



**Metropolitan Transportation Authority**

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

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## **May 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, 5/18/2015**

**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 16*

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

*Enhanced Safety Report - Page 19*

### **MTA Police Report**

*MTA Police Report - Page 20*

## **5. Action Item**

### **Memorandum of Understanding (MOU) between MNR and City of Newburgh for reimbursement of Ferry Landing/Parking Lease**

*Memorandum of Understanding (MOU) between MNR and City of Newburgh for reimbursement of Ferry Landing/Parking Lease - Page 25*

## **6. Information Item**

### **Diversity/EEO Report – 1st Quarter 2015**

*Diversity/EEO Report - 1st Quarter 2015 - Page 28*

## **7. Procurements**

*MNR Procurements - Page 37*

### **Non-Competitive**

*MNR Non-Competitive Procurements - Page 41*

### **Competitive**

*MNR Competitive Procurements - Page 44*

### **Ratifications**

*MNR Ratifications - Page 53*

## **8. Monthly Reports**

**Operations**

*Operations Report - Page 55*

**Financial**

*Financial Report - Page 67*

**Ridership**

*Ridership Report - Page 88*

**Capital Program**

*Capital Program Report - Page 99*

Next meeting: Joint MNR/LIRR Committee Meeting on 6/22 @ 8:30 am

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, April 27, 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. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. Norman Brown  
Hon. Ira Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Carl V. Wortendyke

Not Present:

Hon. Jeffrey A. Kay  
Hon. Andrew M. Saul  
Hon. Vincent Tessitore  
Hon. Neal Zuckerman

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad  
Catherine Rinaldi – Executive Vice President  
Ralph Agritelley– Vice President, Labor Relations  
Katherine Betries-Kendall, Vice President, Human Resources  
Michael R. Coan – Chief, MTA Police Department  
Susan J. Doering – Vice President, Customer Service and Stations  
Donna Evans – MTA Chief of Staff  
Randall Fleischer – Vice President, GCT and Corporate Development  
Glen Hayden – Vice President – Chief Engineer  
James B. Henly – Vice President and General Counsel  
John Kennard – Vice President, Capital Programs  
John Kesich– Senior Vice President, Operations  
Anne Kirsch – Chief Safety Officer  
Joseph Pavone – Director, Budget  
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. Sedore, as Chairman of the Metro-North 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 April 27, 2015, should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

### **PUBLIC COMMENT:**

Two public speakers addressed the Committee.

Randy Glucksman, Chair of the Metro-North Rail Road Commuter Council and of the Permanent Citizens Advisory Committee discussed New Jersey Transit's proposal to eliminate west of Hudson train number 1601 which arrives in Hoboken at 12:45 a.m. The train prior to train 1601 arrives in Hoboken two hours earlier at 10:42 p.m. Mr. Glucksman expressed concern that riders wishing to attend the theatre, sporting or other events in New York City would be affected by the elimination of train 1601, stating that while west of Hudson residents are subject to the same tax rate as east of Hudson riders, they do not receive the same level of services. He asked the Committee to intervene on behalf of the Rockland County riders.

Murray Bodin expressed his opinion that the blowing of train horns at stations is an outdated practice. He also expressed his opinion that LED lights similar to those used on the top of police cars should be installed on railroad crossing gates.

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.

### **APPROVAL OF MINUTES AND 2015 WORK PLAN:**

Upon motion duly made and seconded, the Committee approved the minutes of the March 23, 2015 Metro-North Committee meeting. President Giulietti noted that the Metro-North 2015 Committee Work Plan has been changed to provide for the presentation of the Bi-Annual Report from the Railroads on the M-9 Procurement at the June joint Committee meeting.

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

President Giulietti reported on the investigation of an employee injury in New Haven, grade crossing safety efforts, new schedules, Train Time App improvements and Grand Central Terminal's energy efficiency project.

With respect to grade crossings, President Giulietti discussed a March 2015 site visit he attended with Acting Administrator of the Federal Railroad Administration Sarah Feinberg, Congresswoman Nita Lowey, MTA Police Chief Coan, Metro-North Chief Safety Officer Anne Kirsch and local and state officials at the Roaring Brook Road Grade Crossing in New Castle to highlight the importance of grade crossing safety. He noted that Metro-North is working with the New York State Department of Transportation and the Town of New Castle on a plan to implement improved signage and pavements markings at the crossing, as well as resurfacing of the road and track bed. Metro-North plans to assess other grade crossings in its territory and work with the New

York State Department of Transportation, the Connecticut Department of Transportation and appropriate municipalities to implement similar safety improvements. He thanked Chief Coan for his commitment to the enforcement of traffic regulations at grade crossings. President Giulietti also noted that in cooperation with Operation Lifesaver, MTA is conducting grade crossing safety awareness and educational efforts and has established a community outreach and education function within the Office of System Safety. In addition to the work that MTA Headquarters is doing to formalize a relationship with Operation Lifesaver, the MTA Police Department has five new Operation Lifesaver authorized volunteers and Metro-North has 12 Operation Lifesaver qualified employees who will assist with community outreach in Metro-North's territory.

President Giulietti reported that new schedules went into effect on April 26, 2015. The schedules will ensure the safe operation of service while improving reliability, allowing for critical track work and capital construction projects to occur and addressing customer requests. He noted that on weekends, travel times will be temporarily lengthened to accommodate several critical infrastructure projects. Metro-North will continue to monitor its service and consider input from train crew observations, customer feedback, and actual customer counts to continue to improve our schedules.

President Giulietti also reported that Metro-North launched an update to its Train Time App in April 2015. The upgrades include the delivery of real-time train status, better service alerts, new search fields and a new refresh feature. The Train Time App has been downloaded by nearly a quarter of a million people and is used thousands of times each day.

President Giulietti concluded his report with a discussion of the Grand Central Terminal energy efficiency project. President Giulietti reported that he joined Chairman Prendergast and New York Power Authority (NYPA) President Gil Quiniones to herald Governor Cuomo's announcement of the completion of the energy efficiency project at Grand Central Terminal. President Giulietti noted that the \$25 million project was the result of a partnership between NYPA and the MTA and will save \$2.5 million in annual energy costs at Grand Central Terminal. The project, which began in 2012, was carried out under Governor Cuomo's BuildSmart NY program, a statewide initiative to increase energy efficiency in public buildings. The project encompasses a variety of energy saving measures, including the installation of new cooling towers, temperature controls, compressed air and steam distribution systems, air handling upgrades and new chillers to enhance the terminal's original cooling system. In addition, new sub-meters were installed to provide a better understanding of the energy usage throughout Grand Central Terminal. The upgrades will reduce harmful greenhouse gas emissions by more than 11,200 tons a year, the equivalent of removing roughly 2,140 cars from the road. The project was accomplished with no upfront costs to Metro-North, with capital expenses to be repaid to NYPA with the money saved by reduced energy consumption. The President noted that the Grand Central Terminal Energy Conservation Project received the 2014 Innovation and Excellence in Energy Management award at the 2014 BuildSmart NY Innovator's Summit.

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.

## **APPOINTMENTS:**

President Giulietti announced the appointment of John Kennard to the position of Vice President, Capital Programs effective March 30, 2015. President Giulietti noted that Mr. Kennard joined Metro-North in 1993. Most recently, he served the railroad as a Senior Director of Capital Planning and Programming. He brings a wealth of knowledge about Metro-North's capital program to his new position.

President Giulietti reported that, after 28 years of experience at Metro-North, Randy Fleischer will also be joining MTA Capital Construction's East Side Access Team as Senior Vice President, Program Executive-Grand Central Terminal Facility Operations & Passenger Experience.

## **SAFETY REPORT**

Chief Safety Officer Kirsch gave the safety report on injuries through February 2015 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan, the details of 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.

## **MTA POLICE DEPARTMENT REPORT**

Chief Coan discussed crime on the Metro-North system, noting that in March 2015, there was an increase in total major felonies and grand larcenies relative to the comparable period of 2014. The increase in grand larcenies was mainly due to ticket vending machine robberies that resulted in arrests. The MTA police issued 585 summonses at grade crossings, 181 of which were for crossing violations and 404 were for other traffic violations. The MTA Police have issued 1,200 safety pamphlets at grade crossings. 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.

## **JOINT INFORMATION ITEM; METRO-NORTH RIDERSHIP REPORT:**

William Wheeler, MTA Director of Planning, introduced the Annual Ridership Reports of Metro-North and Long Island Rail Road. Mr. Wheeler noted that there has been extraordinary use of the railroads for non-commutational purposes, expanding the original purpose of the railroads.

Metro-North Vice President of Planning Shiffer summarized some of the findings of the MNR 2014 Annual Ridership Report, noting that Metro-North is in the process of conducting an origin/destination study to further examine current trends. The details of that report are contained in the ridership 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 Committee members and staff related to ridership.

## **METRO-NORTH RAILROAD INFORMATION ITEMS:**

Two additional information items were presented to the Committee:

- Final Review of 2014 Operating Budget Results.
- Annual Inventory Report.

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.

## **PROCUREMENTS:**

### **MTA Metro-North Railroad Procurements:**

Three 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, manufacture and delivery of one Track Geometry Vehicle.
- Approval of a competitively solicited and negotiated design-build contract with Judlau-TC Electric Joint Venture for Phase I and Phase II for the complete design, construction and testing of replacement infrastructure for various MNR power, communication and signal equipment and cabling that was damaged as a result of Superstorm Sandy on MNR's Hudson Line from CP-5 Mott Haven to CP-35 Croton Harmon.
- Approval of a competitively solicited and negotiated, five-year personal service contract with Day Engineering, Inc. to provide on-call environmental and occupational safety engineering and consulting services.

One ratification was presented to the Committee:

- A non-competitive contract with Delta Railroad Construction, Inc. to continue the lease of three Harsco Switch Tampers to be used by MNR's force account in support of the ongoing track maintenance and remedial repairs in MNR's service area.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee member Moerdler, Metro-North President Giulietti and Metro-North Executive Vice President Rinaldi related to procurement matters. President Giulietti noted that Metro-North and Long Island Rail Road examine potential contracts to identify those that may be entered into jointly. In addition, Executive Vice President Rinaldi noted that KPMG has been retained by the MTA to review the agencies' procurement processes.

### **Long Island Rail Road Procurements:**

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

- Award of a sole source, three-year miscellaneous service contract to Cummins Allison Corporation for preventive/scheduled maintenance and on-call repair services of currency sorters and counters located throughout each railroad's territory.

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

**OPERATIONS, FINANCIAL AND CAPITAL PROGRAM REPORTS:**

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

**ADJOURNMENT:**

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

Respectfully submitted,



Linda Montanino  
Assistant Secretary

## 2015 Metro-North Railroad Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
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	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>May 2015</u>	
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2015	Diversity and EEO
<u>June 2015 (Joint meeting with LIRR)</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
Bi-Annual Report on M-9 Procurement	President
<u>July 2015</u>	
Environmental Audit	Environmental Compliance
<u>September 2015 (Joint meeting with LIRR – MNR lead)</u>	
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
<u>October 2015</u>	
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)  
Annual Committee Charter Review  
Holiday Schedule

Finance  
Committee Chairs & Members  
Operations Planning & Analysis

December 2015

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

Finance  
Committee Chairs & Members  
Engineering  
Diversity and EEO

January 2016

Approval of 2016 Committee Work Plan

Committee Chairs & Members

February 2016 (Joint meeting with LIRR)

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

Finance  
Operations  
Operations  
President  
Diversity and EEO

March 2016

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

Capital Planning  
Engineering  
Engineering

April 2016 (Joint meeting with LIRR – MNR lead)

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

Finance  
Operations Planning & Analysis  
Procurement

# 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

### MAY 2015

#### 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.

#### 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.

### 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.

## **MARCH 2016**

### Annual Strategic Investments & Planning Studies

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

### Annual Elevator/Escalator Report

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

### Track Program Quarterly Update

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

## **APRIL 2016** (Joint Meeting with LIRR – MNR lead)

### Final Review of 2015 Operating Results

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

### 2015 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

### Annual Inventory Report

The Agency will present its annual report on Inventory.

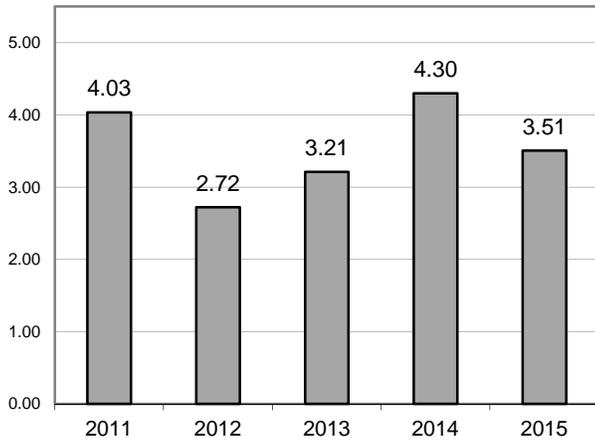


**Metro-North Railroad**

# **Safety Report**

## **May 2015**

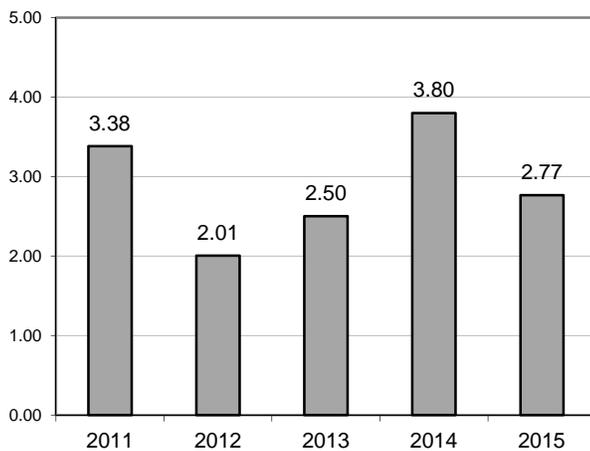
## MTA Metro-North Railroad Summary of Employee Injuries thru March



### Total Employee Injuries

Year	Total	Total FI*
2011	62	4.03
2012	42	2.72
2013	50	3.21
2014	69	4.30
2015	71	3.51

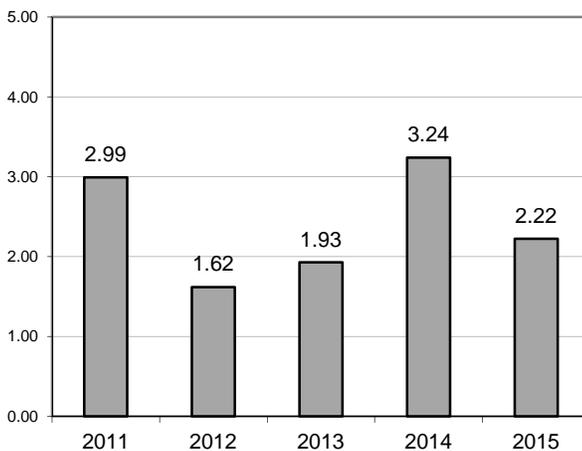
% change from last year: -18.4%  
2015 Total FI Goal 3.00



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	52	3.38
2012	31	2.01
2013	39	2.50
2014	61	3.80
2015	56	2.77

% change from last year: -27.2%  
2015 FRA FI Goal 2.50



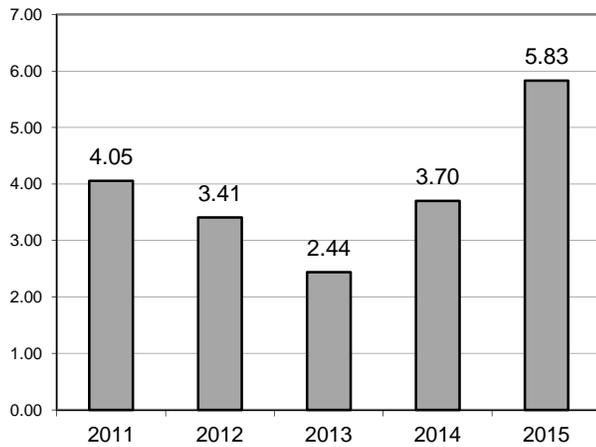
### Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	39	7	2.54	0.46	2.99
2012	24	1	1.55	0.06	1.62
2013	26	4	1.67	0.26	1.93
2014	52	0	3.24	0.00	3.24
2015	45	0	2.22	0.00	2.22

% change from last year: -31.4%  
2015 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

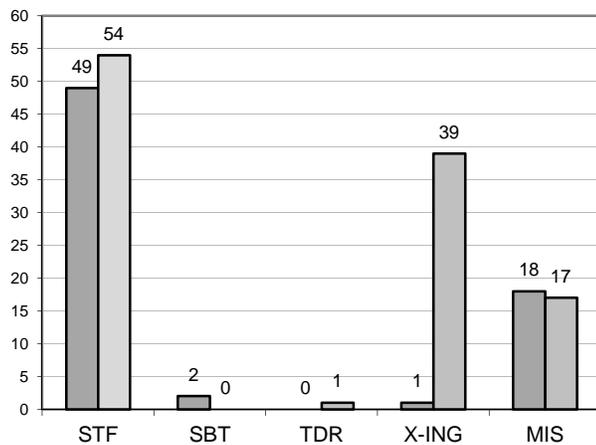
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru March



### Total Customer Injuries

Year	Total	Total FI*
2011	75	4.05
2012	67	3.41
2013	47	2.44
2014	70	3.70
2015	111	5.83

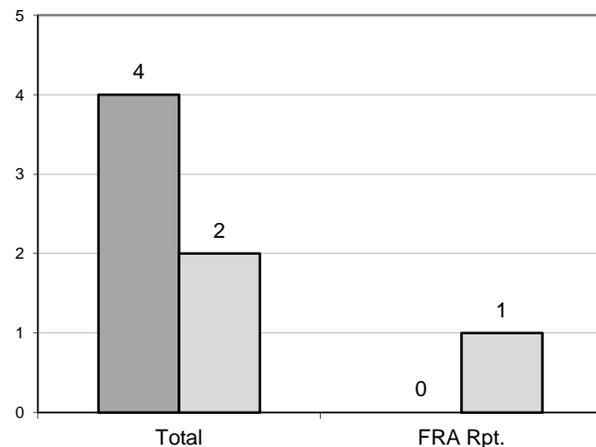
% change from last year: 57.6%  
2014 Total FI Goal 2.70



### Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Train Doors	Other Door	Grade X-ing	Misc.
2014	49	2	0	1	18
2015	54	0	1	39	17

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



### Contractor Injuries

Year	Total	FRA Rpt.
2014	4	0
2015	2	1
% Chg	-50.0%	100.0%

\* - Injuries per 1,000,000 rides

# Memorandum



**Metro-North Railroad**

**Date:** May, 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 March 19<sup>th</sup> safety stand down included over 2,000 participants. Our second quarter safety stand down was held on May 7, 2014, and focused on fall-prevention, fatigue, dual-employment and C3RS. OSHA had a National campaign, focusing on preventing fall related injuries, ending on May 15, 2015 which was the impetus for our fall-prevention focus.
- Our C3RS program kicked off on April 13 with our Transportation employees and we have met with the other labor organizations to work on their IMOUs. We hope to progress quickly with the other organizations.

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

ACTION ITEM	STATUS
<b>Cameras</b>	Vendors have been awarded the contract on March 3rd, to provide audio and image recorders that meet or exceed the NTSB recommendations. The initial design review and inspection began for all Car and Locomotives types that are part of the camera installation program. Each type has been surveyed by the design team for equipment location and camera positioning. Preliminary design effort is under way.
<b>NTSB Recommendations</b>	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.
<b>Speed Compliance</b>	For the month of April, 24 compliant radar observations were performed and 46 event recorder Download Reviews with no failures. Through April there have been 441 downloads reviewed with no failures.
<b>Obstructive Sleep Apnea</b>	This pilot has been kicked off at Metro-North and findings from this pilot will inform an all-agency approach. We continue to screen locomotive engineers working with labor and the vendor to continually improve the process
<b>PTC</b>	The Systems Integrator (SI) is completing Preliminary Design Review and beginning some PTC Final Design elements. Radio compliance testing results are under review by the manufacturer. Transponder brackets continue to be installed on New Haven line. Wayside interface hardware First Article Inspection (FAI) is completed. Radio Frequency Propagation analysis for Pilot sections is also completed.



# **Police Report**

## **May 2015**



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

**April 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>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>9</b>	<b>-5</b>	<b>-56%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>14</b>	<b>-3</b>	<b>-21%</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>2</b>	<b>8</b>	<b>-6</b>	<b>-75%</b>
<b>Felony Assault</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>20%</b>
<b>Burglary</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>30</b>	<b>33</b>	<b>-3</b>	<b>-9%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>46</b>	<b>52</b>	<b>-6</b>	<b>-12%</b>



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### April 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	2	4	-2	-50%
Burglary	4	1	3	300%
Grand Larceny	12	22	-10	-45%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	22	33	-11	-33%

#### Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	11	17	-6	-35%
Felony Assault	15	13	2	15%
Burglary	7	6	1	17%
Grand Larceny	58	75	-17	-23%
Grand Larceny Auto	3	1	2	200%
Total Major Felonies	95	112	-17	-15%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**INDEX CRIME REPORT**  
**Per Day Average**  
**April 2015**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	2	0
<b>Fel. Assault</b>	2	1	1	0
<b>Burglary</b>	4	1	3	0
<b>Grand Larceny</b>	12	7	4	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	22	10	11	1
<b>Crimes Per Day</b>	0.73	0.33	0.37	0.03



# MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 4/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Robbery	11	17
Felony Assault	14	10
Burglary	4	3
Grand Larceny	11	25
Grand Larceny Auto	0	1
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	7	14
Arson	1	0
Assault-Misdemeanor	19	27
Breach of Peace	4	3
Child Endangerment	1	1
Criminal Contempt	4	0
Criminal Impersonation	1	1
Criminal Mischief	12	14
Criminal Possession Stolen Property	4	3
Criminal Tampering	7	0
Criminal Trespass	11	8
Disorderly Conduct	1	2
Drug Offenses	13	20
DUI Offenses	2	5
Falsely Reporting an Incident	3	2
Forgery	25	21
Fraud	5	2
Graffiti	0	8
Harassment	1	4
Issue a Bad Check	1	0
Make Terrorist Threat	3	0
Menacing	8	6
Obstruct Government	3	3
Petit Larceny	47	24
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	10	13
Reckless Endangerment	2	4
Resisting Arrest	13	24
Sex Offenses	3	4
Stalking	0	1
Theft of Services	51	44
Unlawful Surveillance	2	1
VTL Offenses	0	2
Warrant Arrest	23	20
Weapons Offenses	2	3
<b>Total Arrests</b>	<b>332</b>	<b>341</b>



**Metro-North Railroad**

# **Action Item**

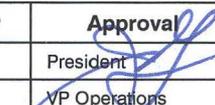
## **May 2015**

# Staff Summary

<b>Subject</b> Memorandum of Understanding (MOU) between MNR and City of Newburgh for Reimbursement of Ferry Landing/ Parking Lease
<b>Department</b> Operations Planning and Analysis
<b>Department Head Name</b> Delana Glenn 
<b>Department Head Signature</b>
<b>Project Manager Name</b> Scott Ornstein

<b>Date</b> May 7, 2015
<b>Vendor Name</b> N/A
<b>Contract Number</b> N/A
<b>Contract Manager Name</b> N/A
<b>Table of Contents Ref#</b>

Board Action					
Order	To	Date	Approval	Info	Other
	M-N Comm. Mtg.	5-18-15	X		
	MTA Board Mtg.	5-20-15	X		

Internal Approvals			
Order	Approval	Order	Approval
5	President 		Budget
	VP Operations		VP Capital Programs
4	VP Financial Admin 		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning 		Government Relations		Labor Relations	2	General Counsel 
	Press		VP Human Resources		Human Resources	4	Executive Vice-President 

**PURPOSE:** To obtain MTA Board approval for Metro-North to enter into a Memorandum of Understanding (MOU) effective May 21, 2015 with the City of Newburgh, New York for Metro-North to reimburse the City of Newburgh for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period May through December 2015 only.

**DISCUSSION:** In August 2004 Metro-North and the City of Newburgh entered into an agreement concerning the mooring, docking, and use of facilities in Newburgh to be used for the Newburgh-Beacon Ferry. Under that agreement, the City would lease from a private landowner the land and facilities to create a ferry dock and 250-space parking facility for ferry riders. At the same time, the City and the New York State Department of Transportation (NYSDOT) entered into a contract by which NYSDOT reimbursed the City for the rent payments under the lease; that contract has since expired and will not be renewed by NYSDOT. NYSDOT has reimbursed the City through April 2015, but has requested that Metro-North reimburse the City for future payments through the end of the current lease term, which is December 2015. The amount of the monthly lease payments is \$21,278.

The City does not have the resources to shoulder the expense of the ferry facility property lease. If neither NYSDOT nor Metro-North reimburses the City for the expense of leasing the ferry facility lands, the City may terminate the lease and Newburgh-Beacon Ferry service would be interrupted.

NYSDOT has advised Metro-North that NYSDOT intends to provide Congestion Mitigation/Air Quality ("CMAQ") funds to Metro-North, which can be used as reimbursement for assistance payments made to the City by Metro-North to fund the lease for the remaining term of the lease (through December 31, 2015). The MTA Board approved Metro-North's acceptance of these funds for various connecting services-related projects, including the Newburgh-Beacon Ferry, in September 2014.

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

# Staff Summary

**BUDGET IMPACT:** There will be no budget impact provided Metro-North receives the \$300,000 in CMAQ funds already programmed (but not yet disbursed) under a supplemental agreement between NYSDOT and MNR (the current year agreement is pending at this time but we have been advised by NYSDOT that there are no obstacles to its execution). These funds had not yet been programmed by Metro-North for other uses and no other projects will be impacted. If Metro-North does not receive the \$300,000 in CMAQ funds from NYSDOT, then the \$170,225 reimbursement cost would be funded from Metro-North's operating budget.

**ALTERNATIVE:** If Metro-North does not enter into this Memorandum of Understanding, then the City of Newburgh would likely terminate the lease agreement for the Newburgh-Beacon Ferry landing, parking facility, and mooring rights. The likely impact of this action would be interruption of the ferry service while a new site is identified, procured, and any required improvements are constructed.

**RECOMMENDATION:** That the MTA Board grant approval for MNR to enter into a Memorandum of Understanding effective May 21, 2015 with the City of Newburgh regarding reimbursement of lease expenses paid by the City for land used for the Newburgh-Beacon ferry landing and parking facility.



**Metro-North Railroad**

# **Information Items**

## **May 2015**



**Metro-North Railroad**

# **Diversity/EEO Report**

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

## OVERVIEW

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's March 31, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

**2015, 1st QUARTER EEO REPORT**

**AGENCY NAME: METRO-NORTH RAILROAD**

**WORKFORCE UTILIZATION ANALYSIS  
AS OF 03/31/15**

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	24%	No	8%	15%	Yes	9%	7%	No	8%	7%	No	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	40%	38%	No	10%	17%	Yes	9%	11%	Yes	8%	12%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	30%	8%	No	12%	21%	Yes	15%	6%	No	12%	12%	Yes	0%	2%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes																		
Paraprofessionals	62%	61%	No	11%	19%	Yes	11%	13%	Yes	6%	10%	Yes	0%	0%	Yes	0%	0%	Yes	1%	6%	Yes
Administrative Support	59%	43%	No	13%	34%	Yes	13%	14%	Yes	5%	3%	No	0%	1%	Yes	0%	0%	Yes	2%	4%	Yes
Skilled Craft	4%	6%	Yes	14%	18%	Yes	10%	8%	No	2%	2%	Yes	1%	0%	No	0%	0%	Yes	2%	2%	Yes
Service Maintenance	8%	13%	Yes	16%	34%	Yes	27%	18%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes

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

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

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

**DEFINITIONS OF EEO JOB CATEGORIES:**

**Officials & Administrators**

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

**Professionals**

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

**Technicians**

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

**Protective Services**

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

**Paraprofessionals**

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

**Administrative Support**

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

**Skilled Craft**

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

**Service Maintenance**

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

**2015, 1st QUARTER EEO REPORT**

**AGENCY NAME: METRO-NORTH RAILROAD**

**NEW HIRES  
AS OF 03/31/15**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	8	1	12.5%	1	12.5%	0	0.0%	2	25.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	8	3	37.5%	2	25.0%	0	0.0%	2	25.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	3	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	33.3%
Administrative Support	3	1	33.3%	2	66.7%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	59	2	3.4%	10	16.9%	14	23.7%	3	5.1%	0	0.0%	0	0.0%	1	1.7%
Service Maintenance	30	2	6.7%	10	33.3%	7	23.3%	1	3.3%	0	0.0%	0	0.0%	2	6.7%
<b>Total</b>	<b>112</b>	<b>10</b>	<b>8.9%</b>	<b>27</b>	<b>24.1%</b>	<b>22</b>	<b>19.6%</b>	<b>8</b>	<b>7.1%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>4</b>	<b>3.6%</b>

<sup>1</sup> Total includes male and female new hires, both minority and non-minority.

<sup>2</sup> Total includes female new hires, both minority and non-minority.

**2015, 1st QUARTER EEO REPORT**

**AGENCY NAME: METRO-NORTH RAILROAD**

**EEO AND TITLE VI COMPLAINTS  
1/1/15 to 03/31/15**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
EEO	12	4	7	4	8	2	0	15	52	25	13
External Complaints	3	2	3	0	2	0	0	4	14	8	5
Internal Complaints	9	2	4	4	6	2	0	11	38	17	8

\* CORRECTION: This 2015 1st Quarter report excludes one (1) case that was misreported as open from the 2014 4th Quarter report. The one (1) case was, in fact, closed in December 2014.

Category	Race	National Origin	Color	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
Title VI	5	2	1	8	9	2

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

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>3</sup> In some instances a single complaint may involve two or more EEO categories.

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 03/31/15  
EXTERNAL**

<b>Agency</b>	<b>Decided In Favor of Agency</b>	<b>Decided In Favor of Complainant</b>	<b>Administrative Closure</b>	<b>Withdrawn</b>	<b>Dismissed</b>	<b>Resolved / Settled</b>	<b>Total</b>
<b>MTA MNR</b>	0	0	3	0	0	0	3

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 03/31/15  
INTERNAL**

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

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 03/31/15  
DETERMINATION**

<b>Agency</b>	<b>Decided In Favor of Agency</b>	<b>Decided In Favor of Complainant</b>	<b>Administrative Closure</b>	<b>Withdrawn</b>	<b>Dismissed</b>	<b>Resolved / Settled</b>	<b>Total</b>
MTA MNR	2	0	3	1	0	1	7



**Metro-North Railroad**

# **Procurements May 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, Sr. Director <i>AM</i>				
<b>Department Head Signature</b>	<i>AM</i>				
<b>Project Manager Name</b>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR Comm. Mtg.	5-18-15	X		
2	MTA Board Mtg.	5-20-15	X		

<b>Date</b>	May 8, 2015		
<b>Vendor Name</b>	Various		
<b>Contract Number</b>	Various		
<b>Contract Manager Name</b>	Various		
<b>Table of Contents Ref #</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
X	President <i>[Signature]</i>		V.P. Planning
X	Executive V.P. <i>[Signature]</i>		V.P. Capital Programs
X	Sr. V.P. Operations <i>[Signature]</i>	X	V.P. & General Counsel <i>[Signature]</i>
X	VP Finance & IT <i>[Signature]</i>	X	V.P. Engineering <i>[Signature]</i>

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
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**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:**

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

# of Actions      \$ Amount

Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$62,208
• Powell Electrical Systems, Inc.                      \$62,208		

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	2	\$255,050
• Railquip, Inc.    \$185,000		
• Integrated Display Systems, Inc.                      \$70,050		

SUB TOTAL:                      3                      \$317,258

**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 C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$3,892,206
• Enco, Inc. \$3,892,206		
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$2,650,000
• Georgetown Rail Equipment Company \$650,000		
• HNTB NY Engineering & Architecture, PC \$2,000,000		
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$6,526,362
• Sprague Operating Resources, LLC \$6,526,362		
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$7,292,039
• GE Transportation \$7,292,039		
SUB TOTAL:	5	\$20,360,607

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	3	\$527,600
• Sherwood Electromotion, Inc. \$26,000		
• Loram Maintenance of Way, Inc. \$300,000		
• Railroad Friction Products Corp. \$201,600		
SUB TOTAL:	3	\$527,600
TOTAL:	11	\$21,205,465

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.)

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.

MAY 2015

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**A. Non-Competitive Purchases and Public Work Contracts**

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

**1. Powell Electrical Systems, Inc. \$62,208 (not-to-exceed)  
Automatic Re-closure Relays**

Approval is requested to award a non-competitive contract to Powell Electrical Systems, Inc. (“Powell Electrical”) for immediate delivery of automatic re-closure relays, which are located in 50 DC Electrical sub stations throughout Metro-North’s Harlem and Hudson lines. The automatic re-closure relays provide a mechanical reset in the event of a momentary failure, minimizing service disruptions. Powell Electrical Systems is the original system provider which was competitively awarded and will ensure proper form, fit and function.

In accordance with the MTA All Agency Procurement Guidelines, a notification of the intended sole source procurement was placed in the New York State Contract Reporter, The Daily Challenge, The New York Post, El Diaro and on the MTA website.

The total cost for this procurement is not-to-exceed \$62,208 and is deemed fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

**2. Railquip, Inc. \$185,000 (not-to-exceed) Staff Summary Attached  
Annual Inspection, Maintenance and Repair of Carbody Hoist System and Turntables**

Approval is requested for a non-competitive, five year miscellaneous service contract for the annual inspection, maintenance and repair of MNR’s Car Hoist and Body Support System and the 8-Ton and 75 Ton Truck/Bogie Turntable located at the Croton Harmon Coach Shop Facility. Railquip, Inc., the incumbent supplier is the Original Equipment Manufacturer (OEM) and only authorized maintainer of the Carbody Hoist System and the Turntables. These services are required to ensure the safe operation of the lifts and maintain the equipment in a state of good repair. The Car Hoist System and the Turntables are uniquely designed and specifically built for the Harmon Coach Shop.

Railquip's overall pricing has increased 2.7% since 2010 and is deemed fair and reasonable. Pricing shall remain fixed for the five year period of the contract. In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the procurement of sole source items. An advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and was posted on the MNR website. The total cost of this service is not-to-exceed \$185,000 and is to be funded by the MNR Operating Budget.

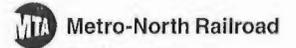
**3. Integrated Display Systems, Inc. \$70,050 (not-to-exceed)**  
**Lift-Net Elevator Monitoring System Maintenance and Software Upgrades**

Approval is requested to award a non-competitive, three year miscellaneous service contract to the firm Integrated Display Systems, Inc. ("IDS") for services related to preventative maintenance and software upgrades for the Lift-Net Elevator Monitoring System installed in Grand Central Terminal ("GCT"). Lift-Net is a proprietary elevator monitoring system owned by IDS, the Original Equipment Manufacturer (OEM). The Lift-Net monitoring system is critical in ensuring safety, security and efficient operation of the elevators in GCT.

The Lift-Net system was installed in GCT in 2003 to monitor elevators for safe and secure operations and to permit quick response to emergency elevator malfunctions. This system has components and imbedded software controls that are proprietary to IDS, and cannot be maintained by any other vendors. The three year warranty on the Lift-Net system further stipulates that only IDS technicians can perform maintenance and upgrades for the system. At this time, MNR requires a new contract to support continuous maintenance services for the system. This contract will provide for planned preventative maintenance, software system upgrades and repairs, and emergency service to be provided on an as-needed basis.

IDS' submitted a proposal in the amount of \$99,900. MNR Procurement negotiated a 29.88% cost reduction and the final price of \$70,050 results in a saving of \$29,850 over the three year period. In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the procurement of sole source items. An advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and was posted on the MNR website. The total cost of this service is not-to-exceed \$70,050 and is to be funded by the MNR Operating Budget.

**Schedule G: Miscellaneous Service Contracts**



Item Number: G

<b>Vendor Name (&amp; Location)</b> Railquip, Inc. Atlanta, GA
<b>Description</b> Annual Inspection, Maintenance and Repair of Car Body Hoist System and Truck Turntables
<b>Contract Term (including Options, if any)</b> Five Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contract Number</b> 9558-A	<b>AWO/Modification #</b>
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$185,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	

**Discussion:**

Approval is requested for a non-competitive, five year miscellaneous service contract for the annual inspection, maintenance and repair of MNR's Car Hoist and Body Support System, and the 8-Ton and 75 Ton Truck/Bogie Turntables located at the Croton Harmon Coach Shop Facility. Railquip, Inc., the incumbent supplier is the Original Equipment Manufacturer (OEM), sole source and only authorized maintainer of the Car Body Hoist System and the Turntables. These services are required to ensure the safe operation of the lifts and maintain the equipment in a state of good repair. The Car Hoist System and the Turntables are uniquely designed and specifically built for the Harmon Coach Shop. Railquip's overall pricing has increased 2.7% since 2010 and is deemed fair and reasonable. Pricing shall remain fixed for the five year period of the contract. In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the procurement of sole source items. An advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and was posted on the MNR website. The total cost of this service is not-to-exceed \$185,000 and is to be funded by the MNR Operating Budget.



Schedules Requiring Majority Vote:

**H. Modifications to Personal/Miscellaneous Service Contracts**

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

**2. Georgetown Rail Equipment Company      \$650,000      Staff Summary Attached**  
**Track/Joint Bar Measurement**

Approval is requested for additional funding totaling \$650,000 and a one year extension to Georgetown Rail Equipment Company to continue to provide Track Inspections and Joint Bar Measurement Services. The continued services include joint bar measurements of MNR's service territory. These services are required to be performed twice a year in 2015. Georgetown Rail has successfully provided these services for MNR in 2014. The additional measurements provided under this extension will complete MNR's initial analysis using this technology. All pricing and terms and conditions previously established shall remain the same for the one year extension, which is deemed fair and reasonable. The total not-to-exceed amount for these services is \$650,000 and is to be funded by the MNR Operating Budget.

**3. HNTB NY Engineering and Architecture, PC    \$2,000,000 (not-to-exceed)    Staff Summary Attached**  
**On-Call Services for Track Engineering and Design**

Approval is requested for additional funding in the amount of \$2,000,000 and a 12 month time extension for MNR's On-Call Services for the Track Engineering and Design contract awarded to HNTB New York Engineering and Architecture, PC (HNTB). The subject engineering and design services were competitively solicited to consulting firms pre-approved under the 2010 – 2014 General Engineering Consultant Services program.

In response to a Request for Proposal ("RFP") issued, HNTB was selected for award and a 24 month contract was executed in July 2014 in the amount not-to-exceed amount of \$2,000,000. There were twelve anticipated tasks identified in the original scope of work. To date, MNR has assigned HNTB eight prioritized tasks and has expended a total of \$1,748,534. The available remaining contract funds are not sufficient for completing the original work scopes and future tasks. MNR has requested that HNTB complete its current task assignments and also perform additional tasks that are now deemed critical.

MNR is requesting Board approval to add \$2,000,000 to HNTB's On-Call contract as well as a 12 month time extension. These funds shall be expended on a task order basis. This additional funding is to be provided by the MNR Operating Budget.

**I. Modifications to Purchase and Public Work Contracts**

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

**4. Sprague Operating Resources, LLC      \$6,526,362 (not-to-exceed)      Staff Summary Attached**  
**Purchase of Class B and Class C Bulk (Unleaded and Diesel) Fuel**

Metro-North Railroad (MNR) on behalf of itself, Long Island Rail Road (LIRR) and Bridges and Tunnels (B&T), requests approval to award a contract change order for additional funding in the amount of \$6,526,362 and a one year contract extension to Sprague Operating Resources, LLC (Sprague) to supply Class B and Class C Bulk Fuel to multiple MTA Agency locations in the NY and CT regions.

The initial procurement in 2010 was awarded as a five year All Agency Joint Procurement with MNR acting as the lead agency. The total awarded value for MNR, LIRR and B&T was \$30,070,885. The MTA - Business Service Center's (BSC) recently advised MNR that it intends to procure and manage future automotive fuel procurements for the MTA Agencies in 2016. In keeping with that future consolidation of procurement activities, the BSC requested that MNR seek a time extension from Sprague that would allow the BSC sufficient time to fully integrate a number of existing fuel contracts in an effort to maximize economies. During this one year extension period, MNR will continue to manage and administer the contract. The expiration date for Class B and Class C will be May 15, 2016.

All terms and conditions shall remain unchanged for the extended period. The total cost for this change order request is not-to-exceed \$6,526,362 (MNR-\$2,601,710, LIRR-\$3,100,000 and B&T-\$824,652) and it is to be funded by each Agency's Operating Budget.

**J. Modification to Miscellaneous Procurement Contracts**

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

**5. GE Transportation**

**\$7,292,039**

**Staff Summary Attached**

**Original Equipment Manufacturer Replacement Parts and Services**

In July 2014, MNR received MTA Board approval for a three year Purchase Authorization with GE Transportation LLC for various Original Equipment Manufacturer (OEM) replacement parts and services for the MNR's Genesis Locomotives, to support running repair maintenance. These replacements parts and services are purchased on an as-needed basis and negotiated on an individual basis prior to purchase.

The Genesis P 32 Locomotives were built by General Electric and commissioned between 1995 and 2001. The first locomotives supplied by GE have reached a point in their service life where select engine system components now require engine component change-out consistent with MNR's Reliability Centered Maintenance (RCM) principles and OEM recommendations. These replacement components were not considered in the original Board authorization, which focused on running repair maintenance. The change-out engine component work will be performed with MNR forces in the Harmon locomotive shop.

GE's terms and pricing will remain fixed for the balance of the agreement. All parts purchased through the purchase agreement are on an as-needed basis, and there are no minimum guaranteed purchases. The contract change in the amount of \$7,292,039 is to be funded by the MNR Operating Budget.

# Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-18-15	x		
2	MTA Board Mtg.	5-20-15	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. Engineering		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT	X	V.P. & General Counsel		
	V. P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Ensco Rail, Inc.	Contract Number 9393-A
Description Purchase of Autonomous Track Geometry and Inspection System	
Total Amount \$3,892,206	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

**I. PURPOSE/RECOMMENDATION:** To obtain MTA Board approval to award a contract to the firm, Ensco Rail, Inc. for the design, manufacture and delivery of four On-Board Autonomous Track Geometry and Inspection Systems (ATGIS). In addition, the award recommendation includes the option to provide additional services related to Track Inspections for a three year period. A second option allows for Long Island Rail Road (LIRR) to acquire two ATGIS which may be elected at their sole discretion

**II. DISCUSSION:** The ATGIS may be mounted on either an Electric EMU or locomotive, which will enable MNR to measure track parameters, such as gage, cross level, alignment and rail surface anomalies, and to collect, display, store, and analyze data related to vertical and lateral accelerations. The data will lead to early identification of track anomalies preventing in-service track failures and establishing future work priorities. All inspections and measurements will be conducted in accordance with the Federal Railroad Administration (FRA) Track Safety Standard. The FRA requires inspection of joint bars twice per year.

MNR received Board approval to use the Request for Proposal (RFP) process for this procurement at the March 2014 MTA Board meeting. On October 17, 2014, RFP No. 9393-A was advertised in the New York State Contract Reporter and advertisements were also placed in the Railway Age, Progressive Railroading, and posted on the MNR website. On December 15, 2014, three technical and cost proposals were received from the following firms: Mermec, Inc., Holland LLP, and Ensco Rail, Inc.

A Selection Committee comprised of six members representing Metro-North's Maintenance of Equipment, Maintenance of Way, MTA-Business Service Center's Information Technology, and Procurement & Material Management Departments evaluated the proposals using a two-phase approach. The criteria in order of importance for selection established in the RFP were as follows:

### Phase 1: Technical Proposal

1. Demonstrate understanding of the Technical Specification Requirements
2. Past Experience and performance on similar projects
3. Demonstrate capability and financial resources to perform the assigned Scope of Work in the time projected

# Staff Summary

## Phase 2: BAFO

1. Cost
2. Technical Merit
3. Schedule

After the Selection Committee's evaluation of the three Phase 1 proposals, oral presentations by each of the proposers were given, and question and answer sessions held based on previously provided committee questions to the proposers. All of the committee members scored each of the proposers against the Phase 1 criteria. Based upon numerical overall evaluations of all proposals received, a "shortlist" was established and two of the firms, Mermec, Inc., and Ensco, Inc., were asked to provide their Best and Final Offer.

After receipt (on March 11, 2015) and review of the BAFO proposals, the Selection Committee unanimously agreed that although both Mermec, Inc. and Ensco Rail, Inc. could both perform the scope of work as provided in the contract, and that their proposals met the requirements of the RFP, Ensco Rail, Inc. provided the best value to MNR. Overall, Ensco's total cost proposal was 27.79% lower than Mermec's. In addition, Ensco's overall technical score was rated higher than Mermec's.

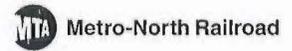
It is therefore recommended that the MTA Board approve the selection of Ensco Rail, Inc. for the design, manufacture and delivery of four On-Board Autonomous Track Geometry and Inspection Systems (ATGIS). This recommendation includes the option, if elected, for Joint Bar Rail Abrasion Measurement services for MNR over a period of three years, and for the option to procure two ATGIS by LIRR to be executed at their discretion.

**III. D/M/WBE INFORMATION:** The MTA Office of Civil Rights has established a 0% MBE and 0% WBE goal for this contract.

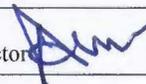
**IV. IMPACT ON FUNDING:** The total cost for this procurement inclusive of all options, is not-to-exceed \$3,892,206 (MNR-\$2,959,256 and LIRR \$935,950). This procurement is to be funded by each agency's Operating Budget.

**V. ALTERNATIVES:** MNR does not have the in-house manufacturing capability to produce this specific equipment.

**Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts**



Item Number: H

<b>Vendor Name (&amp; Location)</b> Georgetown Rail Equipment Company	<b>Contract Number</b> 01-434	<b>AWO/Modification #</b> 1
<b>Description</b> Track/Joint Bar Measurement	<b>Original Amount:</b>	\$650,000
<b>Contract Term (including Options, if any)</b> 12 Months	<b>Prior Modifications:</b>	\$ 0.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Procurement Type</b> X Competitive Non-competitive	<b>Current Amount:</b>	\$650,000 not-to-exceed
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$650,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	99%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director 	<b>% of Modifications (including This Request) to Original Amount:</b>	99%

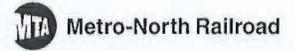
**Discussion:**

Approval is requested for additional funding totaling \$650,000 and a one year extension to Georgetown Rail Equipment Company to continue to provide Track Inspections and Joint Bar Measurement Services. The continued services include joint bar measurements of MNR's entire East of Hudson service territory.

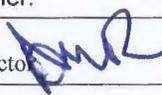
The autonomous system measures the rail-end height difference and depth of embedment in both the wood and concrete ties. The rail-end height difference is a FRA required measurement. These services are required to be performed twice in 2015. Georgetown Rail has successfully provided these services for MNR in 2014. The additional measurements provided under this extension will complete MNR's initial analysis using this technology.

All pricing and terms and conditions previously established shall remain the same for the one year extension, which is deemed fair and reasonable. The total not-to-exceed amount for these services is \$650,000 and is to be funded by the MNR Operating Budget.

**Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts**



Item Number: H

<b>Vendor Name (&amp; Location)</b> HNTB New York Engineering and Architecture, P.C.	<b>Contract Number</b> 35367	<b>AWO/Modification #</b> 1
<b>Description</b> On-Call Services for Track Engineering and Design	<b>Original Amount:</b>	\$2,000,000
<b>Contract Term (including Options, if any)</b> 24 month plus a one-year renewal option	<b>Prior Modifications:</b>	\$0
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$2,000,000
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$2,000,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	100%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director 	<b>% of Modifications (including This Request) to Original Amount:</b>	100%

**Discussion:**

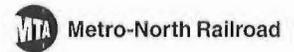
Approval is requested for additional funding and a 12 month time extension in the amount of \$2,000,000 for Metro-North's On-Call Services for Track Engineering and Design contract awarded to HNTB New York Engineering and Architecture, PC (HNTB). The contract's remaining available funds are not sufficient for completing the remaining anticipated and future tasks.

The subject engineering and design services were competitively solicited to consulting firms pre-approved under the 2010 – 2014 General Engineering Consultant Services program. In response to a Request for Proposal ("RFP") issued, HNTB was selected for award and a 24 month contract was executed in July 2014 in the not-to-exceed amount of \$2,000,000. The purpose of this project is to provide on-call services for track engineering. The scope of work consisted of preliminary and final design of track infrastructure; surveying and right-of-way requirements; design criteria, standards and directives; standard construction and inspection specifications, estimates and schedules; management of construction and track inspection activities and data collection; and system safety evaluation. These services are required while MNR is in the process of creating an in-house design group for such work.

There were 12 anticipated tasks identified in the original scope of work. To date, MNR has assigned to HNTB eight of the prioritized tasks which include System Safety Evaluation and Training; Cos Cob Bridge Miter and Expansion Rail Installation Survey; Cos Cob Bridge Dapping Plans for Tracks 1 & 2; Expansion Rail Study and Recommendations for Harlem River Lift Bridge, Walk Bridge, Saga Bridge and Devon Bridge; Specifications for a Standard Operating Practice for Grade Crossing Construction; and Marble Hill Seawall Inspection among others. MNR has expended a total of \$1,748,534 for these assigned tasks. The contract's remaining available funding of \$251,466 is not sufficient for completing the remaining anticipated and future tasks.

Presently, MNR has determined that three tasks require immediate action among other anticipated tasks on its list. MNR seeks to have HNTB perform track inspection services for BN Yard per FRA Monthly Inspection Code of Federal Regulations 49 Parts 213; Integrate GCT Undergrade Bridge Assets into Railadvise; and Integrate Drainage (including GCT Drainage) Assets into Railadvise. Additional funding is required before these three tasks can be assigned to HNTB. At this time, MNR is requesting Board approval to add \$2,000,000 as well as a 12 month time extension to HNTB's On-Call contract. These funds shall be expended on a Task Order basis. This additional funding will be provided by the MNR Operating Budget.

**Schedule I: Modifications to Purchase and Public Works Contracts**



Item Number: I

<b>Vendor Name (&amp; Location)</b> Sprague Operating Resources, LLC (Sprague)	<b>Contract Number</b> 66993C (Joint Procurement)	<b>AWO/Modification #</b> CO No. 1
<b>Description</b> Class B - Fuel Bulk Delivery and Rack Pick-Up; Class C - Fuel Card, Fuel Bulk Delivery, Preventive Maintenance/Veeder-Root	MNR, LIRR and B&T	
<b>Contract Term (including Options, if any)</b> One Year Contract Extension – (2015- 2016)	<b>Original Amount:</b>	\$30,220,885
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Modifications:</b>	\$6,990,512
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Prior Budgetary Increases:</b>	\$0.00
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>Current Amount:</b>	\$37,211,3976
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>This Request:</b>	\$6,526,362
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	<b>% of This Request to Current Amount:</b>	17.5%
	<b>% of Modifications (including This Request) to Original Amount:</b>	44.7%

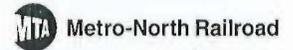
Metro-North Railroad (MNR) on behalf of itself, Long Island Rail Road (LIRR) and Bridges and Tunnels (B&T), requests approval to award a contract change order for additional funding in the amount of \$6,526,362 and a one year contract extension to Sprague Operating Resources, LLC (Sprague) to supply Class B and Class C Bulk Fuel to multiple MTA Agency locations in the NY and CT regions. Class B has a current termination date of April 30, 2015 and Class C, May 15, 2015. Additional funding is requested for each agency in the following estimated amounts:

Agency	1 Yr. Class B Est. Amount	1 Yr. Class C Est. Amount	Total Class B & Class C
Metro-North Railroad	\$0	\$2,601,710	\$2,601,710
Long Island Rail Road*	\$880,000	\$2,220,000	\$3,100,000
Bridges and Tunnels	\$47,700	\$776,952	\$824,652
<b>Class Total:</b>	<b>\$927,700</b>	<b>\$5,598,622</b>	<b>\$6,526,362</b>

The initial procurement in 2010 was awarded as a five year All Agency Joint Procurement with MNR acting as the lead agency. The total awarded value for MNR, LIRR and B&T was \$30,220,885. The MTA - Business Service Center's (BSC) recently advised MNR that it intends to procure and manage future automotive fuel procurements for the MTA Agencies in 2016. In keeping with that future consolidation of procurement activities, the BSC requested that MNR seek a time extension from Sprague that would allow the BSC sufficient time to fully integrate a number of existing fuel contracts in an effort to maximize economies. During this one year extension period, MNR will continue to manage and administer the contract. The expiration date for Class B and Class C will be May 15, 2016.

Per the agreement, all terms and conditions as well as the pricing of fuel will remain unchanged by the contractor for the extended period. The total cost for this change order request inclusive of the one year time extension is not-to-exceed \$6,526,362 (MNR-\$2,601,710, LIRR-\$3,100,000 and B&T- \$824,652), and it is to be funded by each Agency's Operating Budget.

**Schedule J: Modifications to Miscellaneous Procurement Contracts**



Item Number: J

<b>Vendor Name (&amp; Location)</b> GE Transportation	<b>Contract Number</b> C1-00000000000000000577	<b>AWO/Modification #</b>
<b>Description</b> OEM Replacement Parts and Services	<b>Original Amount:</b>	\$15,000,000
<b>Contract Term (including Options, if any)</b> Three years	<b>Prior Modifications:</b>	\$ 0
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0
<b>Procurement Type</b> X Competitive    Non-competitive	<b>Current Amount:</b>	\$15,000,000
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	<b>This Request:</b>	\$7,292,039
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	%48
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director <i>AMR</i>	<b>% of Modifications (including This Request) to Original Amount:</b>	%48

**Discussion:**

In July 2014, MNR received MTA Board approval for a three year Purchase Authorization with GE Transportation LLC for various Original Equipment Manufacturer (OEM) replacement parts and services for the MNR's Genesis Locomotives, to support running repair maintenance. These replacements parts and services are purchased on an as-needed basis and negotiated on an individual basis prior to purchase.

The Genesis P 32 Locomotives were built by General Electric and commissioned between 1995 and 2001. The first locomotives supplied by GE have reached a point in their service life where select engine system components now require engine component change-out consistent with MNR's Reliability Centered Maintenance (RCM) principles and OEM recommendations. These replacement components were not considered in the original Board authorization, which focused on running repair maintenance. The change-out engine component work will be performed with MNR forces in the Harmon locomotive shop.

GE's terms and pricing will remain fixed for the balance of the agreement. All parts purchased through the purchase agreement are on an as-needed basis, and there are no minimum guaranteed purchases. The contract change in the amount of \$7,292,039 is to be funded through the operating budget.

MAY 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. Sherwood Electromotion, Inc. \$26,000 (not-to-exceed)**

**Purchase of a Remanufactured D32 Main Generator**

Emergency purchase of one remanufactured D32 Main Generator for a MNR's GP-35 Locomotive (Unit No. 102) which is currently out-of-service.

The absence of this Locomotive in service will significantly detract from MNR's Track Department's ability to efficiently and effectively maintain its 742 in-service track miles. The material supplied by Sherwood is in accordance with the Original Equipment Manufacturer (OEM) specification. Sherwood is the only available source of this generator.

The not-to-exceed cost of \$26,000 for this emergency purchase is deemed to be fair and reasonable and is to be funded by the MNR Operating Budget.

**2. Loram Maintenance of Way, Inc. \$300,000 (not-to-exceed)**

**Shoulder Ballast Cleaner**

One year time extension for the firm Loram Maintenance of Way, Inc. to continue to provide shoulder ballast cleaning services for Metro-North Railroad (MNR) and Long Island Rail Road (LIRR).

In March 2012, through the use of a competitive bid process, MNR awarded a three year public works contract to the firm Loram Maintenance of Way, Inc. to provide shoulder ballast cleaning services. Additionally, LIRR has been utilizing this contact since November 2012.

MNR has elected to extend the shoulder ballast cleaning contract with Loram for one additional year. There are no changes to the terms and conditions for the time extension. Loram shall continue to furnish all operating and supervisory personnel, equipment, and material necessary to perform this service for both Railroads. MNR requires additional funds for the time extension, the LIRR does not require additional funds at this time for this extended period.

The cost to be paid for this service is deemed to be fair and reasonable and in accordance with the current contract terms and conditions. Prior to the conclusion of these services, the Railroads will conduct a joint procurement in the fall of 2015 to meet combined shoulder ballast cleaning needs. The total not-to-exceed cost for the time extension is \$300,000 and is to be funded by the MNR Operating Budget.

**3. Railroad Friction Products Corp. \$201,600 (not-to-exceed)**  
**Emergency Material Purchase of Disc Brake Pads**

Emergency purchase of 2,880 sets of disc Brake pads for immediate delivery due to the current low stock conditions experienced system wide at MNR's storeroom facilities.

The disc brake pads are used on the MNR M-7 and M-8 railcars and are essential to securing the proper braking features necessary to maintain safe operations for both fleets. As a result of an internal engineering effort, this part delivered in sets, has been newly instituted as a set as opposed to the individual units previously applied. This change will be addressing premature failure of brake pads along with eliminating limited supply and excessive production schedule delays from the Original Equipment Manufacturer (OEM) supplier. Railroad Friction is a recently approved alternate supplier who Railroad Friction currently has sufficient inventory in stock to meet MNR's current operational conditions. The aforementioned delays in the OEM production necessitated this emergency purchase.

The price to be paid for this emergency purchase is 15% below the last purchase made to the OEM and is deemed fair and reasonable. The total not-to-exceed cost for the 2,880 sets of disc brake pads is \$201,600 and is to be funded by the MNR Operating Budget.



**Metro-North Railroad**

# **Operations Report**

## **May 2015**



# MONTHLY OPERATING REPORT

April 2015

Date Issued:  
Thursday, May 07, 2015

Performance Summary			2015 Data			2014 Data		
			Annual Goal	April	YTD thru April	April	YTD thru April	
<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>93.2%</b>	<b>91.3%</b>	<b>93.0%</b>	<b>90.6%</b>	
		AM Peak	93.0%	92.8%	85.2%	91.6%	87.4%	
		AM Reverse Peak	93.0%	95.2%	90.6%	98.0%	91.8%	
		PM Peak	93.0%	98.8%	94.9%	93.0%	89.6%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.6%</b>	<b>90.0%</b>	<b>93.1%</b>	<b>89.0%</b>	
		Off Peak Weekday	92.0%	92.8%	91.2%	92.5%	89.8%	
		Weekend	92.0%	89.3%	93.8%	94.0%	94.8%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.5%</b>	<b>93.2%</b>	<b>93.4%</b>	<b>91.9%</b>
		AM Peak	93.0%	93.6%	86.8%	94.2%	91.1%	
		AM Reverse Peak	93.0%	98.8%	95.8%	96.2%	91.4%	
		PM Peak	93.0%	98.9%	97.6%	91.3%	89.0%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.5%</b>	<b>92.5%</b>	<b>93.3%</b>	<b>90.3%</b>	
		Off Peak Weekday	92.0%	93.5%	93.8%	92.5%	91.1%	
		Weekend	92.0%	87.6%	93.4%	95.4%	95.8%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.4%</b>	<b>92.1%</b>	<b>95.7%</b>	<b>93.0%</b>
		AM Peak	93.0%	93.2%	86.0%	92.3%	89.9%	
		AM Reverse Peak	93.0%	95.9%	91.2%	99.2%	95.4%	
		PM Peak	93.0%	99.0%	94.7%	96.0%	93.2%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.0%</b>	<b>90.4%</b>	<b>94.9%</b>	<b>92.1%</b>	
		Off Peak Weekday	92.0%	94.9%	92.7%	95.4%	91.8%	
		Weekend	92.0%	89.6%	94.2%	98.5%	97.0%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.2%</b>	<b>89.6%</b>	<b>90.7%</b>	<b>88.0%</b>	
	AM Peak	93.0%	92.0%	83.5%	89.5%	83.3%		
	AM Reverse Peak	93.0%	92.6%	87.4%	98.1%	89.0%		
	PM Peak	93.0%	98.5%	93.2%	91.9%	87.3%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>94.7%</b>	<b>88.1%</b>	<b>91.7%</b>	<b>85.7%</b>		
	Off Peak Weekday	92.0%	91.0%	88.8%	90.2%	87.5%		
	Weekend	92.0%	90.2%	93.6%	89.9%	92.5%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,472</b>	<b>75,269</b>	<b>19,248</b>	<b>74,211</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		10.0	12.3	10.7	13.3		
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		1,800	146	1,247	172		
	<b>Trains Canceled</b>		220	4	182	9		
	<b>Trains Terminated</b>		220	16	163	23		
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.9%	99.5%	99.8%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.8%</b>	<b>99.6%</b>	<b>98.9%</b>	<b>99.1%</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>		AM Peak	99.8%	99.8%	99.2%	98.0%	98.3%	
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	99.9%	
		PM Peak	99.8%	99.4%	98.5%	98.0%	98.2%	
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.7%</b>	<b>99.0%</b>	<b>98.3%</b>	<b>98.5%</b>	
		Off Peak Weekday	99.8%	99.9%	99.8%	99.3%	99.5%	
		Weekend	99.8%	99.9%	99.9%	99.3%	99.5%	
		<b>Hudson Line</b>	<b>AM Peak</b>	99.8%	100.0%	99.9%	99.7%	99.7%
		<b>PM Peak</b>	99.8%	100.0%	99.6%	100.0%	99.8%	
		<b>Harlem Line</b>	<b>AM Peak</b>	99.8%	99.6%	98.8%	100.0%	99.2%
		<b>PM Peak</b>	99.8%	99.5%	98.7%	100.0%	99.4%	
		<b>New Haven Line</b>	<b>AM Peak</b>	99.8%	99.8%	99.1%	95.6%	96.6%
		<b>PM Peak</b>	99.8%	99.0%	97.5%	95.6%	96.3%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	March	2015 Data		2014 Data		YTD 2015 Vs 2014
			April	YTD thru April	April	YTD thru April	
Maintenance of Way	63.7%	1,308	1,381	6,488	1,260	6,934	-446
Maintenance of Equipment	10.0%	588	217	2,262	307	1,772	490
Transportation	6.6%	171	144	397	71	1,461	-1,064
Capital Projects	0.2%	12	4	16	12	18	-2
Weather and Environmental	1.9%	1,041	42	1,872	55	2,044	-172
Police	4.2%	174	92	638	186	686	-48
Customers	8.1%	101	175	476	159	422	54
Other	3.4%	207	73	486	282	1,104	-618
3rd Party Operations	1.8%	6	40	46	1	4	42
<b>TOTAL</b>	<b>100.0%</b>	<b>3,608</b>	<b>2,168</b>	<b>12,681</b>	<b>2,333</b>	<b>14,445</b>	<b>-1,764</b>

HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2015 Vs 2014
Maintenance of Way	58.0%	321	278	1,151	235	1,154	-3
Maintenance of Equipment	12.1%	61	58	414	46	316	98
Transportation	7.1%	19	34	63	33	403	-340
Capital Projects	0.0%	0	0	0	0	2	-2
Weather and Environmental	2.9%	263	14	369	43	512	-143
Police	1.9%	14	9	74	49	180	-106
Customers	11.3%	19	54	113	49	123	-10
Other	6.7%	179	32	230	46	189	41
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>876</b>	<b>479</b>	<b>2,414</b>	<b>501</b>	<b>2,879</b>	<b>-465</b>

HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2015 Vs 2014
Maintenance of Way	70.3%	406	383	1,871	258	1,750	121
Maintenance of Equipment	8.1%	116	44	593	88	346	247
Transportation	5.9%	45	32	92	2	436	-344
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	1.1%	300	6	503	1	596	-93
Police	4.0%	38	22	199	58	146	53
Customers	8.8%	15	48	111	20	59	52
Other	1.8%	6	10	156	44	232	-76
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>926</b>	<b>545</b>	<b>3,525</b>	<b>471</b>	<b>3,565</b>	<b>-40</b>

NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2015 Vs 2014
Maintenance of Way	62.8%	580	719	3,466	766	4,029	-563
Maintenance of Equipment	10.1%	411	116	1,255	173	1,110	145
Transportation	6.8%	107	78	242	36	622	-380
Capital Projects	0.3%	12	4	16	12	16	0
Weather and Environmental	2.0%	478	23	1,000	11	936	64
Police	5.4%	122	62	366	78	359	7
Customers	6.4%	67	73	252	90	239	13
Other	2.6%	23	30	101	192	684	-583
3rd Party Operations	3.5%	6	40	46	1	4	42
<b>TOTAL</b>	<b>100.0%</b>	<b>1,806</b>	<b>1,145</b>	<b>6,744</b>	<b>1,359</b>	<b>7,999</b>	<b>-1,255</b>



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/01	Wed	Congestion due to track work.	0	0	0	2	0	0	3	0	0	15	0	0	0	0	0	20	0	0
04/02	Thu	Congestion due to track work.	1	0	0	0	0	0	0	0	0	17	0	0	0	0	0	18	0	0
04/06	Mon	Congestion due to track work.	2	0	0	2	0	0	0	0	0	10	0	0	0	0	0	14	0	0
04/08	Wed	Congestion from CP112 to CP1 due to medical emergency on train 916 at 125th Street Station.	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0
04/08	Wed	Congestion due to track work.	5	0	0	1	0	0	0	0	0	7	0	0	0	0	0	13	0	0
04/09	Thu	Congestion due to track work.	0	0	0	1	0	0	0	0	0	13	0	0	0	0	0	14	0	0
04/10	Fri	Congestion due to track work.	1	0	0	0	0	0	1	0	0	29	0	0	0	0	0	31	0	0
04/10	Fri	Trespasser threw cones from overpass onto track 2 at 188th Street and Park Avenue.	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	0	0
04/11	Sat	Congestion due to track work.	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	60	0	0
04/12	Sun	Congestion due to track work.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0
04/13	Mon	Physically abusive customer on train 1408, police assistance requested on track 4 at New Rochelle Station.	6	0	0	1	0	0	0	0	0	5	0	0	0	0	0	12	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/14	Tue	Congestion due to track work.	7	0	0	3	0	0	0	0	0	10	0	0	0	0	0	20	0	0
04/15	Wed	A 30mph speed restriction from CP1 to MP2 due to a dip in the rail on track 1 at 77th Street.	0	0	0	0	0	0	5	0	0	18	0	0	0	0	0	23	0	0
04/15	Wed	Congestion due to track work.	2	0	0	2	0	0	2	0	0	12	0	0	0	0	0	18	0	0
04/16	Thu	Congestion due to track work.	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	13	0	0
04/17	Fri	Congestion due to track work.	20	0	0	1	0	0	0	0	0	10	0	0	0	0	0	31	0	0
04/17	Fri	Train 316 was disabled on track 4 between CP5 and CP106 with no brake release indication.	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0
04/18	Sat	Congestion from CP215 to CP230 due to VICOR Hit at CP217, unable to reset.	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0
04/18	Sat	Congestion due to track work.	0	0	0	0	0	0	0	0	0	0	0	0	183	0	0	183	0	0
04/19	Sun	Congestion due to track work.	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	86	0	0
04/20	Mon	Congestion from CP106 to CP1 due to 319 Switch unable to reverse.	23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	24	0	0
04/20	Mon	Congestion due to track work.	22	0	0	0	0	0	0	0	0	7	0	0	0	0	0	29	0	0
04/21	Tue	Congestion due to track work.	7	0	0	1	0	0	0	0	0	16	0	0	0	0	0	24	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/22	Wed	Congestion due to track work.	8	0	0	0	0	0	0	0	0	26	0	0	0	0	0	34	0	0
04/23	Thu	Congestion due to track work.	2	0	0	0	0	0	0	0	0	19	0	0	0	0	0	21	0	0
04/24	Fri	Congestion due to track work.	15	0	0	4	0	0	0	0	0	30	0	1	0	0	0	49	0	1
04/24	Fri	Heavy travel due to Yankee game.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
04/25	Sat	Congestion due to track work.	0	0	0	0	0	0	0	0	0	0	0	0	63	0	0	63	0	0
04/25	Sat	Heavy travel due to Yankee game.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
04/25	Sat	Broken rail on track 3 north of Botanical Gardens.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0
04/27	Mon	Congestion due to track work.	10	0	0	0	0	0	0	0	0	14	0	0	0	0	0	24	0	0
04/27	Mon	Smoke conditions from engine 834 of train 1610 on track 4 at Noroton Heights Station.	1	0	0	3	0	0	0	0	0	7	0	0	0	0	0	11	0	0
04/29	Wed	Congestion due to track work.	6	0	0	2	0	0	0	0	0	15	0	0	0	0	0	23	0	0
04/29	Wed	Two track circuits, 934BK and 894BK, were down on track 4 at Botanical Gardens.	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	0	0
04/29	Wed	Unable to normal the 24 Switch at CP240.	6	0	0	2	0	0	0	0	0	3	0	0	0	0	0	11	0	0

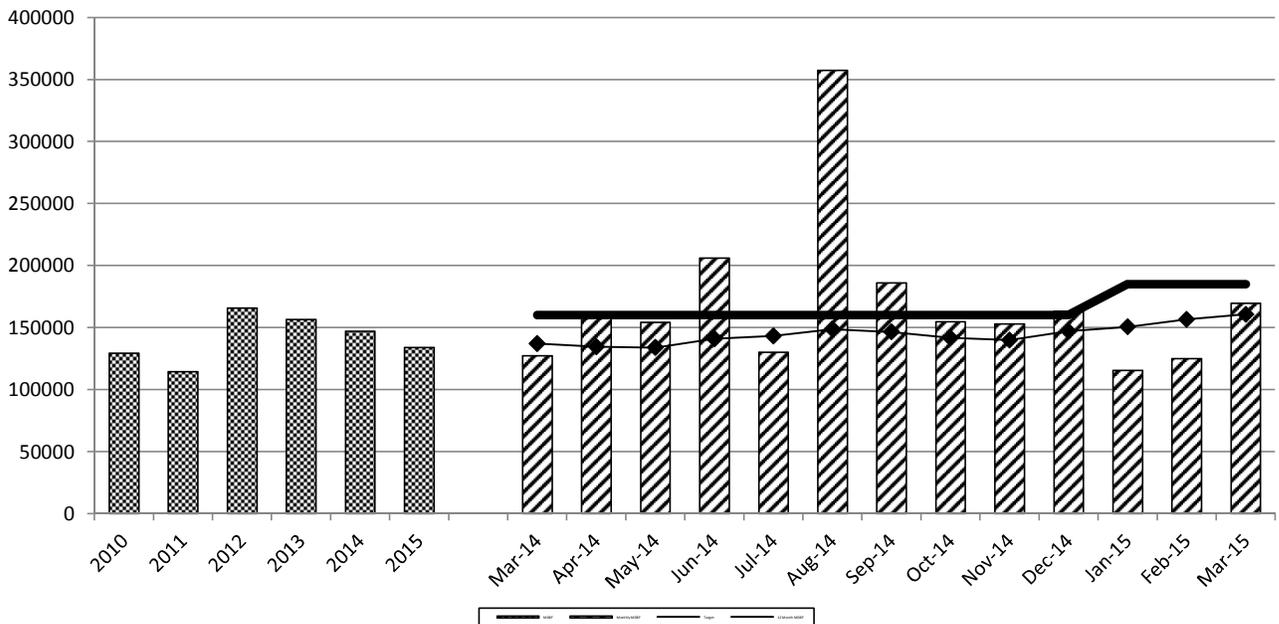
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/30	Thu	Congestion due to track work.	3	0	0	0	0	0	0	0	0	12	0	0	0	0	0	15	0	0
<b>TOTAL FOR MONTH</b>			188	0	0	25	0	0	11	0	0	350	0	1	453	0	0	1027	0	1
<b>1028</b>																				

	2015 Data								2014 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
<b>Mean Distance Between Failures</b>	M246	68	40,000	21,805	7	12	23,317	33,921	32,254	16	24,884
	M8	390	280,000	258,149	9	10	258,562	244,950	200,532	10	168,963
	M3	140	135,000	355,796	2	1	101,752	150,119	108,627	3	106,997
	M7	336	460,000	686,258	4	3	291,390	371,852	507,422	4	319,445
	Coach	213	295,000	364,752	5	4	217,514	319,181	155,068	9	139,146
	P-32	31	35,000	27,563	5	7	20,230	23,153	27,191	7	21,818
	BL-20	12	13,000	10,180	3	4	11,516	16,441	14,882	2	12,991
	<b>Fleet</b>	<b>1190</b>	<b>185,000</b>	<b>169,522</b>	<b>35</b>	<b>41</b>	<b>133,883</b>	<b>160,599</b>	<b>127,307</b>	<b>51</b>	<b>100,222</b>
	M2/4/6/8		185,000	129,234	16	22	131,298	139,892	96,976	26	74,411
	M3/7		320,000	603,643	6	4	232,537	308,499	336,510	7	248,629
Diesel/Coach		120,000	112,844	13	15	85,609	111,306	89,762	18	75,558	

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	April	YTD thru April	April	YTD thru April	
<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>96.3%</b>	<b>93.0%</b>	<b>97.6%</b>	<b>93.8%</b>	
		AM Peak	95.5%	95.5%	92.7%	97.7%	92.9%	
		PM Peak	95.5%	96.2%	90.9%	97.6%	93.5%	
		<b>Total Peak</b>	<b>95.5%</b>	<b>95.8%</b>	<b>91.8%</b>	<b>97.6%</b>	<b>93.1%</b>	
		Off Peak Weekday	95.5%	96.1%	93.4%	97.2%	94.2%	
		Weekend	95.5%	98.0%	93.8%	98.4%	93.7%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.8%</b>	<b>93.1%</b>	<b>97.9%</b>	<b>94.4%</b>
		AM Peak	96.5%	97.7%	94.0%	98.3%	94.7%	
		PM Peak	96.5%	97.4%	90.0%	95.5%	93.6%	
		<b>Total Peak</b>	<b>96.5%</b>	<b>97.6%</b>	<b>92.1%</b>	<b>97.0%</b>	<b>94.2%</b>	
		Off Peak Weekday	96.5%	96.1%	93.7%	97.9%	94.3%	
		Weekend	96.5%	97.4%	93.2%	99.5%	94.9%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>95.6%</b>	<b>92.8%</b>	<b>97.1%</b>	<b>92.8%</b>
		AM Peak	95.0%	92.4%	91.0%	97.0%	90.4%	
		PM Peak	95.0%	94.7%	92.0%	100.0%	93.3%	
		<b>Total Peak</b>	<b>95.0%</b>	<b>93.6%</b>	<b>91.5%</b>	<b>98.5%</b>	<b>91.9%</b>	
		Off Peak Weekday	95.0%	96.1%	93.0%	96.1%	94.2%	
	Weekend	95.0%	99.1%	94.8%	96.4%	91.7%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,690</b>	<b>6,638</b>	<b>1,690</b>	<b>6,577</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		26.3	18.9	16.8	19.5		
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>	200	30	174	14	161		
	<b>Trains Canceled</b>	60	5	37	1	39		
	<b>Trains Terminated</b>	60	1	22	4	15		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.6%	99.1%	99.7%	99.2%		

## APRIL 2015 STANDEE REPORT

East of Hudson			APRIL 2014	YTD 2014	APRIL 2015	YTD 2015
<b>Daily Average AM Peak</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	6	2	0	0
	<b>Total Standees</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	
Harlem Line	Program Standees	0	0	0	0	
	Add'l Standees	0	1	6	26	
	<b>Total Standees</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>26</b>	
New Haven Line	Program Standees	0	0	0	0	
	Add'l Standees	62	89	0	21	
	<b>Total Standees</b>	<b>62</b>	<b>89</b>	<b>0</b>	<b>21</b>	
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>68</b>	<b>92</b>	<b>6</b>	<b>47</b>
<b>Daily Average PM Peak</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	3
	<b>Total Standees</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	
Harlem Line	Program Standees	0	0	0	0	
	Add'l Standees	0	5	17	28	
	<b>Total Standees</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>28</b>	
New Haven Line	Program Standees	0	0	0	0	
	Add'l Standees	33	75	28	54	
	<b>Total Standees</b>	<b>33</b>	<b>75</b>	<b>28</b>	<b>54</b>	
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>33</b>	<b>81</b>	<b>45</b>	<b>85</b>

West of Hudson			APRIL 2014	YTD 2014	APRIL 2015	YTD 2015
<b>Daily Average AM Peak</b>	Port Jervis 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>	
Pascack Valley 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>	
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Average PM Peak</b>	Port Jervis 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>	
Pascack Valley Line	Program Standees	0	0	0	0	
	Add'l Standees	1	0	0	0	
	<b>Total Standees</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Definitions

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

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

"**Additional Standees**" reflect the impact of reduced train car consists (reported as Consist Compliance below 100%).

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

**ELEVATOR AND ESCALATOR OPERATING REPORT**  
**FOR MONTH OF April 2015**

<b>Elevator Availability</b>	<b>2015</b>		<b>2014</b>	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	98.44%	99.17%	97.66%
Harlem	100.00%	99.66%	99.75%	99.80%
Hudson	100.00%	99.75%	99.75%	99.54%
New Haven	100.00%	99.94%	100.00%	99.94%
Overall Average	100.00%	99.45%	99.23%	99.23%

<b>Escalator Availability</b>	<b>2015</b>		<b>2014</b>	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	98.27%	91.17%	88.17%
White Plains	100.00%	99.63%	100.00%	100.00%
Overall Average	100.00%	98.95%	94.08%	94.08%



# **Metro-North Railroad**

## **Financial Report May 2015**



**FINANCIAL STATEMENTS**  
**MONTH ENDED: MARCH 2015**

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

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

Overall March YTD financial results were favorable with a net operating deficit that was \$4.4 million or 3.0% lower than the Adopted Budget. Results for the month were also favorable to the budget by \$3.1 million or 4.3%. Results for the month reflect the recognition of non-hazardous environmental abatement and disposal costs associated with demolition and excavation activities required as part of the Harmon Shop Improvements capital program project (\$3.3 million).

Through March, Operating Revenues were \$1.1 million lower than the Adopted Budget reflecting lower passenger receipts due to the impact of Winter Storm Juno, ongoing adverse weather events and the Commerce St. grade crossing collision on non-commutation ridership. Total Expenses through March were \$5.5 million lower than projected due to the timing of contractual services, unfilled positions and lower fuel expenses. These decreases were partially offset by the environmental remediation costs noted above, the asset write-off of two M-7 cars related to the Commerce St. collision (\$2.9 million), and higher overtime expenses primarily related to inclement weather coverage (\$2.2 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$4.5 million lower than Budget due to revised timing of several budgeted projects (Cyclical Track Program, Component Change-Out Shop, and Positive Train Control).

**Ridership**

Total ridership through March of 19.7 million was 0.7% above 2014; however, compared to the Adopted Budget ridership was 1.4% below the Adopted Budget primarily due to severe winter weather events.

**East of Hudson**

- YTD Ridership of 19.0 million was 1.5% lower than the Adopted Budget and 0.6% lower than 2014.
- March ridership of 7.0 million was 0.5% above the Adopted Budget.
- YTD Commutation ridership was 1.2% below the Adopted Budget and slightly above the Adopted Budget for the month. March YTD commutation was 0.1% lower than 2014.
- YTD Non-commutation ridership was 1.8% lower than the Adopted Budget and 0.7% higher than the Adopted Budget for the month. Compared to 2014, YTD non-commutation was 1.7% higher.

**West of Hudson**

- YTD Ridership was higher than the Adopted Budget by 1.9%. March ridership was 2.9% higher than the Adopted Budget. Compared to 2014, YTD ridership was 5.1% higher.

**Revenue and Reimbursements**

Total YTD Revenue and Reimbursements through March was \$202.2 million, 2.7% lower than the Adopted Budget:

- Farebox Revenue of \$151.1 million was \$1.8 million lower than the Adopted Budget due to adverse winter weather.
- Other Operating Revenue of \$14.2 million was \$0.8 million higher than the Adopted Budget due to higher GCT net retail revenue comprised of higher retail rents and lower management expenses.
- Capital and Other Reimbursements of \$37.0 million was \$4.5 million lower than the Adopted Budget due to project timing previously discussed.

**Expenses**

Total YTD Non-Reimbursable and Reimbursable expenses of \$412.1 million through March were \$10.0 million (2.4%) lower than the Adopted Budget:

- \$10.5 million was attributable to lower non-labor costs. These were primarily driven by timing differences in capital project activity and contractual services expenditures.
- Total Labor costs were slightly above the Adopted Budget.

**Financial Performance Measures**

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 58.6% through March was 2.2% higher than the Adopted Budget
- Adjusted Cost per Passenger of \$15.01 for the period was \$0.45 lower than the Adopted Budget
- Revenue per Passenger of \$8.02 for the period was slightly above the Adopted Budget.

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

**REVENUE**

**Total Revenue and reimbursements** were \$5.6 million (2.7 %) lower than the Adopted Budget through March:

- **Farebox Revenue** – year-to-date was lower than the Adopted Budget by \$1.8 million, primarily due to the impact of a temporary system-wide suspension of service related to Winter Storm Juno on January 26<sup>th</sup>-27<sup>th</sup>, adverse weather events and the Commerce St. grade crossing collision on non-commutation ridership. For the month, revenue was slightly below the Adopted Budget.
- **Other Operating Revenue** – year-to-date was higher than the Adopted Budget by \$0.8 million primarily due to higher GCT net retail revenue (increased tenant rents and lower management expenses). For the month, revenue was on target to the Adopted Budget.
- **Capital and Other Reimbursements** – year-to-date was lower by \$4.5 million due to timing differences/rescheduling of capital projects (Cyclical Track Program, Component Change Out Shop, and Positive Train Control). For the month, reimbursements were \$2.4 million above the Adopted Budget.

**EXPENSES**

**Total Expenses** – Year-to-date expenses of \$412.1 million were \$10.0 million (2.4 %) lower than the Adopted Budget. For the month, expenses were \$0.7 million (0.5 %) lower than the Adopted Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$239.1 million YTD and was slightly above the Adopted Budget primarily due to higher overtime requirements and higher-than-anticipated capital activity largely offset by unfilled positions.
- **Non-Labor Expenses** were \$96.8 million YTD; \$10.5 million lower than Adopted Budget and \$0.4 million higher for the month.
  - **Electric Power** – For the month, expenses were \$1.7 million higher than the Adopted Budget due to higher rates and timing differences in payments. YTD expenses were \$0.3 million higher than the Adopted Budget.
  - **Fuel** – Lower diesel fuel price per gallon partly offset by higher than budgeted usage drove favorable results compared to the Adopted Budget (\$1.6 million year-to-date and \$0.2 million for the month).
  - **Maintenance & Other Operating Contracts** – year-to-date was \$5.3 million below the Adopted Budget primarily due to timing differences for maintenance contracts, utilities, locomotive overhaul and reimbursable project activity primarily for GCT Leaks Remediation. For the month, expenses were \$1.6 million lower than the Adopted Budget.
  - **Professional Services** – YTD and the month were \$2.5 million and \$1.0 million, respectively, below the Adopted Budget primarily due to the timing of expenses for engineering services, legal fees, advertising and training.
  - **Materials & Supplies** – year-to-date was \$3.9 million below the Adopted Budget primarily due to timing differences in reimbursable project activity (Component Change-Out Shop, Cyclical Track Program and Positive Train Control). For the month, expenses were \$1.1 million higher than the Adopted Budget.
  - **Other Business Expenses** – year-to-date was higher than the Adopted Budget by \$3.3 million, primarily due to the asset write-off of two M-7 cars related to the Commerce St. grade crossing collision. For the month, expenses were \$0.6 million higher than the Adopted Budget.

**Depreciation and Other Non-Cash Liability Adjustments** – \$0.5 million higher than the Adopted Budget primarily due to the recognition of environmental remediation costs for the Harmon Shop Improvements capital project partially offset by lower capitalization of assets.

**CASH DEFICIT**

The Cash Deficit through March of \$95.6 million was \$29.9 million favorable to the Adopted Budget. This is essentially due to 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**  
**March 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	\$53.368	\$53.354	(\$0.014)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$53.368	\$53.354	(\$0.014)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.564	4.611	0.047	1.0	0.000	0.000	0.000	-	4.564	4.611	0.047	1.0
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.073	10.513	1.440	15.9	9.073	10.513	1.440	15.9
CDOT	0.000	0.000	0.000	-	3.598	4.853	1.255	34.9	3.598	4.853	1.255	34.9
Other	0.000	0.000	0.000	-	1.741	1.417	(0.324)	(18.6)	1.741	1.417	(0.324)	(18.6)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	14.412	16.783	2.371	16.5	14.412	16.783	2.371	16.5
<b>Total Revenue/Receipts</b>	<b>\$57.932</b>	<b>\$57.965</b>	<b>\$0.033</b>	<b>0.1</b>	<b>\$14.412</b>	<b>\$16.783</b>	<b>\$2.371</b>	<b>16.5</b>	<b>\$72.344</b>	<b>\$74.748</b>	<b>\$2.404</b>	<b>3.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$40.420	\$37.887	\$2.534	6.3	\$3.849	\$4.651	(\$0.803)	(20.9)	\$44.269	\$42.538	\$1.731	3.9
Overtime	6.720	7.177	(0.457)	(6.8)	0.990	1.904	(0.914)	(92.4)	7.710	9.081	(1.371)	(17.8)
Health and Welfare	8.210	7.808	0.402	4.9	1.039	1.262	(0.223)	(21.5)	9.249	9.071	0.179	1.9
OPEB Current Payment	2.099	2.063	0.036	1.7	0.000	0.000	0.000	-	2.099	2.063	0.036	1.7
Pensions	7.106	6.724	0.382	5.4	0.603	0.844	(0.241)	(40.0)	7.708	7.568	0.141	1.8
Other Fringe Benefits	8.907	8.832	0.076	0.8	0.850	1.249	(0.399)	(46.9)	9.757	10.081	(0.323)	(3.3)
Reimbursable Overhead	(3.547)	(4.148)	0.600	16.9	3.507	4.252	(0.746)	(21.3)	(0.041)	0.105	(0.146)	*
<b>Total Labor</b>	<b>\$69.915</b>	<b>\$66.343</b>	<b>\$3.572</b>	<b>5.1</b>	<b>\$10.837</b>	<b>\$14.163</b>	<b>(\$3.326)</b>	<b>(30.7)</b>	<b>\$80.752</b>	<b>\$80.506</b>	<b>\$0.247</b>	<b>0.3</b>
<i>Non-Labor:</i>												
Electric Power	\$8.523	\$10.268	(\$1.745)	(20.5)	\$0.000	\$0.011	(\$0.011)	-	\$8.523	\$10.279	(\$1.756)	(20.6)
Fuel	2.186	1.985	0.201	9.2	0.000	0.000	0.000	-	2.186	1.985	0.201	9.2
Insurance	1.626	1.445	0.181	11.2	0.245	0.227	0.018	7.3	1.871	1.672	0.199	10.6
Claims	0.098	0.030	0.068	69.3	0.000	0.000	0.000	-	0.098	0.030	0.068	69.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.570	9.428	1.142	10.8	0.804	0.333	0.471	58.5	11.374	9.761	1.613	14.2
Professional Service Contracts	3.045	2.248	0.797	26.2	0.253	0.045	0.208	82.2	3.298	2.293	1.005	30.5
Materials & Supplies	6.019	7.395	(1.377)	(22.9)	2.225	1.982	0.243	10.9	8.243	9.377	(1.134)	(13.8)
Other Business Expenses	1.892	2.496	(0.604)	(31.9)	0.049	0.022	0.026	53.9	1.941	2.518	(0.578)	(29.8)
<b>Total Non-Labor</b>	<b>\$33.958</b>	<b>\$35.295</b>	<b>(\$1.337)</b>	<b>(3.9)</b>	<b>\$3.575</b>	<b>\$2.620</b>	<b>\$0.954</b>	<b>26.7</b>	<b>\$37.533</b>	<b>\$37.915</b>	<b>(\$0.382)</b>	<b>(1.0)</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>\$103.874</b>	<b>\$101.638</b>	<b>\$2.236</b>	<b>2.2</b>	<b>\$14.412</b>	<b>\$16.783</b>	<b>(\$2.371)</b>	<b>(16.5)</b>	<b>\$118.285</b>	<b>\$118.421</b>	<b>(\$0.136)</b>	<b>(0.1)</b>
Depreciation	19.290	15.251	4.038	20.9	0.000	0.000	0.000	-	19.290	15.251	4.038	20.9
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.264	3.496	(3.232)	*	0.000	0.000	0.000	-	0.264	3.496	(3.232)	*
<b>Total Expenses</b>	<b>\$129.121</b>	<b>\$126.078</b>	<b>\$3.042</b>	<b>2.4</b>	<b>\$14.412</b>	<b>\$16.783</b>	<b>(\$2.371)</b>	<b>(16.5)</b>	<b>\$143.532</b>	<b>\$142.862</b>	<b>\$0.671</b>	<b>0.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$71.188)</b>	<b>(\$68.113)</b>	<b>\$3.075</b>	<b>4.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$71.188)</b>	<b>(\$68.113)</b>	<b>\$3.075</b>	<b>4.3</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.290	15.251	(4.038)	(20.9)	0.000	0.000	0.000	-	19.290	15.251	(4.038)	(20.9)
Operating/Capital	(3.223)	(1.310)	1.913	59.4	0.000	0.000	0.000	-	(3.223)	(1.310)	1.913	59.4
Other Cash Adjustments	7.934	21.375	13.441	*	0.000	0.000	0.000	-	7.934	21.375	13.441	*
<b>Total Cash Conversion Adjustments</b>	<b>\$24.000</b>	<b>\$35.316</b>	<b>\$11.316</b>	<b>47.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.000</b>	<b>\$35.316</b>	<b>\$11.316</b>	<b>47.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$47.188)</b>	<b>(\$32.797)</b>	<b>\$14.391</b>	<b>30.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$47.188)</b>	<b>(\$32.797)</b>	<b>\$14.391</b>	<b>30.5</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**  
**March 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	\$152.934	\$151.085	(\$1.848)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$152.934	\$151.085	(\$1.848)	(1.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	13.399	14.162	0.763	5.7	0.000	0.000	0.000	-	13.399	14.162	0.763	5.7
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	25.811	22.522	(3.289)	(12.7)	25.811	22.522	(3.289)	(12.7)
CDOT	0.000	0.000	0.000	-	11.037	11.042	0.005	0.0	11.037	11.042	0.005	0.0
Other	0.000	0.000	0.000	-	4.610	3.409	(1.201)	(26.1)	4.610	3.409	(1.201)	(26.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	41.458	36.972	(4.486)	(10.8)	41.458	36.972	(4.486)	(10.8)
<b>Total Revenue/Receipts</b>	<b>\$166.332</b>	<b>\$165.247</b>	<b>(\$1.086)</b>	<b>(0.7)</b>	<b>\$41.458</b>	<b>\$36.972</b>	<b>(\$4.486)</b>	<b>(10.8)</b>	<b>\$207.790</b>	<b>\$202.219</b>	<b>(\$5.571)</b>	<b>(2.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$117.782	\$113.643	\$4.140	3.5	\$10.897	\$11.128	(\$0.231)	(2.1)	\$128.679	\$124.770	\$3.909	3.0
Overtime	22.412	24.539	(2.128)	(9.5)	2.737	4.162	(1.424)	(52.0)	25.149	28.701	(3.552)	(14.1)
Health and Welfare	24.146	23.672	0.474	2.0	2.934	3.105	(0.171)	(5.8)	27.081	26.778	0.303	1.1
OPEB Current Payment	6.297	6.222	0.074	1.2	0.000	0.000	0.000	-	6.297	6.222	0.074	1.2
Pensions	21.006	20.335	0.671	3.2	1.700	2.038	(0.338)	(19.9)	22.706	22.373	0.333	1.5
Other Fringe Benefits	26.801	26.812	(0.011)	(0.0)	2.396	3.043	(0.646)	(27.0)	29.197	29.855	(0.658)	(2.3)
Reimbursable Overhead	(9.942)	(9.524)	(0.418)	(4.2)	9.843	9.888	(0.045)	(0.5)	(0.099)	0.364	(0.463)	*
<b>Total Labor</b>	<b>\$208.502</b>	<b>\$205.700</b>	<b>\$2.802</b>	<b>1.3</b>	<b>\$30.508</b>	<b>\$33.363</b>	<b>(\$2.855)</b>	<b>(9.4)</b>	<b>\$239.009</b>	<b>\$239.063</b>	<b>(\$0.054)</b>	<b>(0.0)</b>
<i>Non-Labor:</i>												
Electric Power	\$24.261	\$24.535	(\$0.273)	(1.1)	\$0.000	\$0.016	(\$0.016)	-	\$24.261	\$24.550	(\$0.289)	(1.2)
Fuel	6.841	5.246	1.595	23.3	0.000	0.000	0.000	-	6.841	5.246	1.595	23.3
Insurance	4.879	4.398	0.481	9.9	0.695	0.620	0.075	10.8	5.574	5.018	0.556	10.0
Claims	0.288	0.043	0.244	85.0	0.000	0.000	0.000	-	0.288	0.043	0.244	85.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	26.744	23.026	3.718	13.9	2.284	0.716	1.569	68.7	29.029	23.742	5.287	18.2
Professional Service Contracts	9.001	6.557	2.444	27.2	1.304	1.203	0.102	7.8	10.306	7.760	2.546	24.7
Materials & Supplies	18.560	20.167	(1.606)	(8.7)	6.520	0.980	5.540	85.0	25.080	21.147	3.933	15.7
Other Business Expenses	5.745	9.156	(3.411)	(59.4)	0.146	0.074	0.072	49.3	5.891	9.230	(3.339)	(56.7)
<b>Total Non-Labor</b>	<b>\$96.320</b>	<b>\$93.127</b>	<b>\$3.192</b>	<b>3.3</b>	<b>\$10.950</b>	<b>\$3.609</b>	<b>\$7.341</b>	<b>67.0</b>	<b>\$107.270</b>	<b>\$96.736</b>	<b>\$10.533</b>	<b>9.8</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>\$304.821</b>	<b>\$298.827</b>	<b>\$5.994</b>	<b>2.0</b>	<b>\$41.458</b>	<b>\$36.972</b>	<b>\$4.486</b>	<b>10.8</b>	<b>\$346.279</b>	<b>\$335.799</b>	<b>\$10.480</b>	<b>3.0</b>
Depreciation	57.869	55.686	2.183	3.8	0.000	0.000	0.000	-	57.869	55.686	2.183	3.8
OPEB Obligation	17.079	17.079	0.000	0.0	0.000	0.000	0.000	-	17.079	17.079	0.000	0.0
Environmental Remediation	0.793	3.496	(2.703)	*	0.000	0.000	0.000	-	0.793	3.496	(2.703)	*
<b>Total Expenses</b>	<b>\$380.562</b>	<b>\$375.088</b>	<b>\$5.474</b>	<b>1.4</b>	<b>\$41.458</b>	<b>\$36.972</b>	<b>\$4.486</b>	<b>10.8</b>	<b>\$422.020</b>	<b>\$412.060</b>	<b>\$9.960</b>	<b>2.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$214.230)</b>	<b>(\$209.841)</b>	<b>\$4.388</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$214.230)</b>	<b>(\$209.841)</b>	<b>\$4.388</b>	<b>2.0</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	57.869	55.686	(2.183)	(3.8)	0.000	0.000	0.000	-	57.869	55.686	(2.183)	(3.8)
Operating/Capital	(11.421)	(2.616)	8.805	77.1	0.000	0.000	0.000	-	(11.421)	(2.616)	8.805	77.1
Other Cash Adjustments	42.221	61.127	18.906	44.8	0.000	0.000	0.000	-	42.221	61.127	18.906	44.8
<b>Total Cash Conversion Adjustments</b>	<b>\$88.669</b>	<b>\$114.197</b>	<b>\$25.529</b>	<b>28.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$88.669</b>	<b>\$114.197</b>	<b>\$25.529</b>	<b>28.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$125.561)</b>	<b>(\$95.644)</b>	<b>\$29.917</b>	<b>23.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$125.561)</b>	<b>(\$95.644)</b>	<b>\$29.917</b>	<b>23.8</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.047	1.0%		\$0.763	5.7%	Primarily reflects higher net GCT revenues due to increased tenant rents and lower management expenses.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$2.371	16.5%	Higher reimbursements reflect increased monthly activity and capital project expenditures.	(\$4.486)	(10.8%)	Lower reimbursements reflect decreased YTD activities for several projects.
PAYROLL	Non-Reimb	\$2.534	6.3%	Primarily due to unfilled positions.	\$4.140	3.5%	Primarily due to unfilled positions.
	Reimb	(\$0.803)	(20.9%)	Reflects increased activity for the following projects: Catenary C1 & C2, Cyclical Track Programs and MTA Information Services.	(\$0.231)	(2.1%)	
OVERTIME	Non-Reimb	(\$0.457)	(6.8%)	Primarily due to higher requirements for rolling stock and GCT facility maintenance, vacancy and sick time coverage, inclement weather and unscheduled maintenance due to the CSX derailment. These unfavorable results were partially offset by timing differences related to payroll and calendar cutoff dates.	(\$2.128)	(9.5%)	Higher requirements due to preparation, coverage and clean-up for Winter Storm Juno (Jan 26th-27th), Winter Storm Linus (Feb 2nd), and multiple winter weather events.
	Reimb	(\$0.914)	(92.4%)	Reflects increased activity for the Catenary projects and East of Hudson OH Bridge Program as well as higher than budgeted expenses for 2015 GCT Turnouts, MTA Information Services, C-29 and Miscellaneous I&C H&H.	(\$1.424)	(52.0%)	Reflects increased activity for the Catenary projects and East of Hudson OH Bridge Program as well as higher than budgeted expenses for 2015 GCT turnouts, MTA Information Services, C-29 and Miscellaneous I&C H&H.
HEALTH AND WELFARE	Reimb	(\$0.223)	(21.5%)	Reflects higher project activity.	(\$0.171)	(5.8%)	Reflects higher project activity.
PENSIONS	Non-Reimb	\$0.382	5.4%	Primarily due to lower payroll costs.	\$0.671	3.2%	Higher than budgeted expenses for the GCT Turnouts, MTA Information Services, NHL Fleet and Bridge program.
	Reimb	(\$0.241)	(40.0%)	Higher than budgeted expenses for the GCT Turnouts, Cyclical Track programs and MTA Information Services.	(\$0.338)	(19.9%)	
OTHER FRINGE BENEFITS	Reimb	(\$0.399)	(46.9%)	Higher than budgeted expenses for the GCT Turnouts, Cyclical Track Programs, and MTA Information Services.	(\$0.646)	(27.0%)	Higher than budgeted expenses for the GCT Turnouts, MTA Information Services, NHL Fleet and Bridge program.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.600	16.9%	The non-reimbursable and reimbursable variances primarily reflect higher activity for following projects: GCT Turnouts and MTA Information Services.	(\$0.418)	(4.2%)	Reflects lower activity on the following projects: NH Component Change Out Shop, Cyclical Track Program, and Positive Train Control.
	Reimb	(\$0.746)	(21.3%)		(\$0.045)	(0.5%)	
ELECTRIC POWER	Non-Reimb	(\$1.745)	(20.5%)	Primarily due to higher rates and timing differences in payments.	(\$0.273)	(1.1%)	
FUEL	Non-Reim	\$0.201	9.2%	Lower diesel fuel price per gallon partly offset by higher than budgeted usage.	\$1.595	23.3%	Lower diesel fuel price per gallon partly offset by higher than budgeted usage.
INSURANCE	Non-Reimb	\$0.181	11.2%	Reflects a refund for Station Liability Insurance from a prior year premium audit.	\$0.481	9.9%	Reflects a refund for Station Liability Insurance from prior year premium audits.
	Reimb	\$0.018	7.3%	Reflects minor variances across several projects.	\$0.075	10.8%	Reflects minor variances across several projects.
CLAIMS	Non-Reimb	\$0.068	69.3%	Primarily due to reimbursements for administrative fees from FMTAC.	\$0.244	85.0%	Primarily due to lower claims payments and reimbursements for administrative fees from FMTAC.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.142	10.8%	Primarily reflects timing of expenses for maintenance contracts and locomotive overhauls, partially offset by higher office spaces expenses.	\$3.718	13.9%	Reflects timing of expenses for maintenance contracts, locomotive overhauls and GCT utilities, partially offset by higher office space expenses.
	Reimb	\$0.471	58.5%	Aggregate lower project activity.	\$1.569	68.7%	Aggregate lower project activity, mostly GCT leaks remediation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.797	26.2%	Favorable variance primarily reflects the timing of expenses for engineer services and legal fees.	\$2.444	27.2%	Favorable variance reflects the timing of expenses for engineer services, legal fees, advertising and training.
	Reimb	\$0.208	82.2%	Reflects overall lower project activity.	\$0.102	7.8%	Reflects overall lower project activity.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.377)	(22.9%)	Primarily reflects higher material usage for track infrastructure improvements, repairs due to inclement weather and the CSX derailment, and the rescheduling of programmatic rolling stock maintenance.	(\$1.606)	(8.7%)	Primarily reflects higher material usage for track infrastructure improvements and repairs due to inclement weather and the CSX derailment.
	Reimb	\$0.243	10.9%	Reflects lower project activity for the NH Component Change Out Shop and timing of Positive Train Control and Cyclical Track program.	\$5.540	85.0%	Reflects lower project activity for the NH Component Change Out Shop and timing of Positive Train Control and Cyclical Track program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.604)	(31.9%)	Reflects higher NJT Subsidy payments for the period due to an accrual adjustment for higher inflation rates.	(\$3.411)	(59.4%)	Primarily reflects the write off of two M-7 cars related to the Commerce St. collision.
	Reimb	\$0.026	53.9%	Reflects minor variances across several projects.	\$0.072	49.3%	Reflects minor variances across several projects.
DEPRECIATION	Non-Reimb	\$4.038	20.9%	Lower capitalization of assets than budgeted.	\$2.183	3.8%	Lower capitalization of assets than budgeted.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$3.232)	*	Primarily due to the recognition of environmental remediation costs for the Harmon Shop Improvements capital project.	(\$2.703)	*	Primarily due to the recognition of environmental remediation costs for the Harmon Shop Improvements capital project.
OPERATING CAPITAL	Non-Reimb	\$1.913	59.4%	Reflects lower activity during the period on the Locomotive Overhaul for 6 GP 35 Locos, Cameras/Audios For M8 And Non-M8 Fleet, and Vehicle Fleet Replacement projects, partially offset by higher activity than anticipated on the Ticket Issuing Machines project.	\$8.805	77.1%	Reflects lower activity during the period on the Autonomous Track Geometry Measurement System, Cameras/Audios For M8 And Non-M8 Fleet, Vehicle Fleet Replacement, Locomotive Overhaul for 6 GP 35 Locos, and Expand Real-time Train Status Information-NY 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)

	March					March 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>	43,927	\$ 2.815	42,828	\$ 2.570	1,099	\$ 0.245	149,876	\$ 9.604	155,122	\$ 9.119	(5,246)	\$ 0.485
					2.5%	8.7%					-3.5%	5.1%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	35,029	\$ 1.796	46,934	\$ 2.567	(11,905)	\$ (0.771)	114,647	\$ 5.877	104,667	\$ 5.744	9,979	\$ 0.134
					-34.0%	-43.0%					8.7%	2.3%
<u>Unscheduled Maintenance</u>	464	\$ 0.024	5,421	\$ 0.293	(4,957)	\$ (0.270)	3,374	\$ 0.173	10,468	\$ 0.568	(7,094)	\$ (0.395)
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	21,182	\$ 1.086	30,691	\$ 1.607	(9,508)	\$ (0.521)	65,492	\$ 3.357	75,460	\$ 3.961	(9,968)	\$ (0.603)
					-44.9%	-48.0%					-15.2%	-18.0%
<u>Weather Emergencies</u>	19,507	\$ 1.000	24,232	\$ 1.316	(4,725)	\$ (0.316)	66,323	\$ 3.400	103,322	\$ 5.605	(36,999)	\$ (2.205)
					-24.2%	-31.6%					-55.8%	-64.8%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Other</u> <sup>4</sup>	0	\$ -	0	\$ (1.176)	0	\$ 1.176	0	\$ -	0	\$ (0.456)	0	\$ 0.456
					-	-					-	-
Subtotal	120,109	\$ 6.720	150,105	\$ 7.177	(29,996)	\$ (0.457)	399,712	\$ 22.412	449,039	\$ 24.540	(49,328)	\$ (2.128)
					-25.0%	-6.8%					-12.3%	-9.5%
<b>REIMBURSABLE OVERTIME</b>	19,307	\$ 0.990	32,820	\$ 1.904	(13,513)	\$ (0.914)	53,398	\$ 2.738	72,999	\$ 4.161	(19,601)	\$ (1.423)
					-70.0%	-92.3%					-36.7%	-52.0%
<b>TOTAL OVERTIME</b>	<b>139,416</b>	<b>\$ 7.710</b>	<b>182,925</b>	<b>\$ 9.081</b>	<b>(43,509)</b>	<b>\$ (1.371)</b>	<b>453,110</b>	<b>\$ 25.150</b>	<b>522,038</b>	<b>\$ 28.701</b>	<b>(68,928)</b>	<b>\$ (3.551)</b>
					-31.2%	-17.8%					-15.2%	-14.1%

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 overtime for administrative functions. Also 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)

	March			March Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	1,099	\$0.245		(5,246)	\$0.485	Higher YTD service coverage hours for weather and Commerce St. collision utilizing hourly staff with lower than budgeted rates.
	2.5%	8.7%		-3.5%	5.1%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(11,905)	(\$0.771)	Primarily due to higher requirements for rolling stock and GCT facility maintenance.	9,979	\$0.134	Lower requirements due to MofW forces used for weather emergencies partially offset by higher requirements for rolling stock and GCT facility maintenance..
	-34.0%	-43.0%		8.7%	2.3%	
<u>Unscheduled Maintenance</u>	(4,957)	(\$0.270)	Primarily the CSX Derailment which occurred on March 14th.	(7,094)	(\$0.395)	Primarily the CSX Derailment which occurred on March 14th.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(9,508)	(\$0.521)	Primarily reflects vacation, sick and vacancy coverage for must-fill positions within MofE.	(9,968)	(\$0.603)	Primarily reflects vacation, sick and vacancy coverage for must-fill positions within MofE.
	-44.9%	-48.0%		-15.2%	-18.0%	
<u>Weather Emergencies</u>	(4,725)	(\$0.316)	Increased levels of coverage for adverse winter weather events.	(36,999)	(\$2.205)	Primarily higher requirements due to preparation, coverage and clean-up for Winter Storm Juno (Jan 26th-27th), Winter Storm Linus (Feb 2nd), and multiple other inclement weather events.
	-24.2%	-31.6%		-55.8%	-64.8%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u> <sup>4</sup>	0	\$1.176	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$0.456	Reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-	-	
<b>Subtotal</b>	<b>(29,996)</b>	<b>(\$0.457)</b>		<b>(49,328)</b>	<b>(\$2.128)</b>	
	-25.0%	-6.8%		-12.3%	-9.5%	
<b>REIMBURSABLE OVERTIME</b>	(13,513)	(\$0.914)		(19,601)	(\$1.423)	
	-70.0%	-92.3%		-36.7%	-52.0%	
<b>TOTAL OVERTIME</b>	<b>(43,509)</b>	<b>(\$1.371)</b>		<b>(68,928)</b>	<b>(\$3.551)</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

<sup>4</sup> Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

**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

	March 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$53.747	\$54.298	\$0.551	1.0	\$154.390	\$152.166	(\$2.224)	(1.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.274	5.600	0.326	6.2	16.194	18.758	2.564	15.8
<i>Capital &amp; Other Reimbursements:</i>								
MTA	15.058	5.839	(9.219)	(61.2)	38.338	13.377	(24.961)	(65.1)
CDOT	3.749	4.217	0.468	12.5	12.279	13.217	0.938	7.6
Other	1.143	0.575	(0.568)	(49.7)	3.928	2.384	(1.544)	(39.3)
Total Capital and Other Reimbursements	19.950	10.631	(9.319)	(46.7)	54.545	28.978	(25.567)	(46.9)
<b>Total Receipts</b>	<b>\$78.971</b>	<b>\$70.529</b>	<b>(\$8.442)</b>	<b>(10.7)</b>	<b>\$225.128</b>	<b>\$199.902</b>	<b>(\$25.226)</b>	<b>(11.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$38.711	\$38.085	\$0.626	1.6	\$114.022	\$114.966	(\$0.944)	(0.8)
Overtime	6.835	7.566	(0.731)	(10.7)	23.064	24.708	(1.644)	(7.1)
Health and Welfare	10.339	8.410	1.929	18.7	30.724	21.723	9.001	29.3
OPEB Current Payment	2.099	2.058	0.041	1.9	6.297	6.176	0.121	1.9
Pensions	7.949	1.557	6.392	80.4	23.847	2.476	21.371	89.6
Other Fringe Benefits	9.320	10.586	(1.266)	(13.6)	30.937	28.924	2.013	6.5
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$75.253</b>	<b>\$68.262</b>	<b>\$6.991</b>	<b>9.3</b>	<b>\$228.891</b>	<b>\$198.973</b>	<b>\$29.918</b>	<b>13.1</b>
<i>Non-Labor:</i>								
Electric Power	\$8.699	\$10.279	(\$1.580)	(18.2)	\$24.672	\$21.395	\$3.277	13.3
Fuel	2.115	1.007	1.108	52.4	6.627	5.654	0.973	14.7
Insurance	2.252	0.006	2.246	99.7	7.884	6.343	1.541	19.5
Claims	5.195	1.244	3.951	76.1	5.362	1.614	3.748	69.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	14.402	5.668	8.734	60.6	26.834	17.963	8.871	33.1
Professional Service Contracts	6.814	3.430	3.384	49.7	14.159	8.530	5.629	39.8
Materials & Supplies	7.700	9.664	(1.964)	(25.5)	24.708	24.107	0.601	2.4
Other Business Expenditures	3.729	3.766	(0.037)	(1.0)	11.553	10.967	0.586	5.1
<b>Total Non-Labor</b>	<b>\$50.906</b>	<b>\$35.064</b>	<b>\$15.842</b>	<b>31.1</b>	<b>\$121.799</b>	<b>\$96.573</b>	<b>\$25.226</b>	<b>20.7</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>\$126.159</b>	<b>\$103.326</b>	<b>\$22.833</b>	<b>18.1</b>	<b>\$350.690</b>	<b>\$295.546</b>	<b>\$55.144</b>	<b>15.7</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$47.188)</b>	<b>(\$32.797)</b>	<b>\$14.391</b>	<b>30.5</b>	<b>(\$125.561)</b>	<b>(\$95.644)</b>	<b>\$29.917</b>	<b>23.8</b>
<b>Subsidies</b>								
MTA	31.860	28.771	(3.089)	(9.7)	80.919	68.928	(11.991)	(14.8)
CDOT	15.327	12.519	(2.808)	(18.3)	44.643	22.423	(22.220)	(49.8)
<b>Total Subsidies</b>	<b>\$47.188</b>	<b>\$41.290</b>	<b>(\$5.898)</b>	<b>(12.5)</b>	<b>\$125.561</b>	<b>\$91.351</b>	<b>(\$34.210)</b>	<b>(27.2)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$8.493)</b>	<b>(\$8.493)</b>	<b>-</b>	<b>\$0.000</b>	<b>\$4.293</b>	<b>\$4.293</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 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	March Month vs Budget			Year-To-Date as of March 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	0.551	1.0%		(2.224)	(1.4%)	
OTHER OPERATING REVENUE	0.326	6.2%	Timing of CSX track maintenance reimbursement.	2.564	15.8%	Timing of MTA-LaSalle charges combined with Force Account and Station Liability premium refund partially offset by timing of Amtrak reimbursement.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(9.219)	(61.2%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(24.961)	(65.1%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
CDOT	0.468	12.5%	Higher cash receipts due to higher capital related project activity partially offset by timing of payments.	0.938	7.6%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
OTHER	(0.568)	(49.7%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(1.544)	(39.3%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.
PAYROLL	0.626	1.6%		(0.944)	(0.8%)	
OVERTIME	(0.731)	(10.7%)	Programmatic/routine maintenance due to higher requirement for rolling stock and GCT facility maintenance, vacancy/absentee coverage for must fill positions, adverse weather events and unscheduled maintenance primarily due to the CSX derailment.	(1.644)	(7.1%)	Adverse weather events, vacancy/absentee coverage for must fill positions and unscheduled maintenance primarily due to the CSX derailment.
HEALTH & WELFARE	1.929	18.7%	Timing of payments for Dental/Vision, Connecticare and other premiums combined with headcount favorability.	9.001	29.3%	Timing of payments for Connecticare, Dental/Vision and other premiums combined with headcount favorability.
OPEB CURRENT PAYMENT	0.041	1.9%		0.121	1.9%	
PENSIONS	6.392	80.4%	Timing of March payments made in prior months.	21.371	89.6%	Timing of 1st qtr. pension obligation payments made in prior months.
OTHER FRINGE BENEFITS	(1.266)	(13.6%)	Timing of Tier II and FELA claim payments.	2.013	6.5%	Lower Tier I and Tier II payments driven by vacancies combined with lower FELA claims.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	(1.580)	(18.2%)	Higher rates across all lines, partially offset by lower consumption.	3.277	13.3%	Timing of January payment partially offset by higher rates across all lines.
FUEL	1.108	52.4%	Timing of payments combined with lower rates.	0.973	14.7%	Lower rates partially offset by timing of payments.

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

\$ Detail

Generic Receipt or Expense Category	March Month vs Budget			Year-To-Date as of March 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	2.246	99.7%	Timing of quarterly premium for All Agency Property, Automobile and Force Account insurance premiums.	1.541	19.5%	Timing of premiums paid for Force Account, Excess Liability and Automobile insurance.
CLAIMS	3.951	76.1%	Timing of settlement payments relating to the Spuyten Duyvil and New Haven Line incidents.	3.748	69.9%	Timing of settlement payments relating to the Spuyten Duyvil and New Haven Line incidents.
MAINTENANCE & OTHER OPERATING CONTRACTS	8.734	60.6%	Timing of spend on MTA police and capital related projects (Locomotive Overhaul, Vehicle Replacement and Overhead Bridge Program) combined with lower spend on Vehicle Maintenance Repair and Real Estate Rental.	8.871	33.1%	Timing of spend on MTA police and capital related projects (Vehicle Replacement, Locomotive Overhaul, GCT Leaks Remediation and Overhead Bridge Program) combined with lower spend on Vehicle Maintenance.
PROFESSIONAL SERVICE CONTRACTS	3.384	49.7%	Timing of quarterly New Haven Line BSC costs.	5.629	39.8%	Timing of quarterly New Haven Line BSC costs and capital related projects (Camera/Audio for Fleet).
MATERIALS & SUPPLIES	(1.964)	(25.5%)	Timing of materials placed into inventory partially offset by capital related projects (NH Rail Yard - Component Charge Out Shop).	0.601	2.4%	
OTHER BUSINESS EXPENSES	(0.037)	(1.0%)		0.586	5.1%	Lower spend on New Jersey Transit subsidy due to higher ridership combined with timing of Metro Mobility Tax payment.
MTA SUBSIDY RECEIPTS	(3.089)	(9.7%)	Lower net cash deficit partially offset by impact of utilization of cash balances and lower CDOT subsidy receipts.	(11.991)	(14.8%)	Lower net cash deficit and impact of utilization of cash balances partially offset by lower CDOT subsidy receipts.
CDOT SUBSIDY RECEIPTS	(2.808)	(18.3%)	Timing of claim settlement payments relating to New Haven incident.	(22.220)	(49.8%)	Payment timing differences and lower retroactive wage adjustment payments partially offset by deficit adjustment for estimate to actual for prior months.
TOTAL SUBSIDY RECEIPTS	(5.898)	(12.5%)		(34.210)	(27.2%)	

\* Variance exceeds 100%

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

	March 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$0.379	\$0.944	\$0.565	*	\$1.456	\$1.081	(\$0.376)	(25.8)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.710	0.989	0.279	39.3	2.795	4.596	1.801	64.4
<i>Capital &amp; Other Reimbursements:</i>								
MTA	5.985	(4.674)	(10.660)	*	12.527	(9.145)	(21.672)	*
CDOT	0.152	(0.636)	(0.787)	*	1.242	2.175	0.933	75.2
Other	(0.599)	(0.842)	(0.243)	(40.6)	(0.682)	(1.025)	(0.342)	(50.1)
Total Capital and Other Reimbursements	5.538	(6.152)	(11.690)	*	13.087	(7.994)	(21.081)	*
<b>Total Revenue/Receipts</b>	<b>\$6.627</b>	<b>(\$4.219)</b>	<b>(\$10.846)</b>	<b>*</b>	<b>\$17.338</b>	<b>(\$2.317)</b>	<b>(\$19.655)</b>	<b>*</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$5.559	\$4.453	(\$1.105)	(19.9)	\$14.657	\$9.804	(\$4.853)	(33.1)
Overtime	0.875	1.515	0.640	73.2	2.085	3.993	1.908	91.5
Health and Welfare	(1.089)	0.661	1.750	*	(3.644)	5.055	8.699	*
OPEB Current Payment	(0.000)	0.005	0.000		(0.000)	0.046	0.046	*
Pensions	(0.241)	6.011	6.251	*	(1.141)	19.897	21.038	*
Other Fringe Benefits	0.437	(0.505)	(0.942)	*	(1.740)	0.931	2.671	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.041)	0.105	0.146	*	(0.099)	0.364	0.463	*
<b>Total Labor</b>	<b>\$5.500</b>	<b>\$12.244</b>	<b>\$6.744</b>	<b>*</b>	<b>\$10.118</b>	<b>\$40.090</b>	<b>\$29.972</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.177)	(\$0.000)	\$0.177	99.9	(\$0.411)	\$3.155	\$3.566	*
Fuel	0.071	0.978	0.907	*	0.214	(0.408)	(0.622)	*
Insurance	(0.381)	1.666	2.047	*	(2.310)	(1.325)	0.985	42.6
Claims	(5.098)	(1.214)	3.883	76.2	(5.074)	(1.571)	3.503	69.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.029)	4.093	7.122	*	2.194	5.779	3.584	*
Professional Service Contracts	(3.516)	(1.137)	2.379	67.7	(3.853)	(0.770)	3.083	80.0
Materials & Supplies	0.543	(0.287)	(0.830)	*	0.372	(2.960)	(3.332)	*
Other Business Expenses	(1.788)	(1.248)	0.541	30.2	(5.661)	(1.737)	3.924	69.3
<b>Total Non-Labor</b>	<b>(\$13.373)</b>	<b>\$2.851</b>	<b>\$16.225</b>	<b>*</b>	<b>(\$14.529)</b>	<b>\$0.163</b>	<b>\$14.692</b>	<b>*</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 Adjs.</b>	<b>(\$7.873)</b>	<b>\$15.095</b>	<b>\$22.969</b>	<b>*</b>	<b>(\$4.411)</b>	<b>\$40.253</b>	<b>\$44.664</b>	<b>*</b>
Depreciation	19.290	15.251	(4.038)	(20.9)	57.869	55.686	(2.183)	(3.8)
OPEB Obligation	5.693	5.693	0.000	0.0	17.079	17.079	0.000	0.0
Environmental Remediation	0.264	3.496	3.232	*	0.793	3.496	2.703	*
<b>Total Expenditures Adjustments</b>	<b>\$17.374</b>	<b>\$39.536</b>	<b>\$22.162</b>	<b>*</b>	<b>\$71.330</b>	<b>\$116.514</b>	<b>\$45.184</b>	<b>63.3</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$24.000</b>	<b>\$35.316</b>	<b>\$11.316</b>	<b>47.1</b>	<b>\$88.669</b>	<b>\$114.197</b>	<b>\$25.529</b>	<b>28.8</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 March</u>		<u>Variance</u>		<u>Year-to-Date March</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$16.022	\$16.020	(\$0.002)	0.0	\$46.216	\$45.291	(\$0.925)	-2.0
Hudson Line	\$11.394	\$11.537	\$0.143	1.3	\$32.524	\$32.368	(\$0.156)	-0.5
New Haven Line	\$25.916	\$25.766	(\$0.150)	-0.6	\$74.088	\$73.331	(\$0.756)	-1.0
Total Farebox Revenue	\$53.332	\$53.323 <sup>(1)</sup>	(\$0.009)	0.0	\$152.827	\$150.990 <sup>(1)</sup>	(\$1.837)	-1.2
<u>Ridership</u>								
Harlem Line	2.330	2.335	0.005	0.2	6.465	6.308	(0.157)	-2.4
Hudson Line	1.343	1.370	0.028	2.1	3.722	3.691	(0.031)	-0.8
New Haven Line	3.308	3.314	0.006	0.2	9.138	9.044	(0.094)	-1.0
Total Ridership East of Hudson	6.981	7.019	0.038	0.5	19.325	19.042	(0.283)	-1.5
West of Hudson	0.148	0.152	0.004	2.9	0.398	0.405	0.008	1.9
Total Ridership	7.129	7.171	0.042	0.6	19.723	19.447	(0.275)	-1.4

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.031 million for the month and \$0.95 million year-to-date.

**East of Hudson:**

East of Hudson ridership for the month reflected an increase of 0.5%, or an increase of 38 thousand rides. The Hudson Line was 2.1% higher than budget, followed by both the Harlem Line and the New Haven Line reflecting an increase of 0.2% each. Year-to-date ridership was 1.5% below the budget. The Harlem Line was 2.4% below budget, followed by declines of 1.0% on the New Haven Line and 0.8% on the Hudson Line. These decreases reflect the service suspension in January resulting from Winter Storm Juno as well as multiple adverse weather conditions. In addition, the February 3rd Commerce Street grade crossing collision resulted in lower ridership on the Harlem line, with an estimated impact of 38K fewer rides. Compared to March 2014, overall ridership was higher by 2.7%.

Commutation ridership was 0.4% higher for the month and 1.2% lower year-to-date. Compared to 2014, March year-to-date commutation ridership was 0.1% lower. Non-commutation ridership was 1.8% below budget year-to-date and 1.7% higher than 2014. For the month, non-commutation ridership was 0.7% higher than budget and 4.5% higher than 2014.

**West of Hudson:**

West of Hudson ridership was 2.9% higher for the month and 1.9% higher year-to-date vs. 2015 Budget. Commutation ridership was 2.7% higher for the period. Non-commutation ridership was 0.7% higher year-to-date. Compared to 2014, March year-to-date ridership was 5.1% higher reflecting progressive growth over the projected ridership.

**MTA METRO-NORTH RAILROAD  
2015 ADOPTED BUDGET VS. ACTUALS  
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
March 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 (1)	8	9	(1)
Safety (2)	47	38	9
COS/Corporate & Public Affairs	18	16	2
Legal	18	18	-
Claims Services	14	12	2
Environmental Compliance & Svce	8	7	1
VP Administration (1)	2	-	2
VP Human Resources	6	4	2
Human Resources	28	27	0
Training (2)	67	52	15
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	19	16	3
Capital Planning & Programming	16	14	2
GCT & Corporate Development	32	32	-
Long Range Planning	8	6	2
VP Finance & Information Systems	6	1	5
Controller (3)	80	70	10
Budget	18	18	0
Customer Service	50	46	4
Procurement & Material Mgmt	30	29	1
<b>Total Administration</b>	<b>484</b>	<b>425</b>	<b>59</b>
<b>Operations</b>			
Operations Administration	64	53	11
Transportation (5)	1,463	1,460	3
Customer Service (3)	240	229	11
GCT & Corporate Development	38	33	5
Metro-North West	32	28	4
<b>Total Operations</b>	<b>1,837</b>	<b>1,803</b>	<b>33</b>
<b>Maintenance</b>			
GCT & Corporate Development (3)	170	163	7
Maintenance of Equipment (2)(3)	1,669	1,624	45
Maintenance of Way (2)	1,956	1,863	93
Procurement & Material Mgmt (4)	120	121	(2)
<b>Total Maintenance</b>	<b>3,915</b>	<b>3,772</b>	<b>143</b>
<b>Engineering/Capital</b>			
Construction Management (3)	43	33	10
Engineering & Design (3)	66	59	7
<b>Total Engineering/Capital</b>	<b>109</b>	<b>92</b>	<b>17</b>
<b>Total Positions</b>	<b>6,345</b>	<b>6,092</b>	<b>252</b>
<b>Non-Reimbursable</b>	<b>5,803</b>	<b>5,724</b>	<b>80</b>
<b>Reimbursable</b>	<b>542</b>	<b>369</b>	<b>173</b>
<b>Total Full-Time</b>	<b>6,344</b>	<b>6,091</b>	<b>252</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Variance reflects the consolidation of the Labor Relations (-1 position) and VP Administration (+2 positions) departments which result in a net vacancy of one position (Labor Relations Representative).

(2) Variance reflects new vacant positions.

(3) Variance reflects existing vacant positions.

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

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

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

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	161	138	23
Professional, Technical, Clerical	323	287	35
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>484</b>	<b>425</b>	<b>59</b>
<b>Operations (1)</b>			
Managers/Supervisors	149	133	16
Professional, Technical, Clerical	249	219	30
Operational Hourlies	1,439	1,451	(12)
<b>Total Operations</b>	<b>1,837</b>	<b>1,803</b>	<b>33</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	541	496	45
Professional, Technical, Clerical	525	517	8
Operational Hourlies	2,850	2,759	91
<b>Total Maintenance</b>	<b>3,915</b>	<b>3,772</b>	<b>143</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	51	39	12
Professional, Technical, Clerical	58	53	5
Operational Hourlies	-	-	-
<b>Total</b>	<b>109</b>	<b>92</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	902	806	95
Professional, Technical, Clerical	1,155	1,077	78
Operational Hourlies	4,289	4,210	79
<b>Total Positions</b>	<b>6,345</b>	<b>6,092</b>	<b>252</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**

**March 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)	1,837	1,803	33	Reflects vacancies in Operations Administration and Customer Service (custodians and ticket sellers).
Maintenance (1)	3,915	3,772	143	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment (electricians, carmen, machinists and sheetmetal workers) of which 70% are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration (1)	484	425	59	Vacancies reflects timing differences in hiring newly created positions in the Training and Safety departments of which 55% are under active recruitment.
Engineering / Capital	109	92	17	Reflects vacancies in Engineering & Design and Construction Management (structural and construction engineers) driven by high attrition and salary constraints for external hires.
<b>Total Agency-wide Headcount</b>	<b>6,345</b>	<b>6,092</b>	<b>252</b>	
Non-Reimbursable	5,803	5,724	80	
Reimbursable	542	369	173	

**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 \*  
MARCH 2015**

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2015</u>	<u>BUDGET</u>	<u>2014</u>	<u>BUDGET</u>	<u>2014</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	54.4%	52.3%	59.4%	2.1%	-5.0%
Adjusted <sup>(2)</sup>	60.4%	58.1%	67.1%	2.3%	-6.7%
Cost per Passenger					
Standard <sup>(1)</sup>	\$14.13	\$14.77	\$13.16	\$0.64	(\$0.97)
Adjusted <sup>(2)</sup>	\$13.87	\$14.50	\$12.92	\$0.63	(\$0.95)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.68	\$7.72	\$7.82	(\$0.04)	(\$0.14)

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2015</u>	<u>BUDGET</u>	<u>2014</u>	<u>BUDGET</u>	<u>2014</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	52.4%	50.8%	55.2%	1.6%	-2.8%
Adjusted <sup>(2)</sup>	58.6%	56.4%	61.8%	2.2%	-3.2%
Cost per Passenger					
Standard <sup>(1)</sup>	\$15.30	\$15.75	\$14.40	\$0.45	(\$0.90)
Adjusted <sup>(2)</sup>	\$15.01	\$15.46	\$14.05	\$0.45	(\$0.96)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.02	\$7.99	\$7.94	\$0.03	\$0.08

(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 May 2015**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**MARCH 2015**

Operations Planning & Analysis Department  
May, 2015

# MARCH 2015 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### March Ridership and Revenue (millions)

	March 2015	% Change vs. 2014
Total Rail Ridership	7.171	+2.8% ▲
Commutation Ridership	4.331	+1.7% ▲
Non-Commutation Ridership	2.840	+4.5% ▲
Connecting Service Ridership	0.047	+7.0% ▲
Total MNR System Ridership	7.218	+2.8% ▲
Rail Revenue	\$54.5	+3.2% ▲

### Key Factors Impacting March Ridership

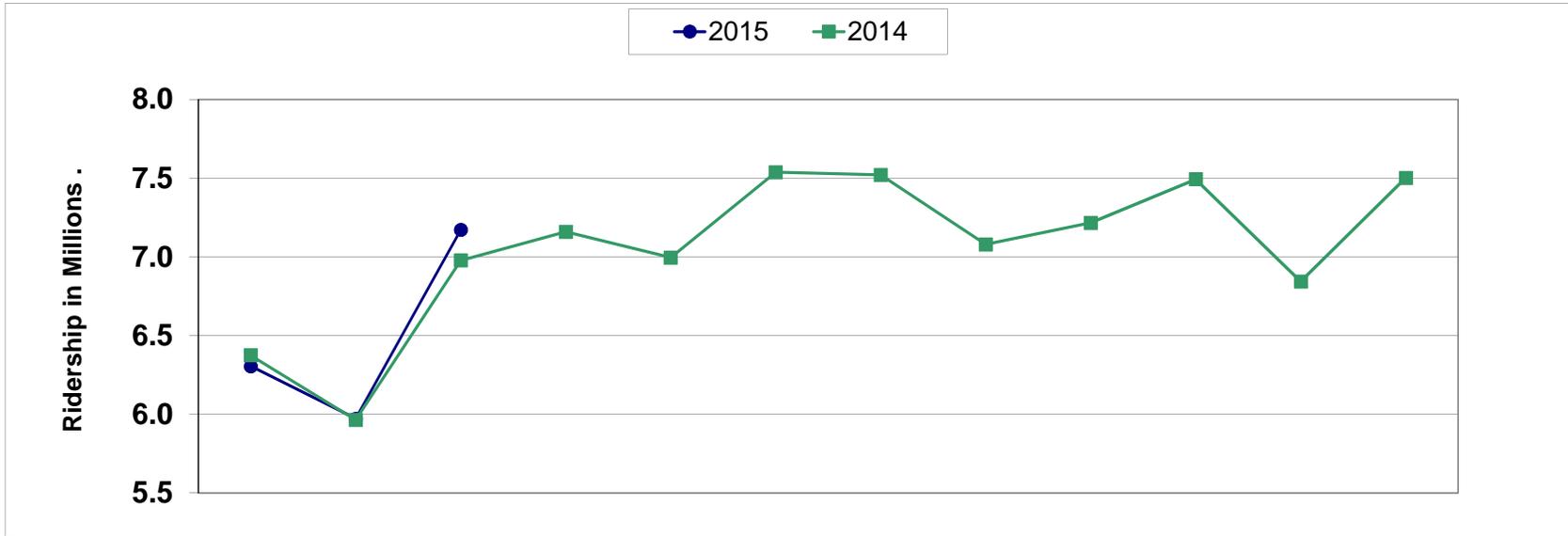
- The non-commutation ridership increase was primarily due to higher off-peak discretionary travel and mild weather.

### Year-to-Date to March Ridership and Revenue (millions)

	YTD 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	19.447	+0.7% ▲	-1.4% ▼
Commutation Ridership	11.757	+0.0% ▲	-1.2% ▼
Non-Commutation Ridership	7.690	+1.7% ▲	-1.8% ▼
Connecting Service Ridership	0.127	+4.7% ▲	+3.8% ▲
Total MNR System Ridership	19.574	+0.7% ▲	-1.4% ▼
Rail Revenue	\$154.4	+1.6% ▲	-1.2% ▼

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

- March's Total Rail Ridership was 2.8% above 2014 and 0.6% above budget.

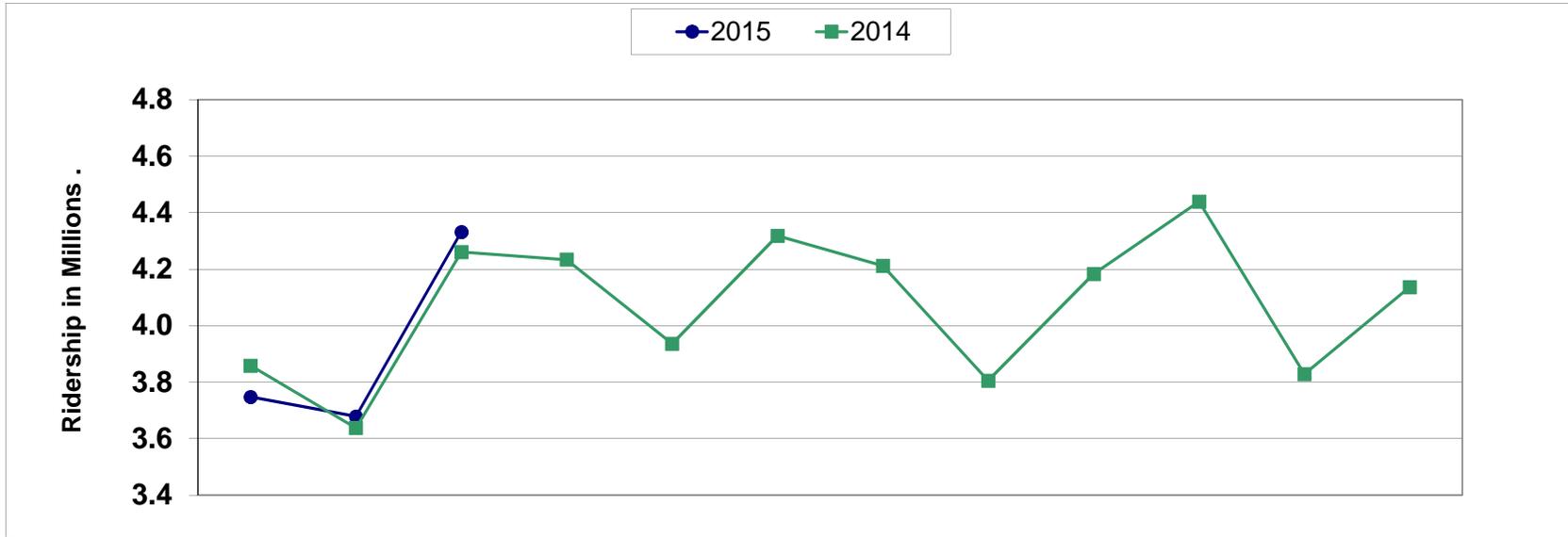


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	6.3	6.0	7.2										19.4
<b>2014</b>	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	19.3
<b>PCT CHG.</b>	-1.1%	0.1%	2.8%										0.7%

1) Includes East and West of Hudson.

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

- March's Rail Commutation Ridership was 1.7% above 2014 and 0.5% above budget.

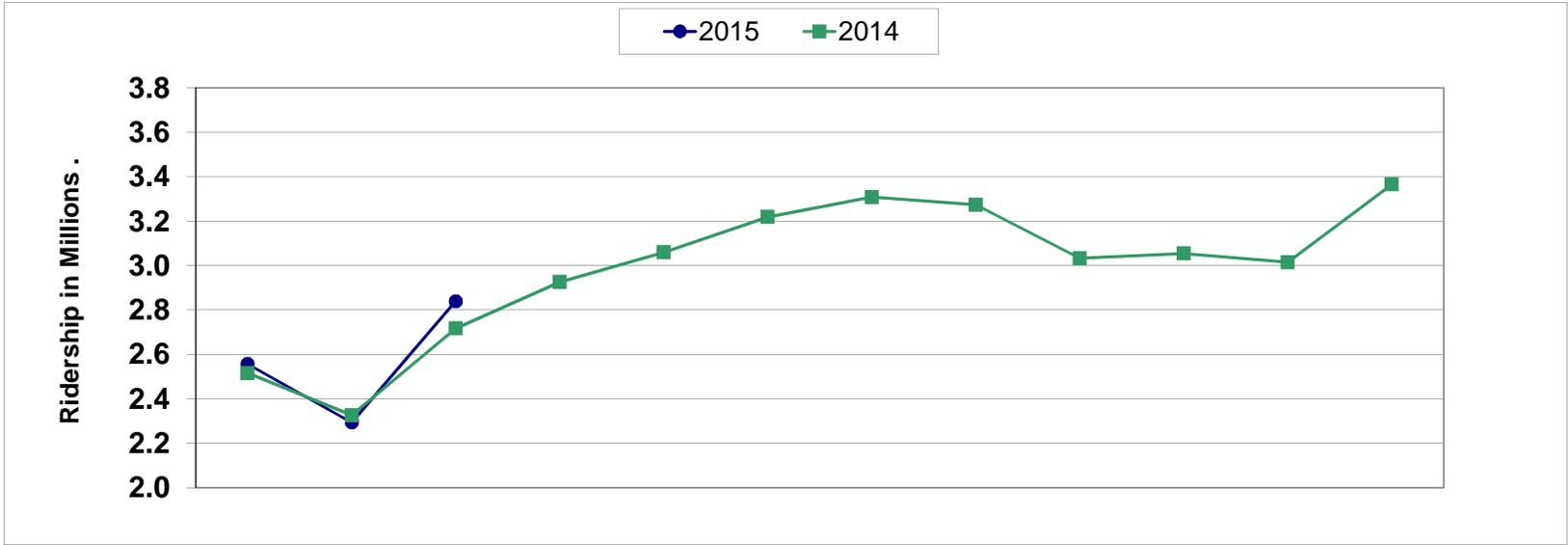


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	3.7	3.7	4.3										11.8
<b>2014</b>	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	11.8
<b>PCT CHG.</b>	-2.9%	1.1%	1.7%										0.0%

1) Includes East and West of Hudson.

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

- March's Rail Non-Commutation Ridership was 4.5% above 2014 and 0.8% above budget.

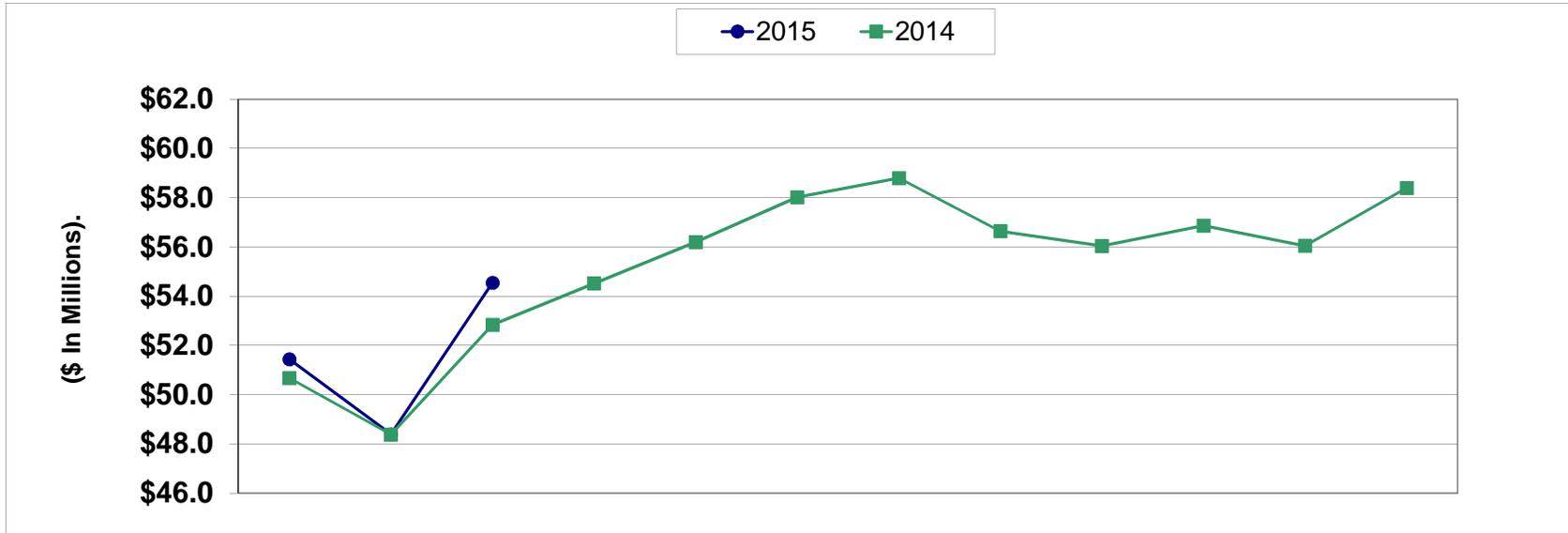


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	2.6	2.3	2.8										7.7
<b>2014</b>	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	7.6
<b>PCT CHG.</b>	1.6%	-1.4%	4.5%										1.7%

1) Includes East and West of Hudson.

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

- March's Total Rail Revenue was 3.2% above 2014 and unchanged vs. budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	\$51.4	\$48.4	\$54.5										\$154.4
<b>2014</b>	\$50.7	\$48.4	\$52.8	\$54.5	\$56.2	\$58.0	\$58.8	\$56.6	\$56.0	\$56.9	\$56.0	\$58.4	\$151.9
<b>PCT CHG.</b>	1.5%	0.0%	3.2%										1.6%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
MARCH 2015**

TICKET TYPE/SERVICE	MARCH 2015 ACTUAL	MARCH 2015 BUDGET	VARIANCE VS. BUDGET		MARCH 2014 RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	4,240,809	4,222,136	18,673	0.4%	4,174,441	66,368	1.6%
West of Hudson	90,743	88,542	2,201	2.5%	85,847	4,896	5.7%
<b>Total Rail Commutation Ridership</b>	<b>4,331,552</b>	<b>4,310,678</b>	<b>20,874</b>	<b>0.5%</b>	<b>4,260,288</b>	<b>71,264</b>	<b>1.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,778,058	2,758,583	19,475	0.7%	2,657,672	120,386	4.5%
West of Hudson	61,698	59,570	2,128	3.6%	59,651	2,047	3.4%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,839,756</b>	<b>2,818,153</b>	<b>21,603</b>	<b>0.8%</b>	<b>2,717,323</b>	<b>122,433</b>	<b>4.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,018,867	6,980,719	38,148	0.5%	6,832,113	186,754	2.7%
West of Hudson	152,441	148,112	4,329	2.9%	145,498	6,943	4.8%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,171,308</b>	<b>7,128,831</b>	<b>42,477</b>	<b>0.6%</b>	<b>6,977,611</b>	<b>193,697</b>	<b>2.8%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>47,424</b>	<b>44,725</b>	<b>2,699</b>	<b>6.0%</b>	<b>44,342</b>	<b>3,082</b>	<b>7.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,218,732</b>	<b>7,173,556</b>	<b>45,176</b>	<b>0.6%</b>	<b>7,021,953</b>	<b>196,779</b>	<b>2.8%</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	11,512,549	11,657,059	(144,510)	-1.2%	11,525,119	(12,570)	-0.1%
West of Hudson	244,611	238,156	6,455	2.7%	230,883	13,728	5.9%
<b>Total Rail Commutation Ridership</b>	<b>11,757,160</b>	<b>11,895,215</b>	<b>(138,055)</b>	<b>-1.2%</b>	<b>11,756,002</b>	<b>1,158</b>	<b>0.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	7,529,547	7,667,832	(138,285)	-1.8%	7,404,728	124,819	1.7%
West of Hudson	160,692	159,522	1,170	0.7%	154,884	5,808	3.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>7,690,239</b>	<b>7,827,354</b>	<b>(137,115)</b>	<b>-1.8%</b>	<b>7,559,612</b>	<b>130,627</b>	<b>1.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	19,042,096	19,324,891	(282,795)	-1.5%	18,929,847	112,249	0.6%
West of Hudson	405,303	397,678	7,625	1.9%	385,767	19,536	5.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>19,447,399</b>	<b>19,722,569</b>	<b>(275,170)</b>	<b>-1.4%</b>	<b>19,315,614</b>	<b>131,785</b>	<b>0.7%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>127,288</b>	<b>122,628</b>	<b>4,660</b>	<b>3.8%</b>	<b>121,558</b>	<b>5,730</b>	<b>4.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>19,574,687</b>	<b>19,845,197</b>	<b>(270,510)</b>	<b>-1.4%</b>	<b>19,437,172</b>	<b>137,515</b>	<b>0.7%</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  
MARCH 2015**

LINE	MARCH 2015 ACTUAL	MARCH 2014 RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,335,202	2,276,770	58,432	2.6%
Hudson Line	1,370,062	1,317,421	52,641	4.0%
New Haven Line	3,313,603	3,237,922	75,681	2.3%
<b>Total East of Hudson</b>	<b>7,018,867</b>	<b>6,832,113</b>	<b>186,754</b>	<b>2.7%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	89,367	87,817	1,550	1.8%
Pascack Valley Line	63,074	57,681	5,393	9.3%
<b>Total West of Hudson</b>	<b>152,441</b>	<b>145,498</b>	<b>6,943</b>	<b>4.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,171,308</b>	<b>6,977,611</b>	<b>193,697</b>	<b>2.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	36,068	32,382	3,686	11.4%
Haverstraw-Ossining Ferry	8,149	8,645	(496)	-5.7%
Newburgh-Beacon Ferry	3,207	3,315	(108)	-3.3%
<b>Total Connecting Services</b>	<b>47,424</b>	<b>44,342</b>	<b>3,082</b>	<b>7.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,218,732</b>	<b>7,021,953</b>	<b>196,779</b>	<b>2.8%</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>				
Harlem Line	6,307,531	6,320,349	(12,818)	-0.2%
Hudson Line	3,690,987	3,653,669	37,318	1.0%
New Haven Line	9,043,578	8,955,829	87,749	1.0%
<b>Total East of Hudson</b>	<b>19,042,096</b>	<b>18,929,847</b>	<b>112,249</b>	<b>0.6%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	238,990	233,749	5,241	2.2%
Pascack Valley Line	166,313	152,018	14,295	9.4%
<b>Total West of Hudson</b>	<b>405,303</b>	<b>385,767</b>	<b>19,536</b>	<b>5.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>19,447,399</b>	<b>19,315,614</b>	<b>131,785</b>	<b>0.7%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	96,225	92,250	3,975	4.3%
Haverstraw-Ossining Ferry	21,094	21,483	(389)	-1.8%
Newburgh-Beacon Ferry	9,969	7,825	2,144	27.4%
<b>Total Connecting Services</b>	<b>127,288</b>	<b>121,558</b>	<b>5,730</b>	<b>4.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>19,574,687</b>	<b>19,437,172</b>	<b>137,515</b>	<b>0.7%</b>

Notes:

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



**Metro-North Railroad**

**Capital Program Report**  
**May 2015**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**May 18, 2015**

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

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

Erection of precast panels for the remaining portion of the parking garage's exterior walls is complete. Garage lighting installation and construction for the new elevators in the southwest corner of the garage continues. Final turnover and commissioning of the new utility building is in process. The garage, when complete in 2015, will add 391 extra spaces to the station inventory.

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

The design consultant is incorporating stakeholder comments into the 100% design package, which is to be completed in May 2015. The design documents are to bring specific station elements to a state-of-good repair (e.g., replace heating system, upgrade electrical, plumbing, and fire protection systems, replace steel walkway on north west side of the station and replace the sidewalk at station entrance, etc...).

##### **Station Building Renewal Project**

The project provides for the design and construction of an elevator at the outbound side of Port Chester Station as well as various other miscellaneous improvements at select locations. A design firm has been selected and award will be made in May for the design of the elevator. Elevator construction is planned to commence in the second quarter 2016 with completion in the second quarter of 2017.

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

Work continues on the inbound and outbound platforms which include: canopy construction, electrical and concrete work. On the inbound platform the permanent elevator rehabilitation is progressing; on the outbound platform the foundation for the temporary elevator and stairs was completed.

#### ***POWER***

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

The MTA Board approved, at the April 29, 2015 session, the award of the design-build contract team to perform the required infrastructure restoration services. Execution of the contract is imminent. A Construction Supervision & Inspection Services contract was also recently awarded and kicked-off on April 9, 2015.

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

Contractor mobilization has commenced at Tarrytown with the installation of the construction trailer and related construction activities for the maintenance and protection of traffic plan (MPT) on Green Street. Submittal process is underway.

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

*Construction of 86<sup>th</sup> and 110<sup>th</sup> Street substations* - Submittal process and site coordination continue. Installation of bird netting at 110th Street substation commenced. Mobilization at 86<sup>th</sup> Street is anticipated to commence the third quarter of 2015.

Brewster Substation – Submittal process continues.

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

Installation of aerial feeders from New Rochelle to Mount Vernon has commenced. Duct-bank work at Mount Vernon is complete and cable pull has commenced. Fabrication of the Mount Vernon East switchgear and New Rochelle substation continues.

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

Installation of circuit breaker house #7 and bridge electrical and control commissioning processes continue. Successfully tested and lifted the bridge's south span (Track 1 & 3) in emergency mode. Plan to test and lift the bridge's north span (Track 2 & 4) in emergency mode. The bridge is scheduled to be open to permit marine vessel transportation in May 2015.

## ***TRACK AND STRUCTURES***

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

The 2013 Cyclical Track program consists of the replacement of 19,800 wood ties, 3 miles of continuous welded rail, and surfacing of 125 miles of track. To date, MNR forces have installed approximately 11,331 ties and (3.9) miles of rail. Tie installation and surfacing has commenced in April 2015 on the Hudson line Track #1 between Spuyten Duyvil and Greystone along with surfacing on the Harlem and Hudson lines in various locations.

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

Kick-off meeting for Inspection and Load Rating design services for select undergrade bridges located in New York was held on April 10, 2015.

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

Rehabilitation of JS 51.00 culvert at Highland Mills: Excavation and demolition of the existing culvert's end section was completed prior to the winter shut down. Work resumed at the site on April 6, 2015 and placement of concrete for the culvert is underway.

## ***SHOPS AND YARDS***

### **Harmon Shop Improvements**

*Phase V, Stage I Design-Build* – Mobilization of field office setup is underway. Field survey and inspection activities, coordination meetings and the preparation of technical/design submittal packages continue. MNR Force Account is progressing with various utility relocation activities.

*Phase V Stage II Preliminary Design* - Geotechnical borings and environmental samplings to facilitate the preliminary design work for the Electric Multiple Unit Running Repair and Support Shop facility continue.

## **GRAND CENTRAL TERMINAL**

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

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

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

Demolition of the SE-1 elevator which serves the lower level (track100) continues. Fabrication of elevator cab commenced.

### **GCT Utilities**

*Domestic Water System* - The 43rd Street tank installation is near completion; it is anticipated that the new tank will be online during the month of May 2015.

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

### **GCT Leaks Remediation**

Along the east lane of Vanderbilt Avenue between 42nd and 43rd Streets, the installation of work barriers, removal of asphalt pavement and removal of the existing concrete deck slab are complete. Waterproofing at the north end of the former Taxi Stand area is complete. Asbestos abatement and concrete removal on the northbound Park Avenue Bridge (45th Street Bridge) are also complete. MNR is currently reviewing the scaffolding installation plan that has provisions for a pedestrian enclosure on 42<sup>nd</sup> street that permits contractor access to GCT. Preparations are underway to install shielding within the 105 East 42<sup>nd</sup> Street corridor to allow for northbound roadway repairs that correspond with the GCT façade work area.

### **Park Avenue Viaduct Direct Fixation**

Engineering services have commenced with this recently awarded contract to design a method to rehabilitate the direct fixation system that supports the running rails and the third rail atop the Park Avenue from East 1110th to East 131 St. Street.

## **ROLLING STOCK**

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

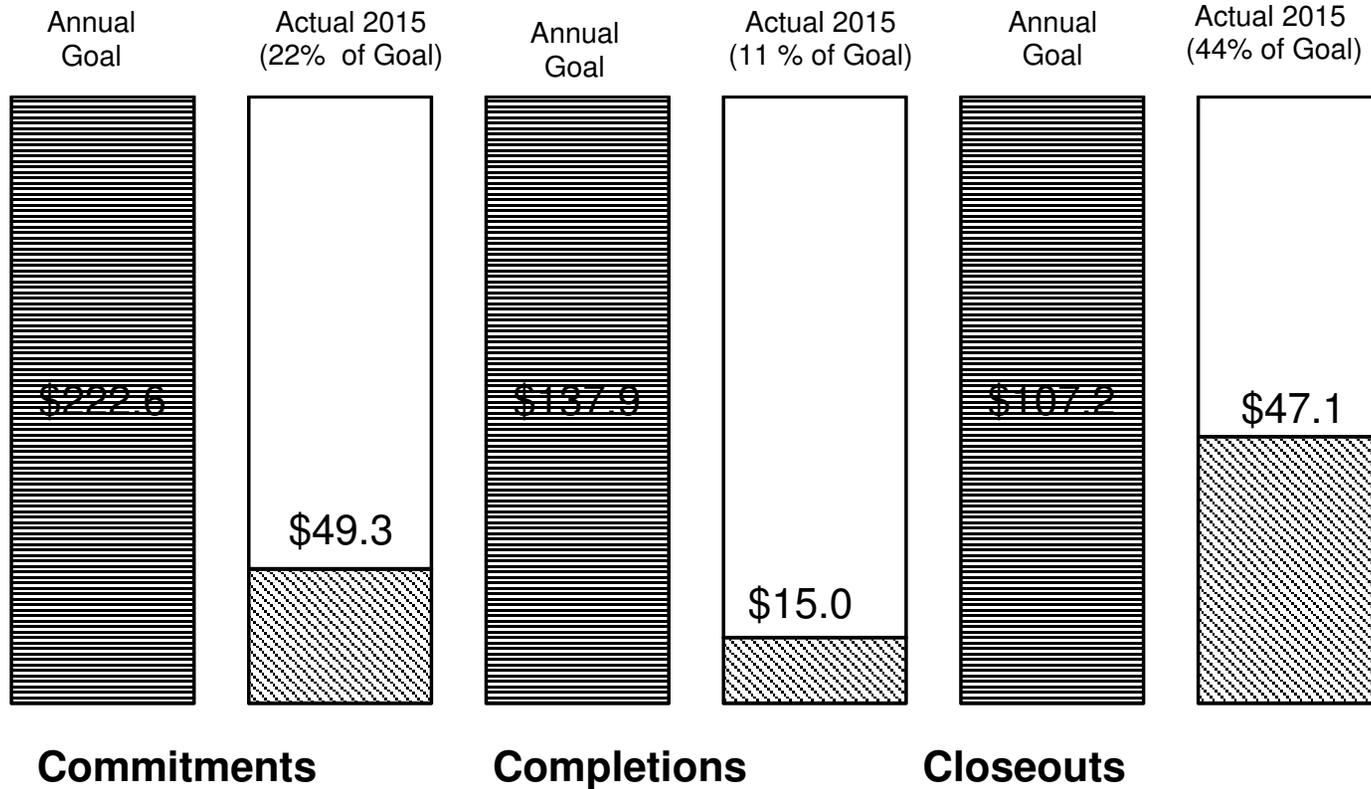
As of January 2015, 380 married paired cars were conditionally accepted and placed into revenue service. Three (3) new cars that were added to the order in spring 2014 are forecasted for conditional acceptance in first quarter January 2016.

As of April 30, 2015, 10 Single Cars (S-Cars) out of 25 have been conditionally accepted and placed into revenue service.

# 2015 MNR Capital Program Goals

As of April 30, 2015

In Millions



■ 2015 Goals

■ Actual as of April 30, 2015