973	0.906	0.067	6.9	9.404	9.336	0.067	0.7
OPEB Current Payment	2.099	2.013	0.085	4.1	0.000	0.000	0.000	-	2.099	2.013	0.085	4.1
Pensions	7.279	7.067	0.212	2.9	0.562	0.557	0.005	1.0	7.841	7.624	0.217	2.8
Other Fringe Benefits	9.098	8.779	0.319	3.5	0.793	0.871	(0.077)	(9.8)	9.891	9.650	0.242	2.4
Reimbursable Overhead	(3.265)	(2.305)	(0.960)	(29.4)	3.234	2.477	0.757	23.4	(0.031)	0.171	(0.203)	*
<b>Total Labor</b>	<b>\$72.354</b>	<b>\$72.205</b>	<b>\$0.148</b>	<b>0.2</b>	<b>\$10.068</b>	<b>\$8.958</b>	<b>\$1.110</b>	<b>11.0</b>	<b>\$82.422</b>	<b>\$81.163</b>	<b>\$1.258</b>	<b>1.5</b>
<i>Non-Labor:</i>												
Electric Power	\$7.450	\$6.716	\$0.735	9.9	\$0.000	\$0.005	(\$0.005)	-	\$7.450	\$6.721	\$0.729	9.8
Fuel	2.464	1.668	0.796	32.3	0.000	0.000	0.000	-	2.464	1.668	0.796	32.3
Insurance	1.626	1.605	0.021	1.3	0.233	0.185	0.048	20.6	1.859	1.790	0.069	3.7
Claims	0.092	(0.038)	0.131	*	0.000	0.000	0.000	-	0.092	(0.038)	0.131	*
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	8.108	6.490	1.618	20.0	0.831	0.099	0.732	88.1	8.939	6.589	2.350	26.3
Professional Service Contracts	2.972	2.042	0.930	31.3	0.399	1.004	(0.605)	*	3.371	3.046	0.325	9.6
Materials & Supplies	6.415	6.659	(0.245)	(3.8)	2.988	(0.737)	3.725	*	9.403	5.923	3.480	37.0
Other Business Expenses	1.963	1.817	0.146	7.4	0.049	0.027	0.021	43.6	2.012	1.845	0.167	8.3
<b>Total Non-Labor</b>	<b>\$31.091</b>	<b>\$26.959</b>	<b>\$4.132</b>	<b>13.3</b>	<b>\$4.499</b>	<b>\$0.584</b>	<b>\$3.916</b>	<b>87.0</b>	<b>\$35.590</b>	<b>\$27.543</b>	<b>\$8.048</b>	<b>22.6</b>
<i>Other Adjustments:</i>												
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 Adjs.</b>	<b>\$103.445</b>	<b>\$99.164</b>	<b>\$4.280</b>	<b>4.1</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>\$5.026</b>	<b>34.5</b>	<b>\$118.012</b>	<b>\$108.706</b>	<b>\$9.306</b>	<b>7.9</b>
Depreciation	19.290	20.182	(0.892)	(4.6)	0.000	0.000	0.000	-	19.290	20.182	(0.892)	(4.6)
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.264	0.000	0.264	100.0	0.000	0.000	0.000	-	0.264	0.000	0.264	100.0
<b>Total Expenses</b>	<b>\$128.692</b>	<b>\$125.039</b>	<b>\$3.653</b>	<b>2.8</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>\$5.026</b>	<b>34.5</b>	<b>\$143.259</b>	<b>\$134.581</b>	<b>\$8.678</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$73.380)</b>	<b>(\$69.521)</b>	<b>\$3.859</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$73.380)</b>	<b>(\$69.521)</b>	<b>\$3.859</b>	<b>5.3</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.290	20.182	0.892	4.6	0.000	0.000	0.000	-	19.290	20.182	0.892	4.6
Operating/Capital	(6.201)	(0.105)	6.096	98.3	0.000	0.000	0.000	-	(6.201)	(0.105)	6.096	98.3
Other Cash Adjustments	17.420	15.581	(1.840)	(10.6)	0.000	0.000	0.000	-	17.420	15.581	(1.840)	(10.6)
<b>Total Cash Conversion Adjustments</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$50.934	\$50.364	(\$0.570)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$50.934	\$50.364	(\$0.570)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.377	5.154	0.776	17.7	0.000	0.000	0.000	-	4.377	5.154	0.776	17.7
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	8.584	5.143	(3.441)	(40.1)	8.584	5.143	(3.441)	(40.1)
CDOT	0.000	0.000	0.000	-	4.631	3.544	(1.088)	(23.5)	4.631	3.544	(1.088)	(23.5)
Other	0.000	0.000	0.000	-	1.353	0.856	(0.497)	(36.7)	1.353	0.856	(0.497)	(36.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	14.568	9.542	(5.026)	(34.5)	14.568	9.542	(5.026)	(34.5)
<b>Total Revenue/Receipts</b>	<b>\$55.311</b>	<b>\$55.518</b>	<b>\$0.206</b>	<b>0.4</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>(\$5.026)</b>	<b>(34.5)</b>	<b>\$69.879</b>	<b>\$65.060</b>	<b>(\$4.819)</b>	<b>(6.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$40.565	\$39.421	\$1.144	2.8	\$3.612	\$3.119	\$0.494	13.7	\$44.178	\$42.540	\$1.638	3.7
Overtime	8.147	8.800	(0.653)	(8.0)	0.894	1.029	(0.136)	(15.2)	9.041	9.829	(0.788)	(8.7)
Health and Welfare	8.431	8.430	0.001	0.0	0.973	0.906	0.067	6.9	9.404	9.336	0.067	0.7
OPEB Current Payment	2.099	2.013	0.085	4.1	0.000	0.000	0.000	-	2.099	2.013	0.085	4.1
Pensions	7.279	7.067	0.212	2.9	0.562	0.557	0.005	1.0	7.841	7.624	0.217	2.8
Other Fringe Benefits	9.098	8.779	0.319	3.5	0.793	0.871	(0.077)	(9.8)	9.891	9.650	0.242	2.4
Reimbursable Overhead	(3.265)	(2.305)	(0.960)	(29.4)	3.234	2.477	0.757	23.4	(0.031)	0.171	(0.203)	*
<b>Total Labor</b>	<b>\$72.354</b>	<b>\$72.205</b>	<b>\$0.148</b>	<b>0.2</b>	<b>\$10.068</b>	<b>\$8.958</b>	<b>\$1.110</b>	<b>11.0</b>	<b>\$82.422</b>	<b>\$81.163</b>	<b>\$1.258</b>	<b>1.5</b>
<i>Non-Labor:</i>												
Electric Power	\$7.450	\$6.716	\$0.735	9.9	\$0.000	\$0.005	(\$0.005)	-	\$7.450	\$6.721	\$0.729	9.8
Fuel	2.464	1.668	0.796	32.3	0.000	0.000	0.000	-	2.464	1.668	0.796	32.3
Insurance	1.626	1.605	0.021	1.3	0.233	0.185	0.048	20.6	1.859	1.790	0.069	3.7
Claims	0.092	(0.038)	0.131	*	0.000	0.000	0.000	-	0.092	(0.038)	0.131	*
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	8.108	6.490	1.618	20.0	0.831	0.099	0.732	88.1	8.939	6.589	2.350	26.3
Professional Service Contracts	2.972	2.042	0.930	31.3	0.399	1.004	(0.605)	*	3.371	3.046	0.325	9.6
Materials & Supplies	6.415	6.659	(0.245)	(3.8)	2.988	(0.737)	3.725	*	9.403	5.923	3.480	37.0
Other Business Expenses	1.963	1.817	0.146	7.4	0.049	0.027	0.021	43.6	2.012	1.845	0.167	8.3
<b>Total Non-Labor</b>	<b>\$31.091</b>	<b>\$26.959</b>	<b>\$4.132</b>	<b>13.3</b>	<b>\$4.499</b>	<b>\$0.584</b>	<b>\$3.916</b>	<b>87.0</b>	<b>\$35.590</b>	<b>\$27.543</b>	<b>\$8.048</b>	<b>22.6</b>
<i>Other Adjustments</i>												
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 Adjs.</b>	<b>\$103.445</b>	<b>\$99.164</b>	<b>\$4.280</b>	<b>4.1</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>\$5.026</b>	<b>34.5</b>	<b>\$118.012</b>	<b>\$108.706</b>	<b>\$9.306</b>	<b>7.9</b>
Depreciation	19.290	20.182	(0.892)	(4.6)	0.000	0.000	0.000	-	19.290	20.182	(0.892)	(4.6)
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.264	0.000	0.264	100.0	0.000	0.000	0.000	-	0.264	0.000	0.264	100.0
<b>Total Expenses</b>	<b>\$128.692</b>	<b>\$125.039</b>	<b>\$3.653</b>	<b>2.8</b>	<b>\$14.568</b>	<b>\$9.542</b>	<b>\$5.026</b>	<b>34.5</b>	<b>\$143.259</b>	<b>\$134.581</b>	<b>\$8.678</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$73.380)</b>	<b>(\$69.521)</b>	<b>\$3.859</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$73.380)</b>	<b>(\$69.521)</b>	<b>\$3.859</b>	<b>5.3</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.290	20.182	0.892	4.6	0.000	0.000	0.000	-	19.290	20.182	0.892	4.6
Operating/Capital	(6.201)	(0.105)	6.096	98.3	0.000	0.000	0.000	-	(6.201)	(0.105)	6.096	98.3
Other Cash Adjustments	17.420	15.581	(1.840)	(10.6)	0.000	0.000	0.000	-	17.420	15.581	(1.840)	(10.6)
<b>Total Cash Conversion Adjustments</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**JANUARY 2015**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.776	17.7%	Reflects higher GCT retail net revenue, higher advertising revenues and timing of parking receipts.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.026)	(34.5%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.494	13.7%	Reflects timing differences for the following projects: Cyclical Track Program, Positive Train Control and Harmon Shop Improvement and lower project activity on the GCT Turnouts/Switch Renewal project.
OVERTIME	Non-Reimb	(\$0.653)	(8.0%)	Primarily due to Winter Storm Juno preparation, coverage and clean-up
	Reimb	(\$0.136)	(15.2%)	Reflects higher than budgeted expenditures for Yards/Siding Turnouts and the Hurricane Sandy - Tree Removal project.
HEALTH AND WELFARE	Reimb	\$0.067	6.9%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Reimb	(\$0.077)	(9.8%)	Reflects rate differentials and project adjustments.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**JANUARY 2015**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.960)	(29.4%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: NH Rail Yard - Component Change Out Shop, C&S Infrastructure Restoration, Cyclical Track Program, and Positive Train Control.
	Reimb	\$0.757	23.4%	
ELECTRIC POWER	Non-Reimb	\$0.735	9.9%	Primarily due to timing differences in recording of expenses.
FUEL	Non-Reim	\$0.796	32.3%	Primarily due to lower rates.
INSURANCE	Reimb	\$0.048	20.6%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.131	*	Primarily reflects a reclassification of claims expense against the accrued liability for 2013 incidents.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.618	20.0%	Reflects timing of expenses for maintenance contracts, GCT utilities, bus and ferry services, and environmental waste removal.
	Reimb	\$0.732	88.1%	Reflects timing differences for the NH Rail Yard - Component Change Out Shop and the GCT Leaks Remediation program.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**JANUARY 2015**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.930	31.3%	Favorable variance reflects the timing of expenses for engineer services, outside training, legal fees, and medical services.
	Reimb	(\$0.605)	*	Reflects timing of the Positive Train Control project and higher than budgeted expenditures for NHL Signal System and MNR Technology Move.
MATERIAL AND SUPPLIES	Reimb	\$3.725	*	Reflects timing differences for the following projects: NH Rail Yard - Component Change Out Shop, Hurricane Sandy - C&S Infrastructure Matl Project, Stamford Yard Hydraulic Switches, Devon Bridge Repairs and the 2014 Cyclical Track Program. Additionally, results reflects an accounting adjustment to correct duplicate 2014 charges for the C&S Infrastructure Restoration project.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.146	7.4%	Primarily due to lower NJT Subsidy payments.
	Reimb	\$0.021	43.6%	Reflects several insignificant variances.
OPERATING CAPITAL	Non-Reimb	\$6.096	98.3%	Reflects lower activity on the Cameras/Audios For M8 And Non-M8 Fleet, Vehicle Fleet Replacement, and Vertical Lift System For Brewster Warehouse projects, partially offset by higher than anticipated payment of prior year project carryover costs.

\* Variance exceeds 100%.



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

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	58,616	\$ 3.756	56,866	\$ 3.629	1,751	\$ 0.128	58,616	\$ 3.756	56,866	\$ 3.629	1,751	\$ 0.128
					3.0%	3.4%					3.0%	3.4%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	36,465	\$ 1.869	33,997	\$ 1.710	2,469	\$ 0.159	36,465	\$ 1.869	33,997	\$ 1.710	2,469	\$ 0.159
					6.8%	8.5%					6.8%	8.5%
<u>Unscheduled Maintenance</u>	2,244	\$ 0.115	1,664	\$ 0.080	581	\$ 0.035	2,244	\$ 0.115	1,664	\$ 0.080	581	\$ 0.035
					25.9%	30.6%					25.9%	30.6%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	23,542	\$ 1.207	25,055	\$ 1.164	(1,513)	\$ 0.043	23,542	\$ 1.207	25,055	\$ 1.164	(1,513)	\$ 0.043
					-6.4%	3.6%					-6.4%	3.6%
<u>Weather Emergencies</u>	23,408	\$ 1.200	38,235	\$ 1.914	(14,827)	\$ (0.714)	23,408	\$ 1.200	38,235	\$ 1.914	(14,827)	\$ (0.714)
					-63.3%	-59.5%					-63.3%	-59.5%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Other</u> <sup>4</sup>	0	\$ 0.000	0	\$ 0.303	0	\$ (0.303)	0	\$ 0.000	0	\$ 0.303	0	\$ (0.303)
					-	*					-	*
Subtotal	144,276	\$ 8.147	155,815	\$ 8.800	(11,540)	\$ (0.653)	144,276	\$ 8.147	155,815	\$ 8.800	(11,540)	\$ (0.653)
					-8.0%	-8.0%					-8.0%	-8.0%
<b>REIMBURSABLE OVERTIME</b>	17,430	\$ 0.894	23,304	\$ 1.029	(5,873)	\$ (0.135)	17,430	\$ 0.894	23,304	\$ 1.029	(5,873)	\$ (0.135)
					-33.7%	-15.2%					-33.7%	-15.2%
<b>TOTAL OVERTIME</b>	161,706	\$ 9.041	179,119	\$ 9.829	(17,413)	\$ (0.788)	161,706	\$ 9.041	179,119	\$ 9.829	(17,413)	\$ (0.788)
					-10.8%	-8.7%					-10.8%	-8.7%

Totals may not add due to rounding.

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

<sup>4</sup> Reflects timing differences related to payroll and calendar cutoff dates.

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

	January				January Year To Date			
	Var. - Fav./(Unfav)				Var. - Fav./(Unfav)			
	Hours	\$	Explanations		Hours	\$	Explanations	
<b>NON-REIMBURSABLE OVERTIME</b>								
<u>Scheduled Service</u> <sup>1</sup>	1,751	\$0.128			1,751	\$0.128		
	3.0%	3.4%			3.0%	3.4%		
<u>Unscheduled Service</u>	0	\$0.0			0	\$0.000		
	-	-			-	-		
<u>Programmatic/Routine Maintenance</u>	2,469	\$0.159	MofW forces used for weather emergencies		2,469	\$0.159	MofW forces used for weather emergencies	
	6.8%	8.5%			6.8%	8.5%		
<u>Unscheduled Maintenance</u>	581	\$0.035			581	\$0.035		
	25.9%	30.6%			25.9%	30.6%		
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(1,513)	\$0.043			(1,513)	\$0.043		
	-6.4%	3.6%			-6.4%	3.6%		
<u>Weather Emergencies</u>	(14,827)	(\$0.714)	JAN 26-27 Winter Storm Juno preparation, coverage and clean-up		(14,827)	(\$0.714)	JAN 26-27 Winter Storm Juno preparation, coverage and clean-up	
	-63.3%	-59.5%			-63.3%	-59.5%		
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.000			0	\$0.000		
	-	-			-	-		
<u>Other</u>	0	(\$0.303)	Reflects timing differences related to payroll and calendar cutoff dates.		0	(\$0.303)	Reflects timing differences related to payroll and calendar cutoff dates.	
	-	*			-	*		
<b>Subtotal</b>	<b>(11,540)</b>	<b>(\$0.653)</b>			<b>(11,540)</b>	<b>(\$0.653)</b>		
	-8.0%	-8.0%			-8.0%	-8.0%		
<b>REIMBURSABLE OVERTIME</b>								
	(5,873)	(\$0.135)	Higher monthly project OT for Yards/Siding Turnouts and Hurricane Sandy - Tree Removal		(5,873)	(\$0.135)	Higher monthly project OT for Yards/Siding Turnouts and Hurricane Sandy - Tree Removal	
	-33.7%	-15.2%			-33.7%	-15.2%		
<b>TOTAL OVERTIME</b>	<b>(17,413)</b>	<b>(\$0.788)</b>			<b>(17,413)</b>	<b>(\$0.788)</b>		

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.  
\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA METRO-NORTH RAILROAD**  
**2015 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

**SCHEDULE III**

	January 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Receipts	\$51.538	\$49.907	(\$1.631)	(3.2)	\$51.538	\$49.907	(\$1.631)	(3.2)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.950	5.467	(0.483)	(8.1)	5.950	5.467	(0.483)	(8.1)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	10.822	2.316	(8.506)	(78.6)	10.822	2.316	(8.506)	(78.6)
CDOT	5.042	0.000	(5.042)	(100.0)	5.042	0.000	(5.042)	(100.0)
Other	1.485	0.811	(0.674)	(45.4)	1.485	0.811	(0.674)	(45.4)
Total Capital and Other Reimbursements	17.349	3.127	(14.222)	(82.0)	17.349	3.127	(14.222)	(82.0)
<b>Total Receipts</b>	<b>\$74.837</b>	<b>\$58.501</b>	<b>(\$16.336)</b>	<b>(21.8)</b>	<b>\$74.837</b>	<b>\$58.501</b>	<b>(\$16.336)</b>	<b>(21.8)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$37.490	\$36.004	\$1.486	4.0	\$37.490	\$36.004	\$1.486	4.0
Overtime	8.018	7.963	0.055	0.7	8.018	7.963	0.055	0.7
Health and Welfare	10.193	6.458	3.735	36.6	10.193	6.458	3.735	36.6
OPEB Current Payment	2.099	2.060	0.039	1.9	2.099	2.060	0.039	1.9
Pensions	7.949	0.551	7.398	93.1	7.949	0.551	7.398	93.1
Other Fringe Benefits	12.144	9.314	2.830	23.3	12.144	9.314	2.830	23.3
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$77.893</b>	<b>\$62.350</b>	<b>\$15.543</b>	<b>20.0</b>	<b>\$77.893</b>	<b>\$62.350</b>	<b>\$15.543</b>	<b>20.0</b>
<i>Non-Labor:</i>								
Electric Power	\$7.571	\$2.615	\$4.956	65.5	\$7.571	\$2.615	\$4.956	65.5
Fuel	2.393	2.233	0.160	6.7	2.393	2.233	0.160	6.7
Insurance	5.408	6.337	(0.929)	(17.2)	5.408	6.337	(0.929)	(17.2)
Claims	0.083	0.208	(0.125)	*	0.083	0.208	(0.125)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.534	6.270	0.264	4.0	6.534	6.270	0.264	4.0
Professional Service Contracts	3.837	2.902	0.935	24.4	3.837	2.902	0.935	24.4
Materials & Supplies	9.938	5.997	3.941	39.7	9.938	5.997	3.941	39.7
Other Business Expenditures	4.051	3.453	0.598	14.8	4.051	3.453	0.598	14.8
<b>Total Non-Labor</b>	<b>\$39.815</b>	<b>\$30.015</b>	<b>\$9.800</b>	<b>24.6</b>	<b>\$39.815</b>	<b>\$30.015</b>	<b>\$9.800</b>	<b>24.6</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<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>\$117.709</b>	<b>\$92.365</b>	<b>\$25.344</b>	<b>21.5</b>	<b>\$117.709</b>	<b>\$92.365</b>	<b>\$25.344</b>	<b>21.5</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>	<b>(\$42.871)</b>	<b>(\$33.864)</b>	<b>\$9.007</b>	<b>21.0</b>
<b><u>Subsidies</u></b>								
MTA	31.158	26.275	(4.883)	(15.7)	31.158	26.275	(4.883)	(15.7)
CDOT	11.713	1.722	(9.991)	(85.3)	11.713	1.722	(9.991)	(85.3)
<b>Total Subsidies</b>	<b>\$42.871</b>	<b>\$27.997</b>	<b>(\$14.874)</b>	<b>(34.7)</b>	<b>\$42.871</b>	<b>\$27.997</b>	<b>(\$14.874)</b>	<b>(34.7)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$5.867</b>	<b>\$5.867</b>	<b>-</b>	<b>\$0.000</b>	<b>\$5.867</b>	<b>\$5.867</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	(1.631)	(3.2%)	Timing of cash receipts combined with lower ridership due to inclement weather.
OTHER OPERATING REVENUE	(0.483)	(8.1%)	Timing of receipts from LAZ parking and scrap sales partially offset by timing of payment to MTA for LaSalle administrative fees.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(8.506)	(78.6%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.
CDOT	(5.042)	(100.0%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.
OTHER	(0.674)	(45.4%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.
PAYROLL	1.486	4.0%	Primarily due to lower paid positions.
OVERTIME	0.055	0.7%	
HEALTH & WELFARE	3.735	36.6%	Timing of payments for Connecticare, Dental/Vision and other premiums.
OPEB CURRENT PAYMENT	0.039	1.9%	
PENSIONS	7.398	93.1%	January 2015 pension obligation paid in December 2014.
OTHER FRINGE BENEFITS	2.830	23.3%	Lower Tier I and Tier II payments driven by vacancies combined with lower FELA claims.
GASB ACCOUNT	0.000	0.0%	
ELECTRIC POWER	4.956	65.5%	Primarily due to January payment made in December.
FUEL	0.160	6.7%	Lower rates then budgeted partially offset by timing of payments.

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

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
INSURANCE	(0.929)	(17.2%)	Timing of premiums paid for All Agency Property partially offset by timing of Excess Liability and Force account payments.
CLAIMS	(0.125)	*	Higher miscellaneous passenger injury settlement payments.
MAINTENANCE & OTHER OPERATING CONTRACTS	0.264	4.0%	
PROFESSIONAL SERVICE CONTRACTS	0.935	24.4%	Timing of capital related projects (Vehicle Replacement Provision, New Haven Rail Yard - Component Change Out Shop and GCT Leaks Remediation).
MATERIALS & SUPPLIES	3.941	39.7%	Lower spend on materials for Truck Suspension, Friction Braking, Propulsion, Carbody and Power Collection.
OTHER BUSINESS EXPENSES	0.598	14.8%	Lower spend on New Jersey Transit subsidy due to higher ridership combined with timing of Metro Mobility Tax payment.
MTA SUBSIDY RECEIPTS	(4.883)	(15.7%)	Lower subsidy draw due to lower net cash deficit combined with impact of utilization of cash balances partially offset by lower CDOT subsidy receipts.
CDOT SUBSIDY RECEIPTS	(9.991)	(85.3%)	Timing of January subsidy payment which will occur in February partially offset by underpayment of prior months subsidy estimates and timing of admin asset payment that were settled in January.
TOTAL SUBSIDY RECEIPTS	(14.874)	(34.7%)	

\* Variance exceeds 100%

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

	January 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.604	(\$0.457)	(\$1.061)	*	\$0.604	(\$0.457)	(\$1.061)	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.573	0.313	(1.259)	(80.1)	1.573	0.313	(1.259)	(80.1)
<i>Capital &amp; Other Reimbursements:</i>		0.000				0.000		
MTA	2.239	(2.827)	(5.065)	*	2.239	(2.827)	(5.065)	*
CDOT	0.411	(3.544)	(3.954)	*	0.411	(3.544)	(3.954)	*
Other	0.132	(0.045)	(0.177)	*	0.132	(0.045)	(0.177)	*
Total Capital and Other Reimbursements	2.782	(6.415)	(9.197)	*	2.782	(6.415)	(9.197)	*
<b>Total Revenue/Receipts</b>	<b>\$4.958</b>	<b>(\$6.559)</b>	<b>(\$11.517)</b>	<b>*</b>	<b>\$4.958</b>	<b>(\$6.559)</b>	<b>(\$11.517)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$6.687	\$6.536	(\$0.151)	(2.3)	\$6.687	\$6.536	(\$0.151)	(2.3)
Overtime	1.023	1.866	0.844	82.5	1.023	1.866	0.844	82.5
Health and Welfare	(0.789)	2.878	3.667	*	(0.789)	2.878	3.667	*
OPEB Current Payment	(0.000)	(0.047)	0.000		(0.000)	(0.047)	0.000	
Pensions	(0.108)	7.073	7.181	*	(0.108)	7.073	7.181	*
Other Fringe Benefits	(2.253)	0.336	2.588	*	(2.253)	0.336	2.588	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.031)	0.171	0.203	*	(0.031)	0.171	0.203	*
<b>Total Labor</b>	<b>\$4.528</b>	<b>\$18.813</b>	<b>\$14.285</b>	<b>*</b>	<b>\$4.528</b>	<b>\$18.813</b>	<b>\$14.285</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.121)	\$4.106	\$4.227	*	(\$0.121)	\$4.106	\$4.227	*
Fuel	0.071	(0.565)	(0.636)	*	0.071	(0.565)	(0.636)	*
Insurance	(3.549)	(4.547)	(0.998)	(28.1)	(3.549)	(4.547)	(0.998)	(28.1)
Claims	0.009	(0.246)	(0.255)	*	0.009	(0.246)	(0.255)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.405	0.319	(2.086)	(86.7)	2.405	0.319	(2.086)	(86.7)
Professional Service Contracts	(0.466)	0.144	0.610	*	(0.466)	0.144	0.610	*
Materials & Supplies	(0.536)	(0.074)	0.461	86.1	(0.536)	(0.074)	0.461	86.1
Other Business Expenses	(2.039)	(1.608)	0.431	21.1	(2.039)	(1.608)	0.431	21.1
<b>Total Non-Labor</b>	<b>(\$4.225)</b>	<b>(\$2.472)</b>	<b>\$1.753</b>	<b>41.5</b>	<b>(\$4.225)</b>	<b>(\$2.472)</b>	<b>\$1.753</b>	<b>41.5</b>
<i>Other Adjustments:</i>								
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 Expenditures Adjustments before Non-Cash Liability Adj.</b>	<b>\$0.303</b>	<b>\$16.341</b>	<b>\$16.038</b>	<b>*</b>	<b>\$0.303</b>	<b>\$16.341</b>	<b>\$16.038</b>	<b>*</b>
Depreciation	19.290	20.182	0.892	4.6	19.290	20.182	0.892	4.6
OPEB Obligation	5.693	5.693	0.000	0.0	5.693	5.693	0.000	0.0
Environmental Remediation	0.264	0.000	(0.264)	(100.0)	0.264	0.000	(0.264)	100.0
<b>Total Expenditures Adjustments</b>	<b>\$25.550</b>	<b>\$42.216</b>	<b>\$16.665</b>	<b>65.2</b>	<b>\$25.550</b>	<b>\$42.216</b>	<b>\$16.665</b>	<b>65.2</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>	<b>\$30.509</b>	<b>\$35.657</b>	<b>\$5.148</b>	<b>16.9</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

	<u>Month of January</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav) Amount</u>	<u>Bud %</u>
<u>Farebox Revenue</u>				
Harlem Line	\$15.411	\$15.121	(\$0.290)	-1.9
Hudson Line	\$10.766	\$10.676	(\$0.090)	-0.8
New Haven Line	\$24.723	\$24.535	(\$0.187)	-0.8
Total Farebox Revenue	\$50.899	\$50.333 <sup>(1)</sup>	(\$0.567)	-1.1
 <u>Ridership</u>				
Harlem Line	2.131	2.041	(0.090)	-4.2
Hudson Line	1.224	1.186	(0.038)	-3.1
New Haven Line	3.020	2.947	(0.073)	-2.4
Total East of Hudson Ridership	6.375	6.173	(0.201)	-3.2
West of Hudson Ridership	0.128	0.131	0.002	1.7
Total Ridership	6.503	6.304	(0.199)	-3.1

(1) Farebox Revenue Excludes West of Hudson revenues (including Mail & Ride revenue totaling \$0.031 million for the month).

Ridership for East of Hudson service for the month was 3.2% lower than budget. Winter Storm Juno resulted in suspension of service on the evening of January 26th. A reduced schedule was implemented on the afternoon of January 27 and full scheduled service was restored for the AM commute on January 28. The impact from Winter Storm Juno was estimated as a loss of approximately 85K East of Hudson non-commutation rides with corresponding \$850K reduction in passenger revenue. Commutation ridership was 4.2% below the budget, and non-commutation ridership was 1.7% below budget spanning all the three lines. January 2015 ridership was 1.1% lower than 2014.

West of Hudson ridership was 1.7% higher than budget for the month continuing positive trends from 2014.



**MTA METRO-NORTH RAILROAD**  
**2015 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2015**

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	4	3	1
Labor Relations	8	7	1
Safety (1)	43	37	7
COS/Corporate & Public Affairs	18	15	2
Legal (2)	18	19	(1)
Claims Services	14	10	4
Environmental Compliance & Svce	8	7	1
VP Administration	2	2	-
VP Human Resources	6	6	0
Human Resources	28	25	3
Training (1)	61	49	11
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	19	16	3
Capital Planning & Programming	16	13	3
GCT & Corporate Development	32	32	-
Long Range Planning	8	7	2
VP Finance & Information Systems	6	1	5
Controller (3)	78	75	4
Budget	18	18	0
Customer Service	50	46	4
Procurement & Material Mgmt	30	30	0
<b>Total Administration</b>	<b>472</b>	<b>424</b>	<b>48</b>
<b>Operations</b>			
Operations Administration	60	54	5
Operations Services	1,470	1,469	1
Customer Service (3)	240	231	9
GCT & Corporate Development	38	33	5
Metro-North West	32	31	0
<b>Total Operations</b>	<b>1,840</b>	<b>1,819</b>	<b>21</b>
<b>Maintenance</b>			
GCT & Corporate Development (3)	170	157	13
Maintenance of Equipment (1)(3)	1,664	1,607	57
Maintenance of Way (1)	1,922	1,863	60
Procurement & Material Mgmt (4)	118	121	(4)
<b>Total Maintenance</b>	<b>3,874</b>	<b>3,748</b>	<b>126</b>
<b>Engineering/Capital</b>			
Construction Management (3)	43	32	11
Engineering & Design	66	60	7
<b>Total Engineering/Capital</b>	<b>109</b>	<b>91</b>	<b>17</b>
<b>Total Positions</b>	<b>6,295</b>	<b>6,083</b>	<b>212</b>
<b>Non-Reimbursable</b>	<b>5,783</b>	<b>5,712</b>	<b>71</b>
<b>Reimbursable</b>	<b>512</b>	<b>371</b>	<b>141</b>
<b>Total Full-Time</b>	<b>6,294</b>	<b>6,082</b>	<b>212</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Variance reflects new vacant positions.

(2) Variance reflects addition of temporary position.

(3) Variance reflects existing vacant positions.

(4) Variance reflects lower attrition than planned.

**MTA METRO-NORTH RAILROAD**  
**2015 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2015**

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	157	137	20
Professional, Technical, Clerical	315	287	27
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>472</b>	<b>424</b>	<b>48</b>
<b>Operations (1)</b>			
Managers/Supervisors	149	132	17
Professional, Technical, Clerical	245	224	21
Operational Hourlies	1,446	1,462	(17)
<b>Total Operations</b>	<b>1,840</b>	<b>1,819</b>	<b>21</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	541	490	50
Professional, Technical, Clerical	525	515	10
Operational Hourlies	2,809	2,743	65
<b>Total Maintenance</b>	<b>3,874</b>	<b>3,748</b>	<b>126</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	51	40	11
Professional, Technical, Clerical	58	51	7
Operational Hourlies	-	-	-
	<b>109</b>	<b>91</b>	<b>17</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	898	800	98
Professional, Technical, Clerical	1,143	1,078	65
Operational Hourlies	4,255	4,206	49
<b>Total Positions</b>	<b>6,295</b>	<b>6,083</b>	<b>212</b>

**Notes**

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

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

January 31, 2015

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations (1)	1,840	1,819	21	Reflects vacancies in Operations Administration and Customer Service (custodians).
Maintenance (1)	3,874	3,748	126	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment (electricians, carmen, machinists and sheetmetal workers) of which approximately 70% are under active recruitment.
Administration (1)	472	424	48	Reflects vacancies and timing differences in hiring newly created positions in the Training and Safety departments of which approximately 55% are under active recruitment.
Engineering / Capital	109	91	17	Reflects vacancies in Engineering & Design and Construction Management (structural and construction engineers).
<b>Total Agency-wide Headcount</b>	<b>6,295</b>	<b>6,083</b>	<b>212</b>	
Non-Reimbursable	5,783	5,712	71	
Reimbursable	512	371	141	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS \***  
**JANUARY 2015**

	MONTH			VARIANCE	
	2015	BUDGET	2014	BUDGET	2014
Farebox Operating Ratio					
Standard <sup>(1)</sup>	52.7%	48.7%	53.0%	4.0%	-0.3%
Adjusted <sup>(2)</sup>	59.3%	54.0%	58.1%	5.3%	1.2%
Cost per Passenger					
Standard <sup>(1)</sup>	\$15.63	\$16.57	\$14.81	\$0.94	(\$0.82)
Adjusted <sup>(2)</sup>	\$15.33	\$16.27	\$14.54	\$0.94	(\$0.79)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.23	\$8.07	\$7.84	\$0.16	\$0.39

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

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

(3) Includes Bar Car Services.

\* Includes East and West of Hudson revenues and expenses.



**Metro-North Railroad**

# **Ridership Report**

## **March 2015**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JANUARY 2015**

Operations Planning & Analysis Department  
March, 2015

# JANUARY 2015 RIDERSHIP & REVENUE REPORT

## MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### January Ridership and Revenue (millions)

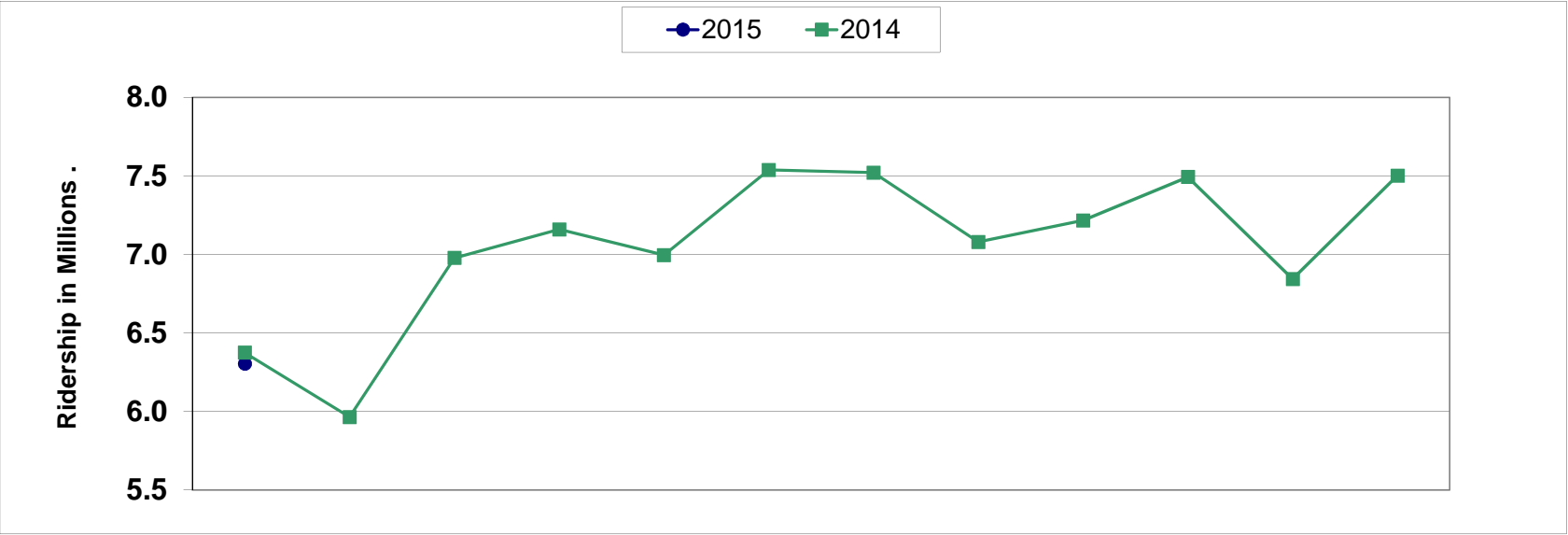
	Jan 2015	% Change vs. 2014
Total Rail Ridership	6.304	-1.0% ▼
Commutation Ridership	3.747	-2.9% ▼
Non-Commutation Ridership	2.557	+2.0% ▲
Connecting Service Ridership	0.040	+4.2% ▲
Total MNR System Ridership	6.344	-0.9% ▼
East of Hudson Ridership	6.173	-1.1% ▼
West of Hudson Ridership	.131	+6.3% ▲
Rail Revenue	\$51.4	+1.5% ▲

#### Key Factors Impacting January Ridership

- Rail ridership was significantly lower due to the impact of the system-wide shut down of service due to the expected January 27<sup>th</sup> Storm. The estimated impact of this shut-down was approximately 270,000 fewer rides. Had this not occurred, rail ridership would have increased by 3.3% vs. January 2014.

# JANUARY RAIL RIDERSHIP<sup>(1)</sup>

- January's Total Rail Ridership was 1.0% below 2014 and 3.1% below budget.



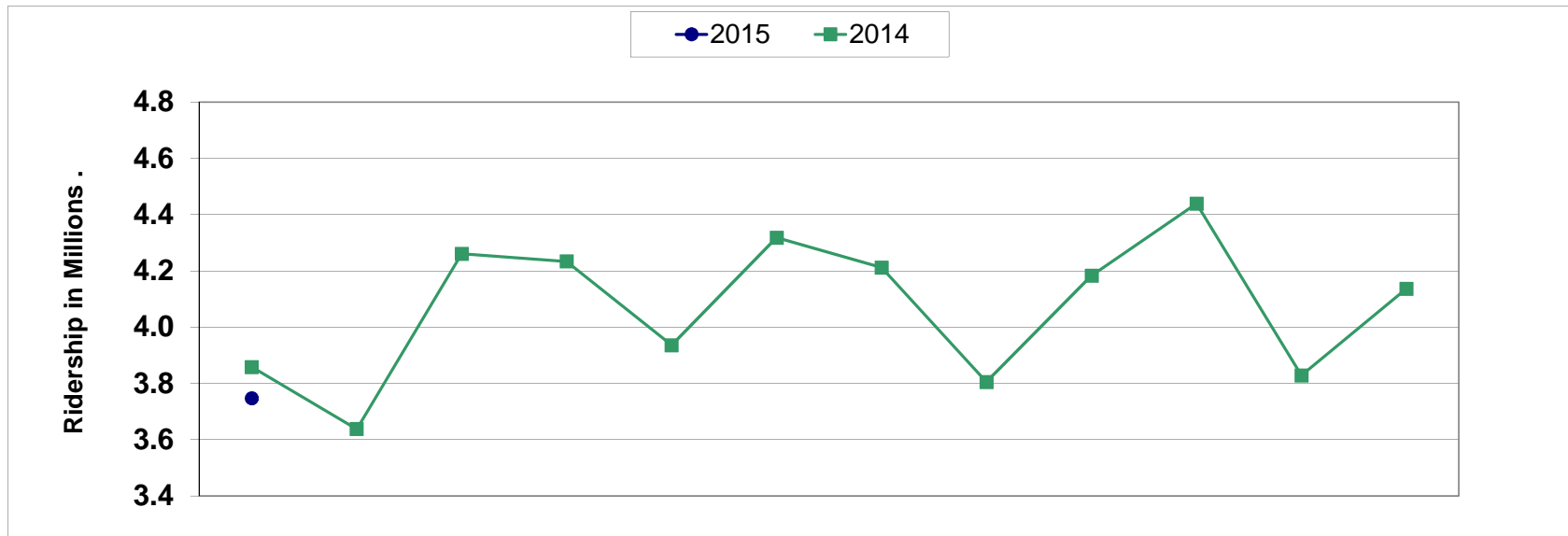
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3												6.3
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	6.4
PCT CHG.	-1.1%												-1.1%

1) Includes East and West of Hudson.



# JANUARY RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- January's Rail Commutation Ridership was 2.9% below 2014 and 4.0% below budget.

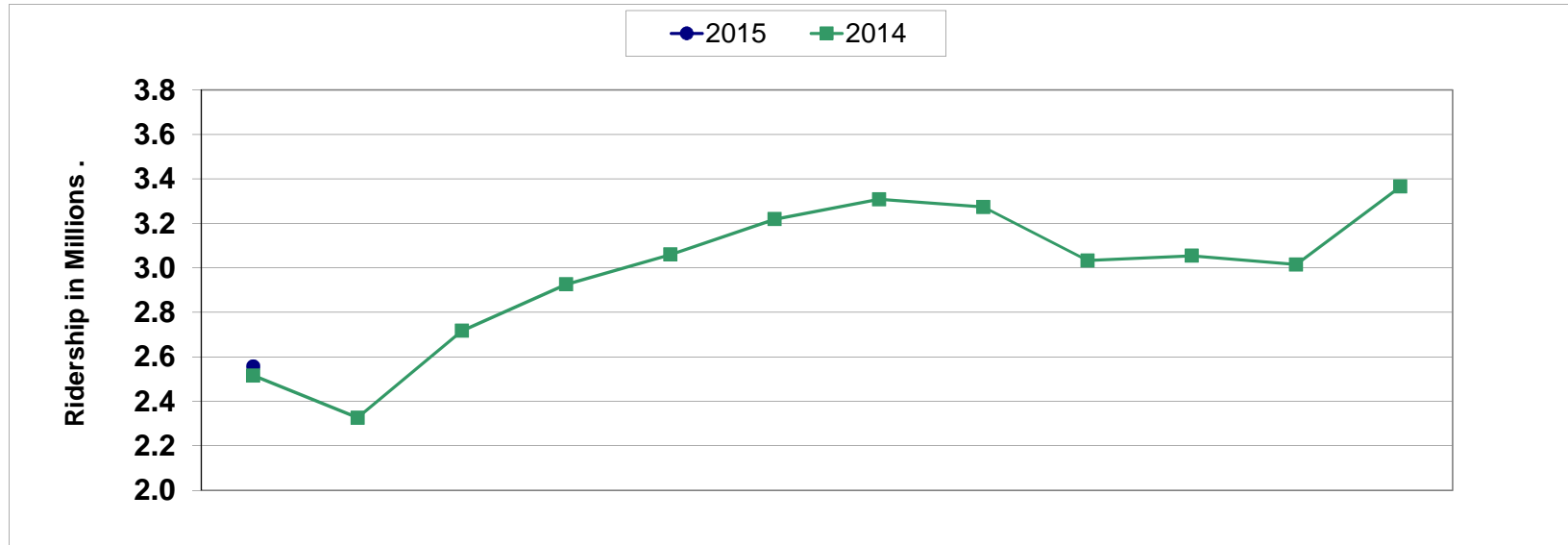


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7												3.7
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	3.9
PCT CHG.	-2.9%												-2.9%

1) Includes East and West of Hudson.

# JANUARY RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- January's Rail Non-Commutation Ridership was 2.0% above 2014 and 1.6% below budget.

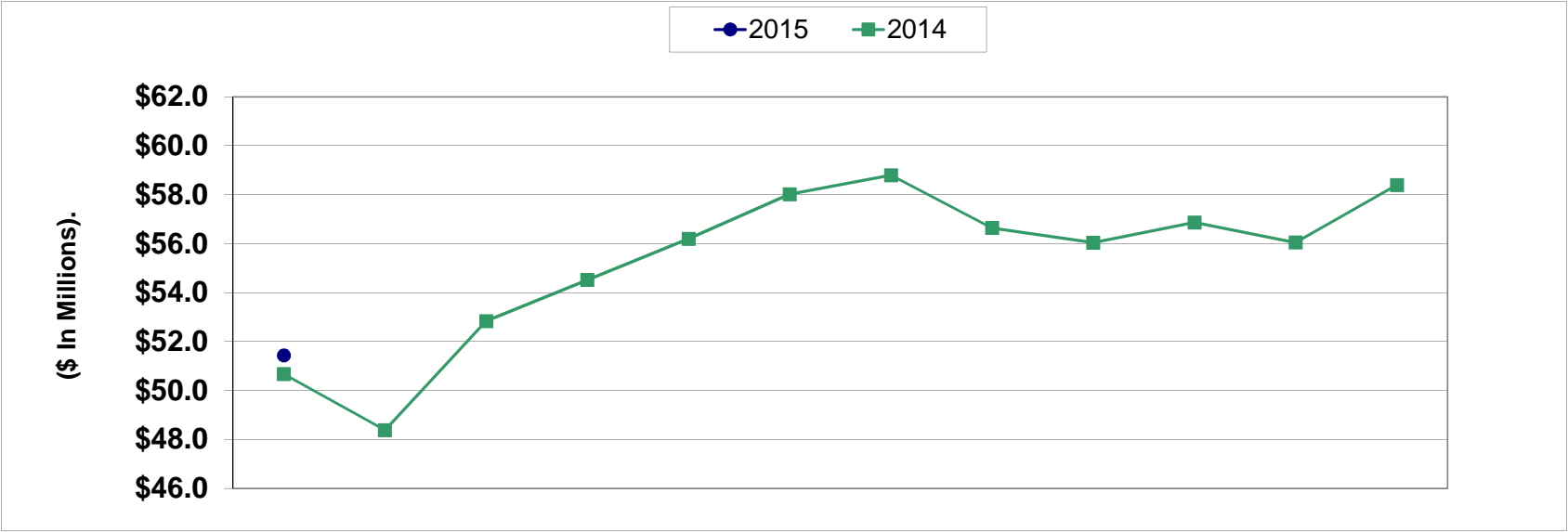


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6												2.6
2014	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	2.5
PCT CHG.	1.6%												1.6%

1) Includes East and West of Hudson.

# JANUARY RAIL REVENUE<sup>(1)</sup>

- January's Total Rail Revenue was 1.5% above 2014 and 1.1% below budget.



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

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JANUARY 2015

TICKET TYPE/SERVICE	JANUARY 2015 ACTUAL	JANUARY 2015 BUDGET	VARIANCE VS. BUDGET		JANUARY 2014 RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,668,904	3,827,897	(158,993)	-4.2%	3,784,575	(115,671)	-3.1%
West of Hudson	78,543	75,922	2,621	3.5%	73,598	4,945	6.7%
<b>Total Rail Commutation Ridership</b>	<b>3,747,447</b>	<b>3,903,819</b>	<b>(156,372)</b>	<b>-4.0%</b>	<b>3,858,173</b>	<b>(110,726)</b>	<b>-2.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,504,484	2,546,736	(42,252)	-1.7%	2,466,520	37,964	1.5%
West of Hudson	52,136	52,574	(438)	-0.8%	49,326	2,810	5.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,556,620</b>	<b>2,599,310</b>	<b>(42,690)</b>	<b>-1.6%</b>	<b>2,515,846</b>	<b>40,774</b>	<b>1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,173,388	6,374,633	(201,245)	-3.2%	6,251,095	(77,707)	-1.2%
West of Hudson	130,679	128,496	2,183	1.7%	122,924	7,755	6.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,304,067</b>	<b>6,503,129</b>	<b>(199,062)</b>	<b>-3.1%</b>	<b>6,374,019</b>	<b>(69,952)</b>	<b>-1.1%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>40,189</b>	<b>38,919</b>	<b>1,270</b>	<b>3.3%</b>	<b>38,576</b>	<b>1,613</b>	<b>4.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>6,344,256</b>	<b>6,542,048</b>	<b>(197,792)</b>	<b>-3.0%</b>	<b>6,412,595</b>	<b>(68,339)</b>	<b>-1.1%</b>

Notes:

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

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

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

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD BUDGET	VARIANCE VS. BUDGET		2014 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,668,904	3,827,897	(158,993)	-4.2%	3,784,575	(115,671)	-3.1%
West of Hudson	78,543	75,922	2,621	3.5%	73,598	4,945	6.7%
<b>Total Rail Commutation Ridership</b>	<b>3,747,447</b>	<b>3,903,819</b>	<b>(156,372)</b>	<b>-4.0%</b>	<b>3,858,173</b>	<b>(110,726)</b>	<b>-2.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,504,484	2,546,736	(42,252)	-1.7%	2,466,520	37,964	1.5%
West of Hudson	52,136	52,574	(438)	-0.8%	49,326	2,810	5.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,556,620</b>	<b>2,599,310</b>	<b>(42,690)</b>	<b>-1.6%</b>	<b>2,515,846</b>	<b>40,774</b>	<b>1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,173,388	6,374,633	(201,245)	-3.2%	6,251,095	(77,707)	-1.2%
West of Hudson	130,679	128,496	2,183	1.7%	122,924	7,755	6.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,304,067</b>	<b>6,503,129</b>	<b>(199,062)</b>	<b>-3.1%</b>	<b>6,374,019</b>	<b>(69,952)</b>	<b>-1.1%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>40,189</b>	<b>38,919</b>	<b>1,270</b>	<b>3.3%</b>	<b>38,576</b>	<b>1,613</b>	<b>4.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>6,344,256</b>	<b>6,542,048</b>	<b>(197,792)</b>	<b>-3.0%</b>	<b>6,412,595</b>	<b>(68,339)</b>	<b>-1.1%</b>

Notes:

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

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

# MTA METRO-NORTH RAILROAD

## RIDERSHIP BY LINE

### JANUARY 2015

LINE	JANUARY 2015 ACTUAL	JANUARY 2014 RESTATED <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,040,760	2,085,385	(44,625)	-2.1%
Hudson Line	1,185,529	1,202,133	(16,604)	-1.4%
New Haven Line	2,947,099	2,963,577	(16,478)	-0.6%
<b>Total East of Hudson</b>	<b>6,173,388</b>	<b>6,251,095</b>	<b>(77,707)</b>	<b>-1.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	77,335	74,447	2,888	3.9%
Pascack Valley Line	53,344	48,477	4,867	10.0%
<b>Total West of Hudson</b>	<b>130,679</b>	<b>122,924</b>	<b>7,755</b>	<b>6.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,304,067</b>	<b>6,374,019</b>	<b>(69,952)</b>	<b>-1.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	29,313	29,885	(572)	-1.9%
Haverstraw-Ossining Ferry	6,844	6,690	154	2.3%
Newburgh-Beacon Ferry	4,032	2,001	2,031	101.5%
<b>Total Connecting Services</b>	<b>40,189</b>	<b>38,576</b>	<b>1,613</b>	<b>4.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>6,344,256</b>	<b>6,412,595</b>	<b>(68,339)</b>	<b>-1.1%</b>

Notes:

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

# MTA METRO-NORTH RAILROAD

## RIDERSHIP BY LINE

### 2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
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<b>TOTAL MNR SYSTEM</b>	<b>6,344,256</b>	<b>6,412,595</b>	<b>(68,339)</b>	<b>-1.1%</b>

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **March 2015**



## CAPITAL PROGRAM

### HIGHLIGHTS

March 25, 2015

#### **STATIONS/PARKING/FACILITIES**

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

Demolition of the existing utility building is complete. Commissioning of the Building Management System (BMS) for the new utility building continues. Pile driving for the north half of the new garage has commenced.

##### **Poughkeepsie Station Improvements**

Review of 30% design documents is complete. Design consultant is progressing toward 60%.

##### **Fordham Station Improvements**

Work continues on the inbound and outbound platforms including: canopy construction, electrical work, concrete work, and stair foundations.

##### **Harlem Line Station Renewal for Select Components**

*Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn):* Phase I design is on hold and will resume upon the visit from the State Historical Preservation Office to the botanical garden canopy.

*Phase II stations design (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe):* Design has been put on hold at this time and will resume in the third quarter of 2016.

#### **POWER**

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

The procurement process to acquire a design-build team to perform the required infrastructure restoration services continues.

##### **Power Infrastructure Restoration – Substations – Sandy**

Kickoff meeting was held with project stakeholders on February 5, 2015. Contractor has commenced with shop drawing submittals.

##### **Harlem & Hudson Lines Power Improvements**

- *Construction of 86<sup>th</sup> and 110<sup>th</sup> street substations* - Submittal process and site coordination continues. Mobilization at 110<sup>th</sup> street commenced in February 2015 with the installation of the negative reactor platform.

- *Brewster Substation* – Kickoff meeting was held with project stakeholders on February 5, 2015. Contractor commenced with shop drawing submittals.

### **Substation Replacement Bridge-23**

Mount Vernon East switchgear and New Rochelle substation are in fabrication. Selection of vendor for signal station S-14 has been finalized. Tower 31T installation work will commence in the third quarter of 2015.

### **Harlem River Lift Bridge-Cable Replacement/Control System**

Project coordination meetings, submittals, and procurement of long lead items are ongoing. Installation of circuit breaker house No. 7 and new electrical equipment continues. The replacement of the wire ropes with new is underway.

## **TRACK AND STRUCTURES**

### **2013 Cyclical Track Program**

Surfacing on the Harlem and Hudson lines will continue for various locations in 2015, weather permitting. Installation of rail on the lower Hudson line continues.

### **Undergrade Bridges – East of Hudson**

*NH 20.39 (Mamaroneck Avenue, Mamaroneck)* - Work is 95% complete; anticipate final completion by the end of the first quarter of 2015.

*HU 3.41 over 110th Street*: The commencement of the repairs is contingent upon the approval of roadway outages from NYCDOT and is forecasted to commence in the spring of 2015.

### **Undergrade Bridges – West of Hudson**

*Rehabilitation of JS 51.00 culvert at Highland Mills*: Excavation is complete. Construction site is shut down for the winter until mid-March.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

- *Phase V Stage II Design* - Geotechnical borings to facilitate the Preliminary Design work for the EMU Running Repair and Support Shop Facility continue.
- *Phase V, Stage I Design-Build* – Field survey and inspection activities, coordination meetings and the preparation of technical/design submittal packages continue.

## **GRAND CENTRAL TERMINAL**

### **Grand Central Terminal Train Shed Rehabilitation**

Submittal process and demolition of concrete fireproofing around column repair locations continue.

#### **GCT Elevators Rehabilitation Phase 4**

Mobilization continues. SE-1 elevator was taken out of service and demolition has commenced.

#### **GCT Utilities**

*Domestic Water System* - Decommissioning of the 43rd Street tank continues with demolition of steel fencing and replacement of supply valves.

*Fire Suppression Design* – 100% design review is scheduled for completion in March 2015.

#### **GCT Leaks Remediation**

Removal of existing pavers in the former GCT Taxi Stand and asbestos abatement at 45th Street Bridge will continue when weather permits.

### ***ROLLING STOCK***

#### **M-8 Car Program**

As of February 28, 2015, 3 Single Cars (S-Cars) have been conditionally accepted and placed into revenue service.

# 2015 MNR Capital Program Goals

As of February 28, 2015

In Millions

