



**Metropolitan Transportation Authority**

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

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## **July 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

C. Wortendyke

N. Zuckerman

# **Metro-North Railroad Committee Meeting**

2 Broadway, 20th Floor Board Room

New York, New York

Monday, 7/20/2015

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 9*

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

### **Safety Report**

*MNR Safety Report - Page 15*

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

*2015 Enhanced Safety Actions Update - July - Page 18*

### **MTA Police Report**

*MTA Police Report - Page 19*

## **5. Information Item**

### **Grand Central Terminal Retail Development**

*Grand Central Terminal Retail Development - Page 24*

### **Environmental Audit**

*Environmental Audit - Page 35*

**MNR Internal Controls – Corrective Actions Update - material will be distributed**

## **6. Procurements**

*MNR Procurements - Page 39*

### **Non-Competitive**

*Non Competitive - Page 43*

### **Competitive**

*Competitive - Page 45*

## **7. Monthly Reports**

### **Operations**

*MNR Operations Report - Page 48*

### **Financial**

*MNR Financial Report - Page 57*

**Ridership**

*MNR Ridership Report - Page 78*

**Capital Program**

*MNR Capital Program Report - Page 89*

Next meeting: Joint MNR/LIRR Committee Meeting on 9/21 @ 8:30 am

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, June 22, 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. Ira Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

Not Present:

Hon. Norman Brown  
Hon. Jeffrey A. Kay  
Hon. Vincent Tessitore

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  
James B. Henly – Vice President and General Counsel  
John Kennard – Vice President – Capital Programs  
John Kesich– Senior Vice President, Operations  
Kim Porcelain – Vice President, Finance and Information Systems  
Robert Rodriguez – Director, Diversity and EEO  
Michael Shiffer – Vice President, Operations Planning and Analysis  
Joseph Streany – Acting Chief Safety Officer

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Mr. Pally, as Chairman of the Long Island Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of June 22, 2015, should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the May 18, 2015 Metro-North Committee meeting. President Nowakowski noted that the Metro-North and Long Island Rail Road Work Plans have been adjusted. The Grand Central Terminal and Penn Station Retail Development reports will be presented at the Metro-North and Long Island Rail Road July Committee Meetings. The Metro-North and Long Island Rail Road Bi-Annual report on the M-9 procurement and the Bi-Annual report on the status of PTC will be presented at the November Joint Committee Meeting.

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

President Giulietti discussed recent personnel changes. He noted that Anne Kirsch has joined the MTA as Senior Advisor for Corporate Safety Initiatives after 29 years of service at Metro-North, and wished her success in her important and challenging new assignment. President Giulietti welcomed Joseph Streany, Deputy Director of Safety, who is serving as acting Chief Safety Officer until the position is permanently filled.

President Giulietti reported that service reliability remains steady; east of Hudson system-wide, on-time performance in the month of May 2015 was 93%. Train delay minutes in May 2015 were reduced by 25% from May 2014 with 97.6% of trains arriving within 10 minutes of the scheduled arrival. Weather and police-related incidents accounted for 32% of train delay minutes. The a.m. and p.m. peak service both continue to operate reliably. Weekend on-time performance improved to just over 95% following the April 26 schedule change. West of Hudson service operated at 96.4% in the month of May 2015. Since April 2015, the Mean Distance Between Failures on all fleets operated at or above goal.

President Giulietti also reported that as Metro-North's service and equipment reliability has improved, there has been a corresponding decrease in the number of customer complaints. Overall complaints were 16% lower in May 2015 than in April 2015; complaints concerning "Late or Canceled Trains," which has been the driving indicator that accounted for most complaints, have decreased by 32% since April 2015; year-to-date, overall customer complaints have decreased 31%.

President Giulietti concluded his report with a discussion of rail ridership. He reported that total rail ridership in May 2015 was 2.6% higher than in the comparable period of May 2014 and almost one percent above budget; rail commutation ridership increased 0.9% and rail non-commutation ridership increased 4.7%. Actual west of Hudson ridership data for May is not yet available from New Jersey Transit. Year-to-date May 2015, total rail ridership is 1.3% above the comparable period of 2014, commutation ridership is 0.5% higher, non-commutation ridership is 2.5% higher and managed connecting services ridership is 4.0% higher.

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

### **SAFETY REPORT**

Acting Chief Safety Officer Streany gave a presentation on the roadway and crossing improvements recently done at the Roaring Brook Road Grade Crossing on the Harlem Line. He gave the safety report on injuries through April 2015 and the Enhanced Safety Action Plan Update. The details of Mr. Streany's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members, President Giulietti, President Nowakowski and staff relating to safety matters.

### **MTA POLICE DEPARTMENT REPORT**

Chief Coan discussed crime on the Metro-North system, noting that although in May 2015, there was a 50% increase in total major felonies compared to the comparable period in 2014, year-to-date the number of total major felonies were the same for 2014 and 2015. 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 ITEMS**

Two joint information items were presented to the Committee:

- Bi-Annual Report on M-9 Procurement
- Status Update on PTC

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

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

Three information items were presented to the Committee:

- Track Program Quarterly Update.
- License agreement for Enterprise Rent-A-Car.
- License agreement for Zipcar.

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

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

## **PROCUREMENTS:**

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

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

- Approval to award a non-competitive, one-time, miscellaneous service contract with Kato Engineering, Inc., the Original Equipment Manufacturer for the repair and return of a BL20 locomotive alternator. Kato Engineering, Inc. is the sole authorized maintainer of the alternator.
- Approval of a three-year, miscellaneous service agreement with the New York State Industries for the Disabled to provide comprehensive janitorial services at each of the following Metro-North facilities and stations: Beacon, Croton-Harmon (Buildings 1 and 33), Poughkeepsie, North White Plains, Mott Haven and Campbell Hall facilities and Yankees E. 153<sup>rd</sup> Street Station.

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

- Approval to award a five year competitively solicited and negotiated, miscellaneous service contract (RFQ process, one bid received) to provide preventative maintenance services and repair/replacement parts for compressors located in Grand Central Terminal.
- On behalf of Metro-North and Long Island Rail Road, approval to award a three-year competitively solicited, miscellaneous service contract (RFQ process, one bid received) to Loram Maintenance of Way, Inc. to provide self-propelled rail grinding machine services (equipment and personnel) at various points along each Railroad's track.

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

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

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

**Adjournment**

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

Respectfully submitted,

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

Linda Montanino  
Assistant Secretary

June 2015 Committee Minutes  
Legal/Corporate/Committee Minutes Current

## 2015 Metro-North Railroad Committee Work Plan

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<b><u>I. 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><u>II. SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>July 2015</u>	
Grand Central Terminal Retail Development	MTA Real Estate
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
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
<u>November 2015 (Joint meeting with LIRR)</u>	
2016 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
Bi-Annual Report on M-9 Procurement	President
Bi-Annual Report on PTC	President
<u>December 2015</u>	
2016 Final Proposed Budget	Finance
2016 Proposed Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2015	Diversity and EEO

January 2016

Approval of 2016 Committee Work Plan

Committee Chairs & Members

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

May 2016

Diversity/EEO Report – 1<sup>st</sup> Quarter 2016

Diversity and EEO

June 2016 (Joint meeting with LIRR)

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

Engineering  
President

# 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

### 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.

#### Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

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

#### 2015 Final Mid-Year Forecast

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

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

#### Diversity & EEO Report– 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.

#### 2015 Fall Schedule Change

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

### NOVEMBER 2015

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

#### Review Committee Charter

Annual review and approval of the MNR Committee Charter.

#### Holiday Schedule

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

Bi-Annual Report on M-9 Procurement

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

Bi-Annual Report on PTC

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

**DECEMBER 2015**

2016 Final Proposed Budget

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

Proposed 2016 Committee Work Plan

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

Diversity & EEO Report– 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.

## **MAY 2016**

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2016

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

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

### Track Program Quarterly Update

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

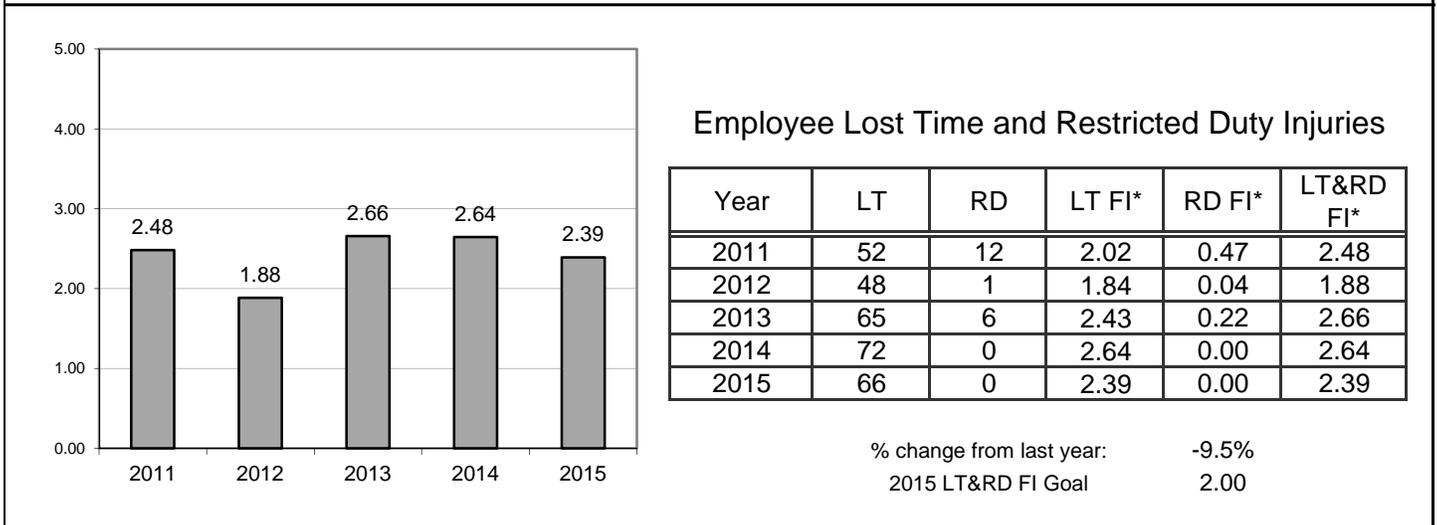
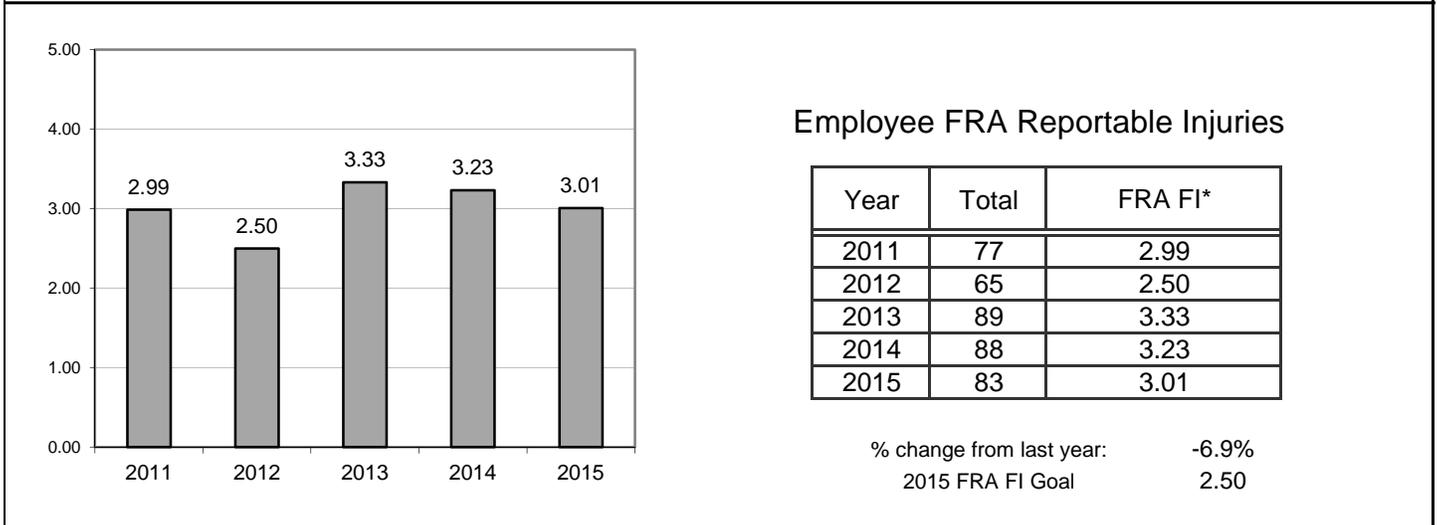
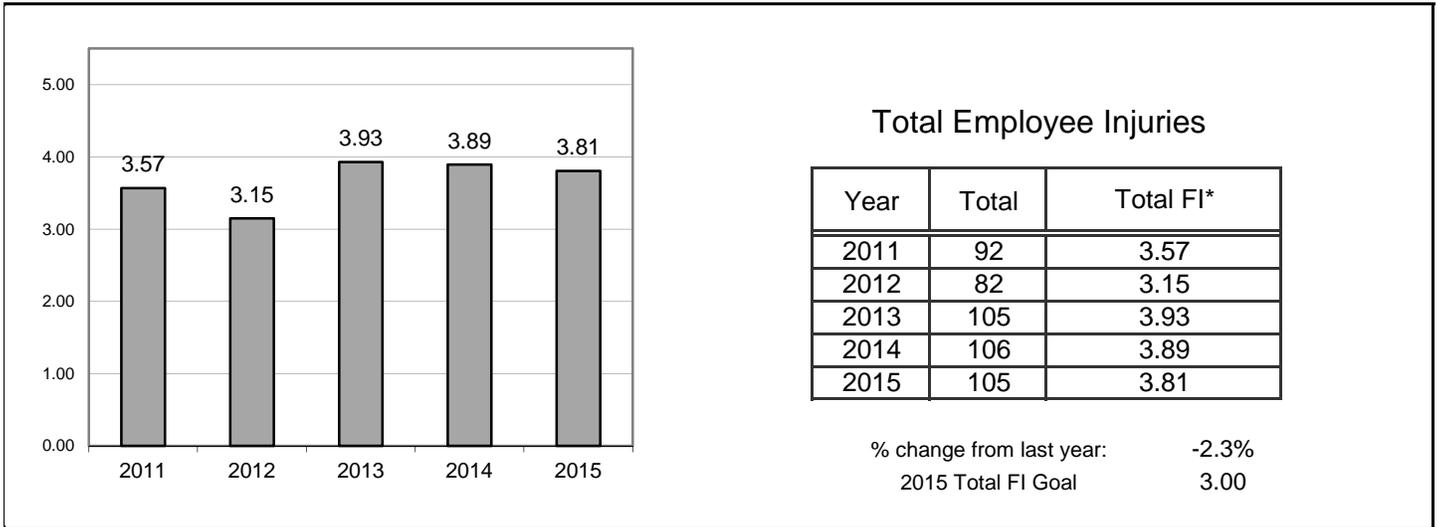


**Metro-North Railroad**

# **Safety Report**

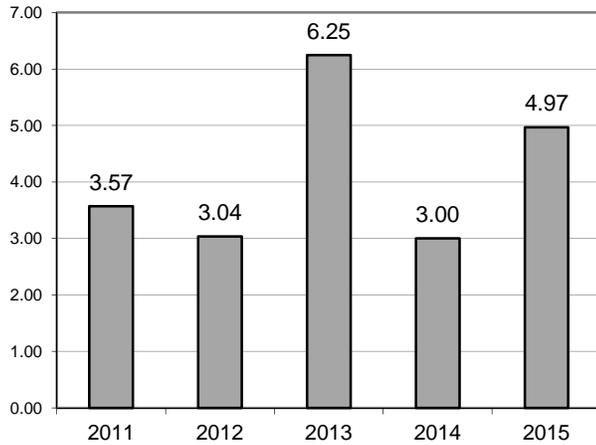
## **July 2015**

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



\* - Injuries per 200,000 hours worked

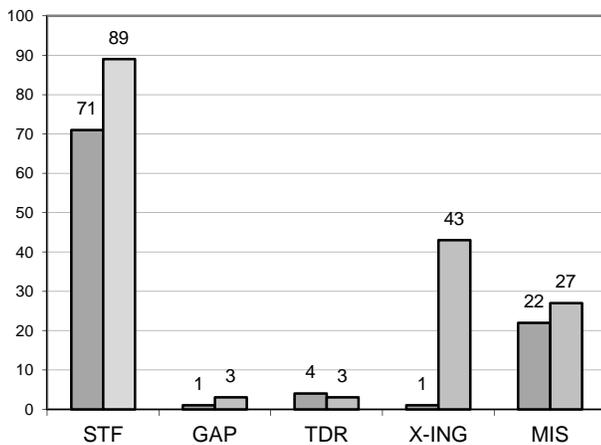
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru May



### Total Customer Injuries

Year	Total	Total FI*
2011	114	3.57
2012	102	3.04
2013	208	6.25
2014	99	3.00
2015	165	4.97

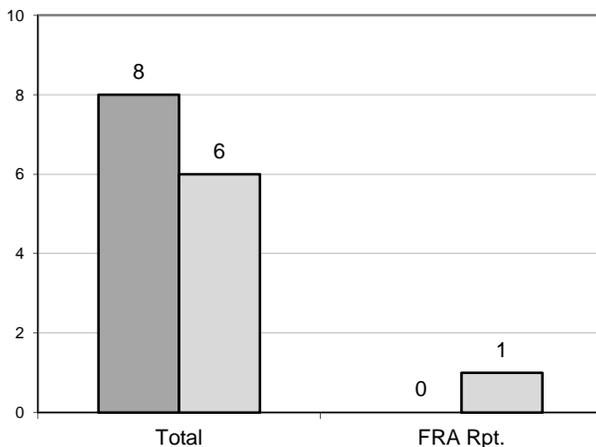
% change from last year: 65.5%  
2014 Total FI Goal 2.70



### Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	71	1	4	1	22
2015	89	3	3	43	27

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



### Contractor Injuries

Year	Total	FRA Rpt.
2014	8	0
2015	6	1
% Chg	-25.0%	100.0%

\* - Injuries per 1,000,000 rides

# Memorandum



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

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

- Our May 2<sup>nd</sup> safety stand down included over 1,000 participants. The focus of this safety stand down was fall protection/ladder safety, dual employment/fatigue and seasonal safety.
- Our C3RS program kicked off on April 13<sup>th</sup> with our Transportation employees and we have met with the other labor organizations to work on their IMOUs. We hope to progress quickly with the other organizations.

The following progress was made on cameras, NTSB recommendations, speed compliance enhancements, obstructive sleep apnea and Positive Train Control (PTC):

ACTION ITEM	STATUS
<b>Cameras</b>	Contract awarded on March 3 <sup>rd</sup> 2015, to provide audio and image recorders that meet or exceed the NTSB recommendations. Preliminary Design Review was completed June 12 <sup>th</sup> 2015. Final design development 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 June, 25 compliant radar observations were performed and 82 event recorder Download Reviews with no failures. Through June there have been 637 downloads reviewed with no failures.
<b>Obstructive Sleep Apnea</b>	400 out of 420 Locomotive Engineers have been screened for OSA. The remaining 20 will be completed in two weeks. Approximately 25% of those screened have been sent for additional more comprehensive testing. That testing is currently in progress.
<b>PTC</b>	The Systems Integrator (SI) is progressing PTC Final Design with anticipated Final Design Review (FDR) starting in August. Transponder brackets continue to be installed on New Haven line. First delivery of Transponders was received with installations being scheduled. Wayside interlocking location CP 271 installation is also being scheduled. Early installation of P32 Locomotives and Cab Cars is continuing with 16 locomotives and 3 cab cars completed to date.



# **Police Report**

## **July 2015**



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### June 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	1	4	400%
Felony Assault	0	0	0	0%
Burglary	0	5	-5	-100%
Grand Larceny	7	12	-5	-42%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	18	-6	-33%

### Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	7	10	-3	-30%
Felony Assault	7	5	2	40%
Burglary	6	12	-6	-50%
Grand Larceny	51	52	-1	-2%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	74	80	-6	-8%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**June 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>8</b>	<b>7</b>	<b>1</b>	<b>14%</b>
<b>Felony Assault</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Burglary</b>	<b>1</b>	<b>6</b>	<b>-5</b>	<b>-83%</b>
<b>Grand Larceny</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>7%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>28</b>	<b>31</b>	<b>-3</b>	<b>-10%</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>25</b>	<b>29</b>	<b>-4</b>	<b>-14%</b>
<b>Felony Assault</b>	<b>19</b>	<b>18</b>	<b>1</b>	<b>6%</b>
<b>Burglary</b>	<b>10</b>	<b>14</b>	<b>-4</b>	<b>-29%</b>
<b>Grand Larceny</b>	<b>96</b>	<b>111</b>	<b>-15</b>	<b>-14%</b>
<b>Grand Larceny Auto</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Total Major Felonies</b>	<b>155</b>	<b>173</b>	<b>-18</b>	<b>-10%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**June 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>	8	2	5	1
<b>Fel. Assault</b>	2	1	0	1
<b>Burglary</b>	1	1	0	0
<b>Grand Larceny</b>	16	9	7	0
<b>GLA</b>	1	1	0	0
<b>Total</b>	<b>28</b>	<b>14</b>	<b>12</b>	<b>2</b>
<b>Crimes Per Day</b>	<b>0.93</b>	<b>0.47</b>	<b>0.40</b>	<b>0.07</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 6/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	19	26
Felony Assault	14	15
Burglary	5	5
Grand Larceny	24	34
Grand Larceny Auto	0	1
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	7	24
Arson	1	0
Assault-Misdemeanor	23	36
Breach of Peace	8	5
Child Endangerment	2	1
Criminal Contempt	5	1
Criminal Impersonation	2	1
Criminal Mischief	21	19
Criminal Possession Stolen Property	8	6
Criminal Tampering	9	0
Criminal Trespass	14	11
Disorderly Conduct	1	2
Drug Offenses	28	25
DUI Offenses	4	8
Falsely Reporting an Incident	4	2
Forgery	31	66
Fraud	5	2
Graffiti	7	8
Harassment	1	5
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	9	6
Obstruct Government	5	3
Panhandling	0	1
Petit Larceny	64	46
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	15	22
Reckless Endangerment	4	4
Resisting Arrest	17	31
Sex Offenses	3	5
Stalking	0	2
Theft of Services	83	70
Unlawful Surveillance	2	2
VTL Offenses	0	2
Warrant Arrest	27	26
Weapons Offenses	3	4
Unauthorized Use Vehicle	2	0
<b>Total Arrests</b>	<b>499</b>	<b>529</b>



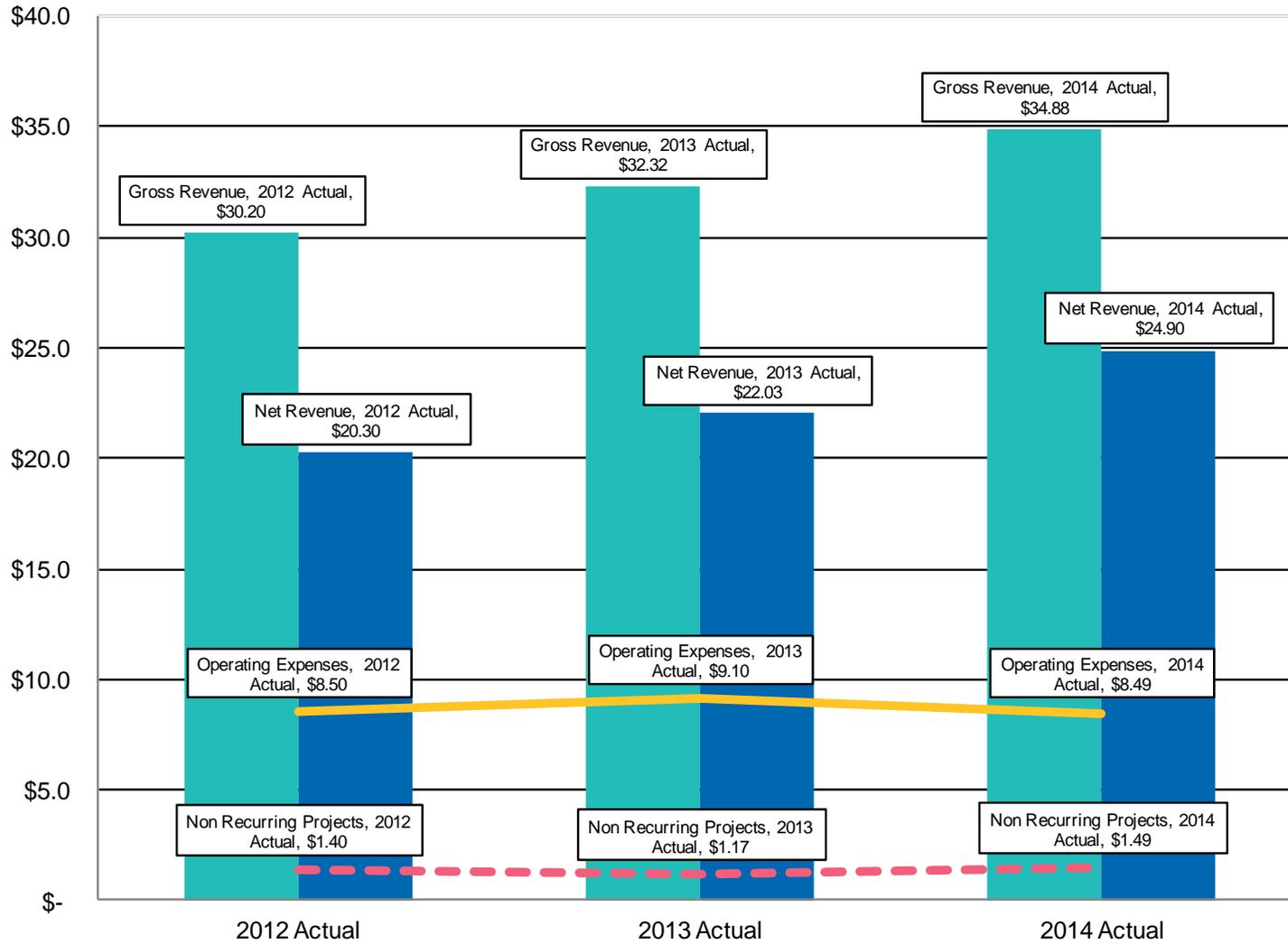
**GRAND CENTRAL**

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**RETAIL DEVELOPMENT  
AT  
GRAND CENTRAL TERMINAL**

**July 2015**

**I. PROPERTY PERFORMANCE (in millions)**



**Financial Summary - 2012 - 2015 Income and Expenses**

	Actual 2012	Actual 2013	Nov Plan 2014	Actual 2014	July Plan 2015	Actual 14 v Nov Plan 14		Variance Actual 14 v Actual 13		July Plan 15 v Actual 14	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	23,759,834	25,018,491	26,756,272	26,819,205	27,738,589	62,933	0%	1,800,714	7%	919,384	3%
Other Income	6,266,504	7,306,448	7,597,296	8,061,883	6,736,251	464,587	6%	755,435	10%	(1,325,632)	-16%
<i>Total Revenue</i>	<u>30,026,338</u>	<u>32,324,939</u>	<u>34,353,568</u>	<u>34,881,088</u>	<u>34,474,840</u>	<u>527,520</u>	<u>2%</u>	<u>2,556,149</u>	<u>8%</u>	<u>(406,248)</u>	<u>-1%</u>
Operating Expenses	8,397,698	9,121,579	8,655,459	8,490,745	8,087,168	(164,714)	-2%	(630,834)	-7%	(403,577)	-5%
Non Recurring Projects	277,677	1,173,367	1,931,269	1,489,901	1,500,000	(441,368)	-23%	316,534	27%	10,099	1%
<i>Total Expenses</i>	<u>7,533,799</u>	<u>10,294,946</u>	<u>10,586,728</u>	<u>9,980,646</u>	<u>9,587,168</u>	<u>(606,082)</u>	<u>-6%</u>	<u>(314,300)</u>	<u>-3%</u>	<u>(393,478)</u>	<u>-4%</u>
<b>Net Income</b>	<b>19,907,840</b>	<b>22,029,993</b>	<b>23,766,840</b>	<b>24,900,442</b>	<b>24,887,672</b>	<b>1,133,602</b>	<b>5%</b>	<b>2,870,449</b>	<b>13%</b>	<b>(12,770)</b>	<b>0%</b>

\* Tenant Revenue includes minimum, percentage, and storage rent; Other Income includes sponsorships and events, pass-through charges to tenants, etc.

**II. LEASING ACTIVITY**

**LEASES SIGNED**

Vanderbilt Hall/ Shuttle Passage	Great Dane OPCO LLC
Shuttle Passage	TASTE NY/ One Woman Wines
Grand Central Market	Oren's Daily Roast
Graybar Passage	Grande Cellars Inc

**LEASES IN NEGOTIATION**

Dining Concourse	Prova by Donatella Jacques Torres Ice Cream
Lexington Passage	Swatch
Grand Central Market	Lilac Chocolates

**LICENSES/POP-UPS**

42 <sup>nd</sup> Street Passage	Hermes of Paris Diptyque	9/2/14-1/31/15 2/1/15-
Dining Concourse	Jacques Torres Ice Cream	3/19/15-

### III. TENANT SALES PERFORMANCE

#### Average Sales Per Square Foot by Retail Area

	2014	2013	Q1 2015	Q1 2014
<b>42<sup>nd</sup> St. Passage</b>	\$2,192	\$2,194	\$496	\$475
<b>42<sup>nd</sup> Street Retail</b>	\$1,022	\$1,014	\$190	\$210
<b>Biltmore Room</b>	\$873	\$943	\$220	\$223
<b>Dining Concourse</b>	\$3,233	\$3,017	\$852	\$744
<b>Graybar Passage</b>	\$3,839	\$3,629	\$954	\$892
<b>Lexington Passage</b>	\$2,873	\$2,681	\$590	\$606
<b>Main Concourse</b>	\$3,007	\$2,966	\$635	\$687
<b>Grand Central Market</b>	\$3,490	\$3,366	\$868	\$848
<b>Restaurants</b>	\$1,188	\$884	\$198	\$137
<b>Shuttle Passage</b>	\$1,356	\$1,288	\$380	\$323
<b>All GCT</b>	\$1,979	\$1,622	\$413	\$370
<b>All GCT (excluding restaurants)</b>	\$2,123	\$1,998	\$527	\$486

2014 YEAR END SALES PERFORMANCE

Total reported retail sales for 2014 equaled \$200,602,363, a 6% increase from 2013.

COMPARABLE SALES

Total sales for the 81 tenants open for all of 2014 and 2013 increased by 3%.

Of these tenants:

- 50 reported positive comparable sales
- 7 were flat to last year's sales
- 24 reported negative comparable sales

Comparable sales for 2014 as compared to 2013 were as follows:

42nd Street Passage	0%
42nd Street Retail	1%
Biltmore Room	-7%
Dining Concourse	6%
Graybar Passage	6%
Lexington Passage	1%
Main Concourse	1%
Grand Central Market	5%
Restaurants	2%
Shuttle Passage	6%

2015 end of Q1 SALES PERFORMANCE

The greatest increase for Q1 2015 was in the Dining Concourse. In particular the largest tenant increases were:

Shake Shack	41%
Magnolia	27%

Shake Shack's increase is attributed to increased staff productivity and quicker fulfillment of customer orders. For Magnolia, the increase is a result of a stronger more productive staff.

The greatest decrease for Q1 was in 42<sup>nd</sup> Street Retail:

Kenneth Cole	-15%
Banana Republic	-9%

The decrease is due in strong part to the severe weather conditions in January and February discouraging foot traffic.

42nd Street Passage	5%
42nd Street Retail	-10%
Biltmore Room	-1%
Dining Concourse	12%
Graybar Passage	3%
Lexington Passage	-1%
Main Concourse	-3%
Grand Central Market	2%
Restaurants	-9%
Shuttle Passage	2%

#### IV. MARKETING

Retail marketing efforts continue to strengthen the “GCT Brand”, generating increased local and international publicity, resulting in increased tenant sales. The 2014 marketing efforts, supported by a detailed and creative marketing plan, allow for maximum exposure to retail stores through various marketing outlets including social media, press, advertising, special events, signage, and other digital platforms.

##### Social Media

The number of Facebook followers grew 66% from 41,000 to 68,000 currently.

The number of Twitter followers increased by 46% from 8,200 to over 12,000 currently.

The number of Instagram followers increased by 367% from 6,000 to 28,000 currently.

A YouTube Channel featuring professionally shot GCT marketing videos was launched at the end of April 2015.

##### E-Blast

Weekly e-newsletters featuring content promoting GCT tenants and events are sent out to approximately 16,000 subscribers every Tuesday.

##### Mobile App

The GCT Mobile App (launched in collaboration with Metro-North in 2013) has continued to promote GCT tenants and events. We are currently folding the GCT app content into Metro-North’s popular TrainTime app.

##### Retail Promotions

###### Grand Central Rewards

*Grand Central Rewards* is a loyalty shopping and dining program offering customers Grand Central-branded prizes for shopping and dining throughout the entire Terminal. Customers present receipts from shops or restaurants in 4 “zones” of the Terminal, which encourages Grand Central regulars to discover new retail and dining options, and increase their spend at tenant locations. The feedback continues to be terrific. Most customers reach for an increased spend (\$250 or more) to get all three prizes. The promotion has been repeated bi-annually with spring/summer-themed prizes in May-June and holiday/winter-themed prizes in November/December.

### GCT Special Offers Book

Special offer books include year-long coupons from tenants who are eager to reach both new and frequent customers. The booklets are distributed at the Information Booth, Station Master's Office, Grand Central Partnership tourism booth, and at internal GCT/MNR events.

### Taste of the Terminal

*Taste of the Terminal* offers tenants the opportunity to expand their footprint with sampling and bounce-backs. In 2014, the event was held every Monday in July in Vanderbilt Hall. Musical entertainment was provided by Music Under New York.

### "Life's a Picnic" in Grand Central

For one week in August, customers are able to relax in Vanderbilt Hall complete with astroturf, picnic tables, and entertainment from local NYC partners including Music Under New York, Big Apple Circus, and Broadway Musicals while enjoying free WiFi, and food and beverages purchased from the tenants,. "Life's a Picnic" garnered an amazing amount of press for its originality and tenants received additional sales and great exposure.

The 2<sup>nd</sup> annual picnic event is scheduled for August 2015.

### Celebration of Grand Central Market

This spotlight on Grand Central Market event in September 2014 encouraged people to shop during off-peak hours by listing numerous flash sales and distributing free "Grand Central Market"-branded canvas tote bags. There was also enthusiastic engagement on social media with enter to win gift baskets from Grand Central Market tenants.

### Grand Eats in the Dining Concourse

This spotlight on the Dining Concourse in October 2014 encouraged customers to dine in the Dining Concourse during off-peak hours. There were flash sales for a variety of meal and snack options and visitors entered to win gift cards from several Dining Concourse eateries by engaging with GCT on social media and sharing their favorite Dining Concourse foods.

### Connections Magazine

Two issues of Connections Magazine were produced in 2014. A Spring/Summer issue featured new branding for the Dining Concourse and Grand Central Market, followed by a Fall/Winter edition published just prior to the Holiday Fair promoting all GCT holiday events and promotions. The Spring/Summer 2015 edition was published

and distributed the first week of May. All issues feature retail/dining-driven editorial content and are distributed to customers on Metro-North trains and in "Take One bins" in the GCT train shed.

#### GCT Media/Public Relations

In 2014, Goodman Media, our PR firm, participated in active outreach and promotion for various events, retail tenants and dining establishments within Grand Central Terminal. Top initiatives included the Jacqueline Kennedy Onassis entrance exhibit, Taste of the Terminal, Life's a Picnic, and the 2014 Holiday Fair.

Press coverage throughout 2014 resulted in more than 1.15 billion unique impressions from national and regional newspapers, online sites, magazines, and broadcast TV segments.

To date in 2015, Goodman Media & MTA Press Office has helped garner nearly 120 separate clips and 280 million unique impressions for events and retail activities with highlights including:

- J.P. Morgan Annual Squash Tournament
- Grand Central as a spring break destination
- Chocolate Central
- National Beer Day
- National Coffee Day

#### **V. EVENTS**

Vanderbilt Hall, including Holiday Fair, and Taxi Stand event revenue in 2014 was \$3.57MM.

By May 2015, contracts totaling \$802,712 in revenue have been signed for events throughout 2015. This represents 47% of the 2015 budget of \$1.7MM for events excluding the Holiday Fair.

#### **VI. GCT RETAIL REVENUE FUNDED PROJECTS**

##### BILTMORE ROOM

To improve the appearance of and customer experience in the Biltmore Room, restoration work was completed including painting the ceiling, cleaning and polishing the marble walls, replacing damaged Tennessee pink marble tile on the floor, and repairing the broken marble on the walls.

### DRY ICE CLEANING

The Dry Ice Cleaning project cleaned the Terminal entrance granite utilizing technology, which allowed heavy stains and dirt to be removed without damaging the surface of the stone that normal pressure washing cannot effectively clean. The entrances at 105 and 89 E 42<sup>nd</sup> Street and the entire Cab Stand were all successfully cleaned using this process. This project has significantly enhanced the overall appearance of the Terminal entrances.

### PARK AVENUE VIADUCT

The project entails new identification signage (Pershing Square Plaza & Grand Central Terminal) on both sides of the Park Avenue viaduct over 42<sup>nd</sup> Street and illumination of the sides and underside of the viaduct. The completed project will illuminate the main entrance to the Terminal as well as the historic viaduct bridge.

### OYSTER BAR CEILING

The two-year project to replace and repair the iconic Guastavino tile ceiling in the Oyster Bar was completed providing a significantly enhanced appearance to the famous restaurant. The project was jointly funded by the tenant.

# Memorandum



**Date:** July 20, 2015

**To:** Members of the MTA Metro-North Railroad Committee

**From:** Karen Timko, Director of Environmental Compliance & Services   
James Henly, General Counsel 

**Re:** Information Item: 2014 NYS Department of Environmental Conservation Audit Summary

This Memorandum summarizes the findings of Metro-North's 2014 New York State Department of Environmental Conservation Audit (the "Audit").

The Audit is a self-certifying, annual assessment required by the New York State Environmental Conservation Law. The Audit provides summary data of environmental violations at Metro-North properties, remedial activities that were conducted, and planned investigation or clean-up activities. For the 2014 Audit, Metro-North performed the following:

- Conducted audit inspections at various Metro-North properties, including stations, yards, repair shops and substations;
- Reviewed Capital Projects for compliance with regulations; and
- Updated the database for pre-existing violations.

## **Summary of Audit Findings**

The Audit identified no new reportable spills occurring in the 2014 audit period that remained unremediated at the conclusion of the audit period. Metro-North's findings identified six (6) open violations during the audit period resulting from spills in prior periods, each of which is described in the listing below. This is a reduction from the number of violations reported for the 2013 Audit, due to the closure by NYSDEC of two outstanding violations in 2014. All of the open violations are ranked as "N3" violations, meaning the violations present a discernible, but not substantial, threat to the public health or the environment. (By comparison, a ranking of "N1" is assigned to a violation involving an imminent threat to public health and the environment.)

One of the violations involved a chemical spill; the remaining five (5) involved petroleum releases. Of the six, three, including the chemical spill, are attributable to historic railroad operations (i.e., involved spills that pre-dated Metro-North's formation).

Each of the open violations is being addressed by Metro-North remediation plans, which are described on the accompanying List of Violations. The estimated outstanding cost of remediation for these open violations is \$475,000.

**MTA METRO-NORTH RAILROAD**  
**2014 ANNUAL ENVIRONMENTAL AUDIT\***  
**LIST OF VIOLATIONS**

**1. Mott Haven Yard Clean Up (Rank N3)**

Estimated Cost to Remediate - \$125,000

Incidental spills while filling work equipment contaminated this area with diesel fuel. The contaminated soil was removed during a project that installed a new storage tank, fuel pad and oil water separator, which will prevent future such releases. Soil removal is complete. An action plan to address contaminated groundwater at the site was approved by the NYSDEC and a petroleum recovery system has been installed. The estimated cost to remediate the groundwater is \$125,000 (annual operating costs of \$25,000 for five (5) years).

**2. Metro-North Harmon Yard Petroleum Plumes (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$75,000

There are several plumes of petroleum on the groundwater at Metro-North Harmon Yard related to releases that pre-date Metro-North's inception. There are now systems in place to protect against such releases (i.e. fuel pads, oil water separator, etc.). The petroleum plumes have been delineated and recovery systems are in place. Several of the plume areas have been successfully remediated. Metro-North provides quarterly reports to the NYSDEC noting how much petroleum has been recovered and in some cases requesting close out of recovery wells that may not be evidencing any petroleum recovery. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery systems is contingent on NYSDEC approval. For cost estimating purposes an estimate of three (3) additional years of operation, or \$75,000 has been included in the total at the end of this memo.

**3. Metro-North Harmon Lagoon (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$125,000

The Lagoon itself (an inactive hazardous waste site) has been remediated. The Lagoon was a wastewater detention system that was contaminated with PCBs by a predecessor railroad and Metro-North inherited clean-up responsibility. Remediation of the Lagoon was completed in the late 1990's. Because Metro-North was not at fault, NYSDEC paid for 75% of the eligible clean-up costs. The open issue remains groundwater contamination in the vicinity of the Lagoon. A recovery system is in place and quarterly reports are made to the NYSDEC. The amount of recovery and the levels of PCBs in the recovered oil are dropping. It is estimated that another \$125,000 will need to be spent before Metro-North is able to obtain NYSDEC permission to close out the recovery system.

**4. Harmon Yard Fire Protection Towers Spill (Rank N3)**

Estimated Cost to Remediate - \$50,000

This item involves a petroleum release from a heating oil tank used to keep the water in a set of fire protection towers from freezing. The release was detected in 2000. A recovery system is in place and Metro-North makes periodic reports to the NYSDEC on the extent of recovery. Operation of the recovery systems costs approximately \$25,000.00 a year. Decommissioning of the recovery system is contingent on NYSEC approval. For cost

estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

5. **North White Plains Yard Petroleum Recovery (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$50,000

A petroleum recovery system is in place at the yard to address historic spills that pre-date Metro-North's inception. Operation of the system is routine and periodic reports are made to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate for two (2) additional years of operation, or \$50,000 has been included in the total at the end of this memo.

6. **Brewster Yard Petroleum (Rank N3)**

Estimated Cost to Remediate - \$50,000

A pipe connection failed in 2003 causing a spill. A recovery system is in place and a bi-annual report provided to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

**TOTAL** estimated future costs to remediate outstanding violations - \$475,000

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\*The NYSDEC guidelines for the ranking of each environmental violation are based on the threat it poses to public health or the environment, with a four-tier hierarchy of rankings used to classify the violations as follows:  
Metro-North 2014 Audit = Six (6) N3 Violations

N1 – Poses an imminent substantial threat to the public health or the environment

N2 – Poses a potential substantial threat to the public health or the environment

N3 – Poses a discernible but not substantial threat to the public health or the environment

N4 – No evidence of discernible threat to the public health or the environment

C - Violation has been corrected

## **Metro-North 2014 Environmental Accomplishments**

During 2014 Metro-North took numerous steps to protect the environment and conserve resources. Among the agency's accomplishments were the following:

- Grand Central Terminal Energy Efficiency Project - Metro-North and the New York Power Authority (NYPA) received the 2014 "Innovation and Excellence in Energy Management" award at the 2014 BuildSmart NY Innovator's Summit for this project. The \$23.4-million project, which entailed significant engineering challenges, included replacement of the chiller system and cooling towers; upgrading of air compressors; installation of new water pumps, lighting, building management systems and variable speed fan controls; and retro-commissioning of air handlers. The project is estimated to reduce energy costs by \$3.0 million annually and CO2 emissions by 10.9 tons annually.
- Electric Vehicle Chargers –Metro-North worked with NYPA on the installation of electric vehicle chargers at the Cortlandt, Beacon, and Southeast stations. Installation at Southeast is complete and the other locations are underway. When completed the installations will provide four charging units at each station for electric cars used by commuters.
- Station Energy Efficiency Improvements – Metro-North forces implemented energy-conservation measures at Metro-North stations on the Hudson and Harlem Lines, such as LED lighting on station platforms and "on-call" heating buttons that allow customers to activate heaters only as needed.
- Energy Efficiency Upgrades- Metro-North worked with NYPA to upgrade energy efficiency at four Metro-North maintenance and employee facilities. Upgrades will include the replacement of rooftop HVAC units, boilers and water heaters, new building management systems, and other improvements.
- Lighting Upgrade at Beacon Facility – Metro-North forces installed energy efficiency lighting and motion sensors at the 32,000 square foot maintenance facility in Beacon, New York. This work will result in a \$10,000 annual savings in energy costs.
- Closure of Two Violations – Two (2) Violations reported in the 2013 Audit were closed during 2014.
  - Weeping Non-PCB Substation Transformer-This item involved a slow "weep" of non-PCB oil down the side of a large transformer located in Mt. Vernon. The capital project to replace the transformer included the necessary clean-up activities and the NYSDEC closed the spill on March 10, 2014, indicating that no further action is necessary.
  - Harmon Yard Fuel Pump Spill - A spill of 17,000 gallons of diesel fuel resulted in 2009 from a break in a flexible coupling in a fuel delivery system pump house. The petroleum did not reach any water bodies. The lost fuel was recovered as the result of soil excavation and the installation of a recovery system. The NYSDEC closed the spill on November 25, 2014, indicating that no further action is necessary.



**Metro-North Railroad**

# **Procurements July 2015**

**Subject** Request for Authorization to Award Various Procurements

**Department** Procurement and Material Management

**Department Head Name** Alfred Muir, Sr. Director

**Department Head Signature** 

**Project Manager Name**

**Date** 07/09/2015

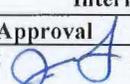
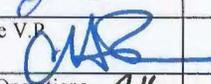
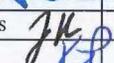
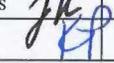
**Vendor Name** Various

**Contract Number** Various

**Contract Manager Name** Various

**Table of Contents Ref #**

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	7-20-15	X		
2	MTA Board Mtg.	7-22-15	X		

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

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

**PURPOSE:**

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

**DISCUSSION:**

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts <ul style="list-style-type: none"> <li>• Voestalpine Nortrac, Inc.</li> </ul>	1	\$433,729
<u>Schedules Requiring Majority Vote</u>	NONE	
<b>SUB TOTAL:</b>	1	\$433,729

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to use RFP	TBD	

<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:	2	\$433,729

**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>	NONE	
SUB TOTAL:	2	\$433,729
TOTAL:	2	\$433,729

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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



**Schedule A: Non-Competitive Purchases and Public Work Contracts**



Item Number: A

<b>Vendor Name (&amp; Location)</b> Voestalpine Nortrac, Inc. Birmingham, AL	<b>Contract Number</b> 1-54575 & 1-54630	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Various Turnout Replacement Parts	<b>Total Amount:</b> \$433,729	
<b>Contract Term (including Options, if any)</b> 28-39 Weeks After Receipt of Order	<b>Funding Source</b> X Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Christopher Sefcik	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		

**Discussion:**

Approval is requested to award an eight month non-competitive contract in the not-to-exceed amount of \$433,729 to the firm Voestalpine Nortrac, Inc. for the supply and delivery of various turnout replacement parts. A turnout is a subcomponent of the track system that enables the trains to be guided from one track to another. The components that comprise a turn out assembly are exact and must work seamlessly with the other components. It is essential that MNR maintain an inventory of replacement parts that ensures these turnouts remain in a constant state-of-good-repair. This agreement will ensure availability of inventory and avoid turnout systems being out-of-service for an extended period of time. Due to their unique designs, (turnouts are individually designed for their intended application), the lead time for these parts can be exceedingly long.

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

Voestalpine's overall pricing for the replacement parts has decreased 3.7% from its previous agreement with MNR and is deemed fair and reasonable. The total cost for this procurement is not-to-exceed \$433,729 and is to be funded by the MNR Operating Budget.

**JULY 2015**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

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

**1. Request to use RFP Process** **Staff Summary Attached**  
**Design, Manufacture and Deliver Catenary Maintenance Vehicles**

To obtain MTA Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for the design, manufacture, and delivery of two (2) Catenary Inspection & Maintenance Vehicles (CMVs). The CMV's are self – propelled vehicle specifically designed for the maintenance and inspection of overhead electric catenary lines. This RFP shall include an option for an on-track trailer car. The current CMV's owned and operated by MNR have exceeded their useful life and can no longer be maintained to a state of good repair. This vehicle will be equipped with a crane mounted lift bucket that can be raised or lowered as needed with the capacity to transport a minimum of eight (8) MNR maintenance workers and technicians. The ability to use a more sophisticated and modern platform will allow MNR to work more safely, while being more efficient and effective in its inspections. The CMV's will also be used to conduct emergency repairs in a more expeditious manner. In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers.

The contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of its team members, and cost. This Procurement will be funded by the Operating Budget

# Staff Summary

Item Number B					
Dept & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Catherine Rinaldi, Executive Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	7-20-15	X		
2	MTA Board Mtg.	7-22-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Chief of Staff		V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design, Manufacture and Delivery of two Catenary Maintenance Vehicles	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION:**

To obtain MTA Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for the design, manufacture, and delivery of two Catenary Inspection & Maintenance Vehicles (CMVs). This RFP shall include an option for an on-track trailer option. The current CMVs owned and operated by MNR have exceeded their useful life and can no longer be maintained to a state-of-good-repair.

**II. DISCUSSION:**

The Catenary Inspection & Maintenance Vehicle (CMVs) is a self-propelled vehicle specifically designed for the maintenance and inspection of overhead electric catenary lines. This vehicle will be equipped with a crane mounted lift bucket that can be raised or lowered as needed with the capacity to transport a minimum of eight MNR maintenance workers and technicians. The ability to use a more sophisticated and modern platform will allow MNR technicians work more safely, while being more efficient and effective in its inspections. The CMVs will also be used to conduct emergency repairs in a more expeditious manner.

The CMVs will include, but will not be limited to the following specialized features:

- Operate at speeds up to 50 mph at adverse grades
- Contain two operator control stations
- Full Digital Instrumentation Controls
- Main propulsion engine shall meet Federal EPA requirements and emission regulations
- Wheel power operated brakes with "fail safe" braking system
- Optional one flat car style, on-track trailer with bull wheel tensioner/puller including two reel racks
- Optional five year maintenance and inspection services

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, past performance, organizational resources, experience of its team members, and cost.

# Staff Summary

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

TBD

**IV. IMPACT ON FUNDING:**

This procurement will be funded by the MNR Operating (Capital) Budget. Per ARSA, the cost is to be allocated as follows 35% NY, 65% CT.

**V. ALTERNATIVES:**

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



**Metro-North Railroad**

# **Operations Report**

## **July 2015**



# MONTHLY OPERATING REPORT

June 2015

Date Issued:  
Thursday, July 09, 2015

Performance Summary			2015 Data			2014 Data		
			Annual Goal	June	YTD thru June	June	YTD thru June	
<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>94.0%</b>	<b>92.1%</b>	<b>92.5%</b>	<b>91.0%</b>	
		AM Peak	93.0%	94.5%	87.9%	88.1%	86.8%	
		AM Reverse Peak	93.0%	97.2%	92.6%	94.9%	92.3%	
		PM Peak	93.0%	96.2%	95.4%	96.9%	91.8%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.6%</b>	<b>91.7%</b>	<b>92.6%</b>	<b>89.6%</b>	
		Off Peak Weekday	92.0%	92.2%	91.3%	92.3%	90.5%	
		Weekend	92.0%	95.1%	94.2%	92.8%	94.3%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.6%</b>	<b>93.6%</b>	<b>90.1%</b>	<b>91.3%</b>
		AM Peak	93.0%	95.2%	89.3%	87.5%	89.3%	
		AM Reverse Peak	93.0%	96.3%	96.2%	94.8%	92.1%	
		PM Peak	93.0%	96.8%	97.7%	98.2%	91.3%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.0%</b>	<b>93.6%</b>	<b>93.0%</b>	<b>90.5%</b>	
		Off Peak Weekday	92.0%	91.7%	93.1%	89.2%	90.4%	
		Weekend	92.0%	97.7%	94.2%	86.9%	94.1%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.6%</b>	<b>92.8%</b>	<b>95.8%</b>	<b>93.7%</b>
		AM Peak	93.0%	94.8%	88.8%	91.5%	89.9%	
		AM Reverse Peak	93.0%	96.9%	92.9%	96.6%	95.7%	
		PM Peak	93.0%	93.6%	94.6%	99.3%	95.0%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.7%</b>	<b>91.8%</b>	<b>95.4%</b>	<b>92.8%</b>	
		Off Peak Weekday	92.0%	94.4%	92.7%	95.8%	92.9%	
		Weekend	92.0%	94.9%	94.6%	96.4%	97.0%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.2%</b>	<b>90.7%</b>	<b>91.5%</b>	<b>88.7%</b>	
	AM Peak	93.0%	93.7%	86.4%	85.7%	83.0%		
	AM Reverse Peak	93.0%	98.0%	90.4%	93.3%	89.5%		
	PM Peak	93.0%	97.9%	94.6%	94.2%	89.6%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>96.1%</b>	<b>90.3%</b>	<b>90.2%</b>	<b>86.5%</b>		
	Off Peak Weekday	92.0%	90.9%	89.3%	91.4%	88.7%		
	Weekend	92.0%	93.6%	93.9%	93.9%	92.3%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,487</b>	<b>114,111</b>	<b>18,932</b>	<b>112,473</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		11.9	12.1	10.5	12.7		
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		1,800	182	1,623	137		
	<b>Trains Canceled</b>		220	18	213	20		
	<b>Trains Terminated</b>		220	36	224	32		
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.7%	99.6%	99.7%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.6%</b>	<b>99.6%</b>	<b>97.2%</b>	<b>98.4%</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%	99.2%	99.2%	94.4%	96.9%	
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%	
		PM Peak	99.8%	99.0%	98.5%	94.0%	96.9%	
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.2%</b>	<b>99.1%</b>	<b>95.0%</b>	<b>97.4%</b>	
		Off Peak Weekday	99.8%	99.8%	99.8%	98.7%	99.1%	
		Weekend	99.8%	99.9%	99.9%	98.2%	99.1%	
		<b>Hudson Line</b>	AM Peak	99.8%	100.0%	99.9%	99.8%	
		PM Peak	99.8%	99.7%	99.7%	99.6%	99.7%	
		<b>Harlem Line</b>	AM Peak	99.8%	98.6%	98.9%	99.9%	
		PM Peak	99.8%	98.4%	98.6%	99.0%		
		<b>New Haven Line</b>	AM Peak	99.8%	99.2%	99.0%	85.6%	
		PM Peak	99.8%	98.9%	97.7%	85.9%		

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	May	2015 Data		2014 Data		YTD 2015 Vs 2014
			June	YTD thru June	June	YTD thru June	
Maintenance of Way	44.8%	1,344	994	8,825	1,130	9,999	-1,174
Maintenance of Equipment	15.5%	200	344	2,805	364	2,563	242
Transportation	4.3%	110	96	603	71	1,601	-998
Capital Projects	0.0%	6	0	22	63	97	-75
Weather and Environmental	9.5%	34	210	2,116	214	2,491	-375
Police	19.1%	238	424	1,301	181	1,045	256
Customers	4.3%	161	96	732	151	710	22
Other	2.3%	336	52	874	209	1,582	-708
3rd Party Operations	0.1%	1	2	49	0	6	43
<b>TOTAL</b>	<b>100.0%</b>	<b>2,430</b>	<b>2,218</b>	<b>17,327</b>	<b>2,383</b>	<b>20,094</b>	<b>-2,767</b>

HUDSON LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2015 Vs 2014
Maintenance of Way	56.9%	272	222	1,645	454	1,977	-332
Maintenance of Equipment	18.2%	38	71	523	64	506	17
Transportation	5.6%	26	22	111	26	454	-343
Capital Projects	0.0%	0	0	0	2	6	-6
Weather and Environmental	2.3%	0	9	378	8	622	-244
Police	2.6%	41	10	125	28	248	-123
Customers	10.3%	51	40	204	80	272	-68
Other	3.6%	60	14	304	54	293	11
3rd Party Operations	0.5%	1	2	3	0	0	3
<b>TOTAL</b>	<b>100.0%</b>	<b>489</b>	<b>390</b>	<b>3,293</b>	<b>716</b>	<b>4,378</b>	<b>-1,085</b>

HARLEM LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2015 Vs 2014
Maintenance of Way	22.8%	477	184	2,532	210	2,238	294
Maintenance of Equipment	7.4%	44	60	697	66	486	211
Transportation	2.2%	38	18	148	15	470	-322
Capital Projects	0.0%	0	0	0	2	2	-2
Weather and Environmental	23.9%	22	193	719	1	686	33
Police	40.8%	63	329	592	46	266	326
Customers	2.5%	44	20	175	18	88	87
Other	0.2%	152	2	310	28	289	21
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>840</b>	<b>806</b>	<b>5,173</b>	<b>386</b>	<b>4,525</b>	<b>648</b>

NEW HAVEN LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2015 Vs 2014
Maintenance of Way	57.6%	595	588	4,649	467	5,784	-1,135
Maintenance of Equipment	20.9%	117	213	1,585	235	1,570	15
Transportation	5.4%	47	55	343	29	678	-335
Capital Projects	0.0%	6	0	22	58	88	-66
Weather and Environmental	0.7%	12	7	1,019	205	1,183	-164
Police	8.3%	134	85	584	107	531	53
Customers	3.5%	66	36	354	52	349	5
Other	3.5%	123	36	260	127	1,000	-740
3rd Party Operations	0.0%	0	0	46	0	6	40
<b>TOTAL</b>	<b>100.0%</b>	<b>1,100</b>	<b>1,020</b>	<b>8,862</b>	<b>1,280</b>	<b>11,189</b>	<b>-2,327</b>

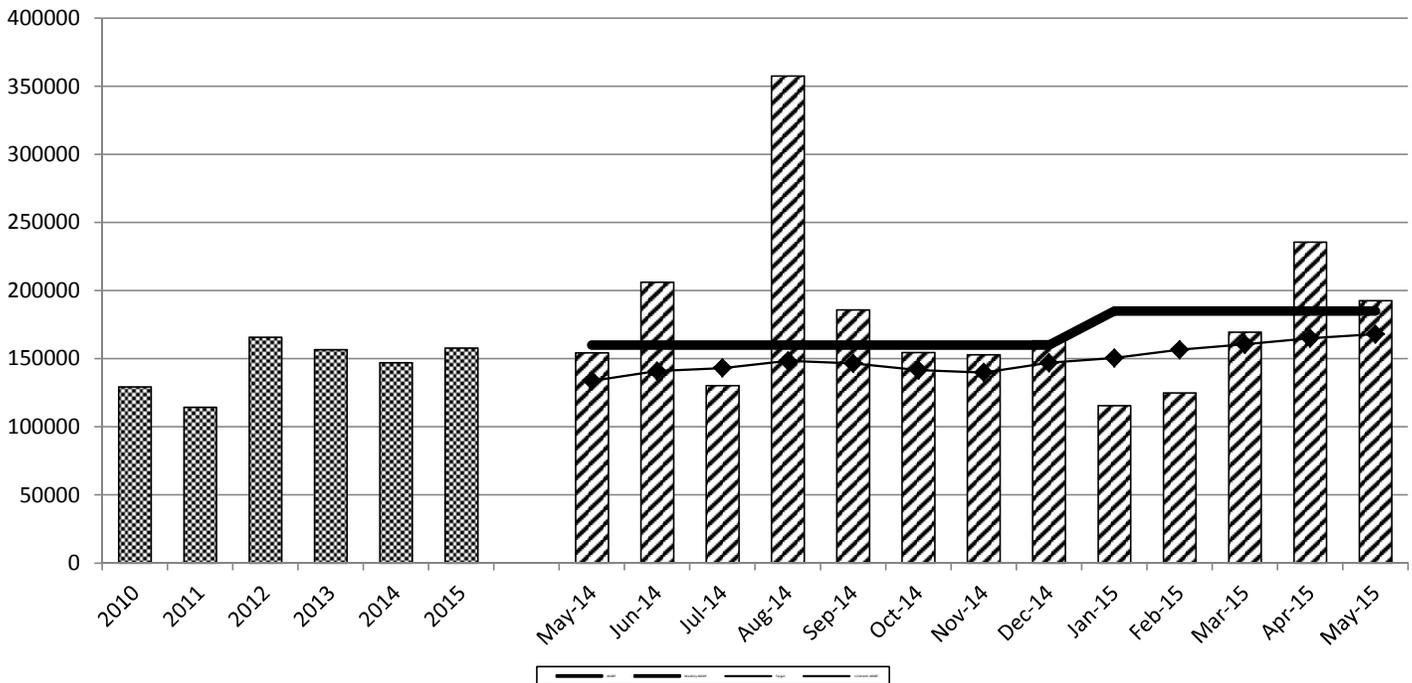
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
06/01	Mon	Congestion between CP5 and CP1 account 752BK track circuit down.	24	0	0	4	0	0	0	0	0	2	0	0	30	0	0
06/10	Wed	Train 2572 struck a trespasser at Hartsdale on track 2.	0	0	0	0	0	0	39	2	0	35	2	0	74	4	0
06/11	Thu	Congestion account track circuit 1273T is down on track 3 at CP212.	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
06/17	Wed	Train 851 terminated at 125th Street account lost power on Ladder Y then had locked axle in car 6348.	0	0	0	0	0	0	7	0	1	5	0	0	12	0	1
06/19	Fri	Train 1513 disabled at Pelham with traction motor fault, brake applied light and unable to get cab make up.	19	1	0	5	0	0	0	0	0	2	0	0	26	1	0
06/22	Mon	Congestion between CP5 - CP1 account possible track condition on track 1 at 77th Street.	19	0	0	0	0	0	0	0	0	8	0	0	27	0	0
06/23	Tue	Congestion account tree down at Bedford Hills Station.	0	0	0	0	0	0	13	1	0	10	3	3	23	4	3
06/25	Thu	Congestion account track circuit 1273T down at CP112.	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0
06/29	Mon	Congestion account 172 track circuit down on track 2 north of CP1.	0	0	0	0	0	0	2	0	0	25	1	0	27	1	0
<b>TOTAL FOR MONTH</b>			62	1	0	9	0	0	61	3	1	128	6	3	260	10	4
<b>274</b>																	

	2015 Data								2014 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M246	66	40,000	53,495	7	5	32,301	35,900	11	41,405	28,553
	M8	396	280,000	271,613	9	9	259,306	255,292	10	217,414	182,117
	M3	140	135,000	145,186	2	2	140,242	147,986	2	164,218	149,575
	M7	336	460,000	516,035	4	4	331,506	372,469	7	293,530	350,975
	Coach	213	295,000	241,234	5	6	233,607	320,840	6	234,025	170,569
	P-32	31	35,000	31,560	5	6	24,311	23,176	4	47,045	25,580
	BL-20	12	13,000	13,629	3	3	14,882	17,175	3	10,560	14,833
	<b>Fleet</b>	<b>1194</b>	<b>185,000</b>	<b>192,690</b>	<b>35</b>	<b>35</b>	<b>157,739</b>	<b>168,081</b>	<b>43</b>	<b>154,343</b>	<b>118,048</b>
	M2/4/6/8		185,000	193,714	16	14	153,543	154,434	21	125,219	86,542
	M3/7		320,000	392,419	6	6	280,192	308,331	9	264,794	294,170
Diesel/Coach		120,000	111,843	13	15	100,315	111,927	13	124,924	90,883	

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	June	YTD thru June	June	YTD thru June
<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>97.6%</b>	<b>94.3%</b>	<b>96.1%</b>	<b>94.9%</b>
		AM Peak	95.5%	98.1%	94.2%	97.3%	94.4%
		PM Peak	95.5%	99.3%	93.3%	96.0%	94.8%
		<b>Total Peak</b>	<b>95.5%</b>	<b>98.7%</b>	<b>93.8%</b>	<b>96.6%</b>	<b>94.6%</b>
		Off Peak Weekday	95.5%	96.5%	94.4%	95.6%	95.2%
		Weekend	95.5%	98.7%	94.7%	96.2%	94.8%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.9%</b>	<b>94.4%</b>	<b>97.1%</b>	<b>95.6%</b>
	<b>Valley Line</b>	AM Peak	96.5%	98.3%	95.1%	99.4%	96.0%
		PM Peak	96.5%	99.4%	92.6%	95.9%	95.0%
		<b>Total Peak</b>	<b>96.5%</b>	<b>98.8%</b>	<b>93.9%</b>	<b>97.8%</b>	<b>95.5%</b>
		Off Peak Weekday	96.5%	96.7%	94.8%	96.3%	95.5%
		Weekend	96.5%	99.5%	94.5%	97.7%	96.0%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>97.2%</b>	<b>94.0%</b>	<b>94.6%</b>	<b>93.9%</b>
		AM Peak	95.0%	97.7%	93.1%	94.4%	92.3%
		PM Peak	95.0%	99.2%	94.1%	96.0%	94.5%
		<b>Total Peak</b>	<b>95.0%</b>	<b>98.5%</b>	<b>93.6%</b>	<b>95.2%</b>	<b>93.4%</b>
		Off Peak Weekday	95.0%	96.1%	93.9%	94.6%	94.8%
	Weekend	95.0%	97.3%	95.2%	93.7%	92.9%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,690</b>	<b>9,953</b>	<b>1,665</b>	<b>9,945</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		22.8	19.4	20.7	19.4	
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>	200	17	220	29	196	
	<b>Trains Canceled</b>	60	2	44	7	49	
	<b>Trains Terminated</b>	60	4	32	4	21	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.6%	99.2%	99.3%	99.3%	

## JUNE 2015 STANDEE REPORT

### East of Hudson

			JUNE 2014	YTD 2014	JUNE 2015	YTD 2015
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	3	2	0	0
		<b>Total Standees</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	3	4	8	19
		<b>Total Standees</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>19</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	95	84	10	16
		<b>Total Standees</b>	<b>95</b>	<b>84</b>	<b>10</b>	<b>16</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>101</b>	<b>90</b>	<b>18</b>	<b>35</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	5	3	0	2
		<b>Total Standees</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	13	6	35	30
		<b>Total Standees</b>	<b>13</b>	<b>6</b>	<b>35</b>	<b>30</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	17	55	13	41
		<b>Total Standees</b>	<b>17</b>	<b>55</b>	<b>13</b>	<b>41</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>35</b>	<b>64</b>	<b>48</b>	<b>73</b>

### West of Hudson

			JUNE 2014	YTD 2014	JUNE 2015	YTD 2015
<b>Daily Average</b>	<b>Port Jervis Line</b>	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>AM Peak</b>	<b>Pascack Valley Line</b>	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</b>	<b>Port Jervis Line</b>	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>PM Peak</b>	<b>Pascack Valley Line</b>	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 - PM PEAK</b>			<b>0</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 (as reported in the weekday equipment reports).

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

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

<b>Elevator Availability</b>	<b>2015</b>		<b>2014</b>	
	June	Year to Date	June	Year to Date
Grand Central Terminal	98.75%	98.65%	96.88%	97.71%
Harlem	99.85%	99.70%	99.50%	99.72%
Hudson	98.81%	99.61%	100.00%	99.67%
New Haven	100.00%	99.92%	98.21%	98.87%
Overall Average	99.35%	99.47%	98.65%	98.99%

<b>Escalator Availability</b>	<b>2015</b>		<b>2014</b>	
	June	Year to Date	June	Year to Date
Grand Central Terminal	99.75%	98.49%	100.00%	91.26%
White Plains	100.00%	99.75%	100.00%	100.00%
Overall Average	99.88%	99.12%	100.00%	95.63%



# **Metro-North Railroad**

## **Financial Report July 2015**



**FINANCIAL STATEMENTS**

**MONTH ENDED: MAY 2015**

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

May YTD Operating results were favorable with a net operating deficit that was \$19.9 million or 5.9% lower than the Adopted Budget. Operating Revenues through May were \$2.5 million higher than the Adopted Budget reflecting the recognition of interagency fare revenue from NYCT and higher GCT net retail revenue due to increased tenant rents and lower management expenses. These favorable results were partially offset by lower non-commutation ridership due to the impact of adverse winter weather in the first quarter of the year. Total Expenses through May were \$17.4 million lower than projected due to the timing of contracted services for maintenance and professional services (\$9.1 million), unfilled positions (\$6.8 million), lower fringe expenses (\$3.7 million) and lower prices for fuel (\$2.9 million). These decreases were partially offset by the recording of non-hazardous environmental remediation costs for the Harmon Shop Improvements capital project (\$3.3 million) and the asset write-off of two M-7 cars damaged in the Commerce St. collision (\$2.9 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$3.4 million lower than Budget due to revised timing of several budgeted projects (C&S Infrastructure Restoration, NH-Component Change Out Shop and Positive Train Control).

**Ridership**

Total ridership through May of 33.9 million was 0.6% below the Adopted Budget primarily due to severe winter weather events during January and February.

**East of Hudson**

- YTD Ridership of 33.2 million was 0.7% lower than the Adopted Budget but 1.2% higher than 2014.
- May ridership of 7.0 million was slightly above the Adopted Budget.
- YTD Commutation ridership was 0.6% lower than the Adopted Budget but on target for the month. May YTD commutation was 0.4% higher than 2014.
- YTD Non-commutation ridership was 0.8% lower than the Adopted Budget, but 2.0% higher than the Adopted Budget for the month. Compared to 2014, YTD non-commutation was 2.4% higher than the Adopted Budget.

**West of Hudson**

- YTD Ridership was higher than the Adopted Budget by 2.0%. May ridership was 1.1% higher than the Adopted Budget. Compared to 2014, YTD ridership was 5.3% higher.

**Revenue and Reimbursements**

Total YTD Revenue and Reimbursements through May was \$362.7 million and slightly lower than the Adopted Budget:

- Farebox Revenue of \$265.1 million was \$1.5 million lower than the Adopted Budget primarily due to adverse winter weather conditions.
- Other Operating Revenue of \$26.1 million was \$4.0 million higher than the Adopted Budget due to the recognition of interagency fare revenue from NYCT and higher GCT net retail revenue noted above.
- Capital and Other Reimbursements of \$71.4 million were \$3.4 million lower than the Adopted Budget due to project timing previously discussed.

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

Total YTD Non-Reimbursable and Reimbursable expenses of \$557.8 million through May were \$19.6 million (3.4%) lower than the Adopted Budget:

- \$15.5 million was attributable to lower non-labor costs primarily due to reduced contractual services expenditures and timing differences in capital project activity.
- \$4.1 million was attributable to lower labor costs primarily due to unfilled positions partially offset by higher overtime expenses for capital project work and operations coverage for adverse winter weather.

**Financial Performance Measures**

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 63.5% through May was 3.6% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$14.06 for the period was \$0.63 lower than the Adopted Budget.
- Revenue per Passenger of \$8.07 for the period was slightly above the Adopted Budget.

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

**REVENUE**

**Total Revenue and reimbursements** were \$0.9 million (0.2%) lower than the Adopted Budget through May:

- **Farebox Revenue** – YTD was lower than the Adopted Budget by \$1.5 million, primarily due to lower non-commutation ridership as a result of the temporary system-wide suspension of service related to Winter Storm Juno on January 26<sup>th</sup>-27<sup>th</sup>, multiple adverse weather events and the Commerce Street grade crossing collision. For the month, revenue was \$0.5 million above the Adopted Budget.
- **Other Operating Revenue** – YTD was higher than the Adopted Budget by \$4.0 million primarily due to the recognition of interagency fare revenue from NYCT and higher GCT net retail revenue from increased tenant rents and lower management expenses. For the month, revenue was \$1.2 million above the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was lower by \$3.4 million due to timing differences/rescheduling of capital projects (Positive Train Control, Component Change Out Shop and Cyclical Track Program). For the month, reimbursements were \$0.1 million below the Adopted Budget.

**EXPENSES**

**Total Expenses** – YTD expenses of \$682.7 million were \$20.8 million (3.0%) lower than the Adopted Budget. For the month, expenses were \$7.1 million (5.1%) lower than the Adopted Budget.

- **Labor expenses** (*including fringes and overhead recoveries*) – YTD expenses of \$396.2 million were \$4.1 million lower than the Adopted Budget primarily due to unfilled positions partially offset by higher overtime for reimbursable project work and operations coverage for multiple adverse winter weather events. For the month, expenses were \$3.3 million (4.1%) lower than the Adopted Budget.
- **Non-Labor Expenses** were \$161.6 million YTD; \$15.5 million lower than Adopted Budget and \$2.7 million lower for the month:
  - **Electric Power** – YTD was \$0.2 million above the Adopted Budget primarily due to prior period billing adjustments for reimbursable projects partially offset by lower rates and usage. For the month, expenses were \$0.4 million above the Adopted Budget.
  - **Fuel** – YTD was \$2.9 million below the Adopted Budget primarily due to a lower diesel fuel price per gallon partly offset by higher than budgeted usage. For the month, expenses were on target to the Adopted Budget.
  - **Maintenance & Other Operating Contracts** – YTD was \$6.6 million below the Adopted Budget primarily due to timing differences for maintenance contracts and locomotive overhauls as well as a prior year adjustment for MTA Police services. For the month, expenses were \$1.5 million lower than the Adopted Budget.
  - **Professional Services** – YTD was \$3.6 million below the Adopted Budget primarily due to timing differences for engineering services, training, legal fees, advertising and reimbursable project activity. For the month, expenses were \$0.3 million higher than the Adopted Budget.
  - **Materials & Supplies** – YTD was \$5.5 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 \$2.2 million lower than the Adopted Budget.
  - **Other Business Expenses** – YTD was higher than the Adopted Budget by \$4.0 million primarily due to the asset write-off of two M-7 cars related to the Commerce Street grade crossing collision and the timing of cost recoveries from other railroads. For the month, expenses were \$0.5 million higher than the Adopted Budget.

**Depreciation and Other Non-Cash Liability Adjustments** – \$1.3 million lower than the Adopted Budget due to lower capitalization of assets largely offset by the recognition of non-hazardous environmental remediation costs for the Harmon Shop Improvements capital project.

**CASH DEFICIT**

The Cash Deficit through May of \$235.2 million was \$55.9 million favorable to the Adopted Budget primarily due to a 2014 pre-payment for the 2015 pension obligation and lower expenses partly offset by the timing of capital reimbursements.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$57.570	\$58.071	\$0.502	0.9	\$0.000	\$0.000	\$0.000	-	\$57.570	\$58.071	\$0.502	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.188	5.416	1.228	29.3	0.000	0.000	0.000	-	4.188	5.416	1.228	29.3
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.179	8.998	(1.182)	(11.6)	10.179	8.998	(1.182)	(11.6)
CDOT	0.000	0.000	0.000	-	4.464	5.962	1.498	33.5	4.464	5.962	1.498	33.5
Other	0.000	0.000	0.000	-	1.871	1.414	(0.457)	(24.4)	1.871	1.414	(0.457)	(24.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.515	16.374	(0.141)	(0.9)	16.515	16.374	(0.141)	(0.9)
<b>Total Revenue/Receipts</b>	<b>\$61.758</b>	<b>\$63.487</b>	<b>\$1.729</b>	<b>2.8</b>	<b>\$16.515</b>	<b>\$16.374</b>	<b>(\$0.141)</b>	<b>(0.9)</b>	<b>\$78.273</b>	<b>\$79.861</b>	<b>\$1.588</b>	<b>2.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$38.962	\$37.497	\$1.465	3.8	\$4.203	\$4.196	\$0.007	0.2	\$43.165	\$41.693	\$1.472	3.4
Overtime	7.533	6.316	1.216	16.1	1.296	1.642	(0.346)	(26.7)	8.829	7.959	0.870	9.9
Health and Welfare	7.931	7.449	0.482	6.1	1.176	1.185	(0.009)	(0.8)	9.107	8.634	0.473	5.2
OPEB Current Payment	2.099	2.003	0.096	4.6	0.000	0.000	0.000	-	2.099	2.003	0.096	4.6
Pensions	6.956	6.485	0.471	6.8	0.682	0.807	(0.125)	(18.3)	7.638	7.292	0.346	4.5
Other Fringe Benefits	8.722	8.001	0.721	8.3	0.962	1.042	(0.080)	(8.4)	9.684	9.043	0.641	6.6
Reimbursable Overhead	(5.001)	(4.255)	(0.746)	(14.9)	4.433	4.285	0.149	3.4	(0.568)	0.030	(0.598)	*
<b>Total Labor</b>	<b>\$67.202</b>	<b>\$63.496</b>	<b>\$3.706</b>	<b>5.5</b>	<b>\$12.752</b>	<b>\$13.157</b>	<b>(\$0.405)</b>	<b>(3.2)</b>	<b>\$79.954</b>	<b>\$76.653</b>	<b>\$3.301</b>	<b>4.1</b>
<i>Non-Labor:</i>												
Electric Power	\$7.105	\$7.031	\$0.074	1.0	\$0.000	\$0.453	(\$0.453)	-	\$7.105	\$7.484	(\$0.379)	(5.3)
Fuel	2.003	1.974	0.029	1.4	0.000	0.000	0.000	-	2.003	1.974	0.029	1.4
Insurance	1.626	1.611	0.015	0.9	0.370	0.329	0.041	11.1	1.997	1.941	0.056	2.8
Claims	0.098	0.005	0.093	95.0	0.000	0.000	0.000	-	0.098	0.005	0.093	95.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.788	7.702	1.086	12.4	0.819	0.420	0.399	48.7	9.607	8.122	1.485	15.5
Professional Service Contracts	2.926	3.165	(0.238)	(8.1)	1.026	1.084	(0.059)	(5.7)	3.952	4.249	(0.297)	(7.5)
Materials & Supplies	6.224	4.610	1.615	25.9	1.500	0.903	0.597	39.8	7.724	5.512	2.211	28.6
Other Business Expenses	1.957	2.473	(0.516)	(26.4)	0.047	0.027	0.021	43.6	2.004	2.499	(0.495)	(24.7)
<b>Total Non-Labor</b>	<b>\$30.727</b>	<b>\$28.570</b>	<b>\$2.157</b>	<b>7.0</b>	<b>\$3.763</b>	<b>\$3.217</b>	<b>\$0.546</b>	<b>14.5</b>	<b>\$34.490</b>	<b>\$31.787</b>	<b>\$2.703</b>	<b>7.8</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>\$97.929</b>	<b>\$92.066</b>	<b>\$5.863</b>	<b>6.0</b>	<b>\$16.515</b>	<b>\$16.374</b>	<b>\$0.141</b>	<b>0.9</b>	<b>\$114.444</b>	<b>\$108.440</b>	<b>\$6.004</b>	<b>5.2</b>
Depreciation	19.290	18.492	0.798	4.1	0.000	0.000	0.000	-	19.290	18.492	0.798	4.1
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.264	0.000	0.264	100.0	0.000	0.000	0.000	-	0.264	0.000	0.264	100.0
<b>Total Expenses</b>	<b>\$123.176</b>	<b>\$116.251</b>	<b>\$6.925</b>	<b>5.6</b>	<b>\$16.515</b>	<b>\$16.374</b>	<b>\$0.141</b>	<b>0.9</b>	<b>\$139.691</b>	<b>\$132.625</b>	<b>\$7.066</b>	<b>5.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$61.418)</b>	<b>(\$52.764)</b>	<b>\$8.654</b>	<b>14.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$61.418)</b>	<b>(\$52.764)</b>	<b>\$8.654</b>	<b>14.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.290	18.492	(0.798)	(4.1)	0.000	0.000	0.000	-	19.290	18.492	(0.798)	(4.1)
Operating/Capital	(2.887)	(1.579)	1.308	45.3	0.000	0.000	0.000	-	(2.887)	(1.579)	1.308	45.3
Other Cash Adjustments	(77.051)	(58.482)	18.569	24.1	0.000	0.000	0.000	-	(77.051)	(58.482)	18.569	24.1
<b>Total Cash Conversion Adjustments</b>	<b>(\$60.648)</b>	<b>(\$41.569)</b>	<b>\$19.078</b>	<b>31.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$60.648)</b>	<b>(\$41.569)</b>	<b>\$19.078</b>	<b>31.5</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$122.066)</b>	<b>(\$94.333)</b>	<b>\$27.733</b>	<b>22.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$122.066)</b>	<b>(\$94.333)</b>	<b>\$27.733</b>	<b>22.7</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**  
**May 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	\$266.657	\$265.127	(\$1.530)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$266.657	\$265.127	(\$1.530)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	22.102	26.138	4.036	18.3	0.000	0.000	0.000	-	22.102	26.138	4.036	18.3
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	46.315	41.401	(4.913)	(10.6)	46.315	41.401	(4.913)	(10.6)
CDOT	0.000	0.000	0.000	-	20.168	23.391	3.223	16.0	20.168	23.391	3.223	16.0
Other	0.000	0.000	0.000	-	8.356	6.633	(1.723)	(20.6)	8.356	6.633	(1.723)	(20.6)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	74.839	71.425	(3.414)	(4.6)	74.839	71.425	(3.414)	(4.6)
<b>Total Revenue/Receipts</b>	<b>\$288.760</b>	<b>\$291.265</b>	<b>\$2.505</b>	<b>0.9</b>	<b>\$74.839</b>	<b>\$71.425</b>	<b>(\$3.414)</b>	<b>(4.6)</b>	<b>\$363.599</b>	<b>\$362.690</b>	<b>(\$0.908)</b>	<b>(0.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$196.743	\$189.920	\$6.823	3.5	\$19.486	\$19.400	\$0.087	0.4	\$216.230	\$209.320	\$6.910	3.2
Overtime	37.015	38.004	(0.989)	(2.7)	5.385	7.534	(2.149)	(39.9)	42.400	45.538	(3.138)	(7.4)
Health and Welfare	40.197	38.942	1.255	3.1	5.351	5.495	(0.144)	(2.7)	45.548	44.437	1.111	2.4
OPEB Current Payment	10.494	10.278	0.216	2.1	0.000	0.000	0.000	-	10.494	10.278	0.216	2.1
Pensions	35.033	33.615	1.418	4.0	3.094	3.640	(0.546)	(17.6)	38.127	37.255	0.872	2.3
Other Fringe Benefits	44.446	43.590	0.856	1.9	4.365	5.191	(0.826)	(18.9)	48.811	48.782	0.030	0.1
Reimbursable Overhead	(20.120)	(18.058)	(2.063)	(10.3)	18.779	18.636	0.143	0.8	(1.341)	0.579	(1.920)	*
<b>Total Labor</b>	<b>\$343.808</b>	<b>\$336.292</b>	<b>\$7.516</b>	<b>2.2</b>	<b>\$56.461</b>	<b>\$59.896</b>	<b>(\$3.435)</b>	<b>(6.1)</b>	<b>\$400.269</b>	<b>\$396.188</b>	<b>\$4.081</b>	<b>1.0</b>
<i>Non-Labor:</i>												
Electric Power	\$38.939	\$38.664	\$0.275	0.7	\$0.000	\$0.475	(\$0.475)	-	\$38.939	\$39.139	(\$0.200)	(0.5)
Fuel	11.307	8.443	2.864	25.3	0.000	0.000	0.000	-	11.307	8.443	2.864	25.3
Insurance	8.132	7.651	0.481	5.9	1.443	1.329	0.114	7.9	9.575	8.980	0.595	6.2
Claims	0.478	0.080	0.398	83.3	0.000	0.000	0.000	-	0.478	0.080	0.398	83.3
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	44.242	38.104	6.138	13.9	3.951	3.441	0.510	12.9	48.192	41.545	6.647	13.8
Professional Service Contracts	15.190	12.277	2.913	19.2	3.348	2.672	0.676	20.2	18.538	14.949	3.589	19.4
Materials & Supplies	30.942	31.299	(0.358)	(1.2)	9.395	3.493	5.902	62.8	40.337	34.793	5.545	13.7
Other Business Expenses	9.461	13.545	(4.084)	(43.2)	0.241	0.120	0.121	50.3	9.702	13.665	(3.963)	(40.8)
<b>Total Non-Labor</b>	<b>\$158.689</b>	<b>\$150.064</b>	<b>\$8.626</b>	<b>5.4</b>	<b>\$18.378</b>	<b>\$11.529</b>	<b>\$6.849</b>	<b>37.3</b>	<b>\$177.067</b>	<b>\$161.593</b>	<b>\$15.474</b>	<b>8.7</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>\$502.497</b>	<b>\$486.356</b>	<b>\$16.141</b>	<b>3.2</b>	<b>\$74.839</b>	<b>\$71.425</b>	<b>\$3.414</b>	<b>4.6</b>	<b>\$577.336</b>	<b>\$557.781</b>	<b>\$19.555</b>	<b>3.4</b>
Depreciation	96.448	93.004	3.444	3.6	0.000	0.000	0.000	-	96.448	93.004	3.444	3.6
OPEB Obligation	28.465	28.465	0.000	0.0	0.000	0.000	0.000	-	28.465	28.465	0.000	0.0
Environmental Remediation	1.322	3.496	(2.175)	*	0.000	0.000	0.000	-	1.322	3.496	(2.175)	*
<b>Total Expenses</b>	<b>\$628.732</b>	<b>\$611.321</b>	<b>\$17.411</b>	<b>2.8</b>	<b>\$74.839</b>	<b>\$71.425</b>	<b>\$3.414</b>	<b>4.6</b>	<b>\$703.571</b>	<b>\$682.746</b>	<b>\$20.825</b>	<b>3.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$339.972)</b>	<b>(\$320.056)</b>	<b>\$19.916</b>	<b>5.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$339.972)</b>	<b>(\$320.056)</b>	<b>\$19.916</b>	<b>5.9</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	96.448	93.004	(3.444)	(3.6)	0.000	0.000	0.000	-	96.448	93.004	(3.444)	(3.6)
Operating/Capital	(17.142)	(6.464)	10.678	62.3	0.000	0.000	0.000	-	(17.142)	(6.464)	10.678	62.3
Other Cash Adjustments	(30.443)	(1.693)	28.750	94.4	0.000	0.000	0.000	-	(30.443)	(1.693)	28.750	94.4
<b>Total Cash Conversion Adjustments</b>	<b>\$48.863</b>	<b>\$84.847</b>	<b>\$35.984</b>	<b>73.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$48.863</b>	<b>\$84.847</b>	<b>\$35.984</b>	<b>73.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$291.109)</b>	<b>(\$235.209)</b>	<b>\$55.900</b>	<b>19.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$291.109)</b>	<b>(\$235.209)</b>	<b>\$55.900</b>	<b>19.2</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**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**  
**MAY 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	\$1.228	29.3%	Primarily higher net GCT revenues due to lower management expenses and the recognition of interagency fare revenue.	\$4.036	18.3%	Primarily reflects the recognition of interagency fare revenue and higher net GCT revenues due to increased tenant rents and lower management expenses.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$0.141)	(0.9%)		(\$3.414)	(4.6%)	Lower reimbursements reflect scheduling changes in capital projects.
PAYROLL	Non-Reimb	\$1.465	3.8%	Primarily due to unfilled positions.	\$6.823	3.5%	Primarily due to unfilled positions.
OVERTIME	Non-Reimb	\$1.216	16.1%	See overtime tables.	(\$0.989)	(2.7%)	See overtime tables.
	Reimb	(\$0.346)	(26.7%)	See overtime tables.	(\$2.149)	(39.9%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$0.482	6.1%	Primarily due to lower payroll costs.	\$1.255	3.1%	
PENSIONS	Non-Reimb	\$0.471	6.8%	Primarily due to lower payroll costs.	\$1.418	4.0%	
	Reimb	(\$0.125)	(18.3%)	Reflects higher than budgeted expenses for the CT Track Program and EMU Fleet Replacement.	(\$0.546)	(17.6%)	Reflects higher than budgeted expenses for the CT Track Program and EMU Fleet Replacement.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.721	8.3%	Primarily due to lower employee claims.	\$0.856	1.9%	
	Reimb	(\$0.080)	(8.4%)	Reflects higher than budgeted expenses for the CT Track Program and EMU Fleet Replacement.	(\$0.826)	(18.9%)	Reflects higher than budgeted expenses for CT Track Program, 2015 GCT Turnouts and Catenary projects.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.746)	(14.9%)	The non-reimbursable and reimbursable variances primarily reflect lower than budgeted overhead rates and lower project activity.	(\$2.063)	(10.3%)	The non-reimbursable and reimbursable variances primarily reflect lower than budgeted overhead rates and lower project activity.
	Reimb	\$0.149	3.4%		\$0.143	0.8%	

**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  
 MAY 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
		\$	%		\$	%	
ELECTRIC POWER	Reimb	(\$0.453)	-	Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.	(\$0.475)	-	Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
FUEL	Non-Reim	\$0.029	1.4%		\$2.864	25.3%	Reflects lower diesel fuel price per gallon partially offset by higher than budgeted usage.
INSURANCE	Non-Reimb	\$0.015	0.9%		\$0.481	5.9%	Reflects a refund for Station Liability Insurance from prior year premium audits.
	Reimb	\$0.041	11.1%	Reflects lower project activity.	\$0.114	7.9%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.093	95.0%	Primarily due to lower claim payments for the period.	\$0.398	83.3%	Primarily due to lower claims payments and reimbursements for administrative fees from FMTAC.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.086	12.4%	Primarily reflects timing of expenses for maintenance contracts, GCT utilities and security services. These were partially offset by the recognition of the straight lining of the amortization costs related to the Graybar relocation.	\$6.138	13.9%	Reflects timing of expenses for maintenance contracts, locomotive overhauls and environmental waste removal as well as a prior period adjustment for MTA Police services. These were partially offset by the recognition of the straight lining of the amortization costs related to the Graybar relocation.
	Reimb	\$0.399	48.7%	Reflects lower project activity for GCT Leaks Remediation.	\$0.510	12.9%	Reflects lower project activity for the NH - Component Change Out Shop due to design and delivery delays of the M8s. Also, lower project activity for GCT Leaks Remediation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.238)	(8.1%)	Primarily due to higher expenses for market research study and the timing of engineer services.	\$2.913	19.2%	Favorable variance reflects the timing of expenses for engineer services, training, legal fees, audit services and advertising.
	Reimb	(\$0.059)	(5.7%)	Reflects higher than budgeted expenses for NHL Signal System, West Haven Station and Positive Train Control.	\$0.676	20.2%	Reflects timing of the EMU Fleet Replacement program and NH - Component Change Out Shop .

**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**  
**MAY 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	\$1.615	25.9%	Primarily reflects favorable purchase price variance adjustments.	(\$0.358)	(1.2%)	Timing of expenses for Positive Train Control, NH - Component Change Out shop projects and C&S Infrastructure Restoration.
	Reimb	\$0.597	39.8%	Timing of expenses for Positive Train Control and C&S Infrastructure Restoration.	\$5.902	62.8%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.516)	(26.4%)	Primarily due to employment settlement payments and the timing of payroll mobility tax expenses.	(\$4.084)	(43.2%)	Primarily reflects the write off of two M-7 cars related to the Commerce St collision and the timing of cost recoveries from other railroads
	Reimb	\$0.021	43.6%	Overall lower project activity.	\$0.121	50.3%	Overall lower project activity.
DEPRECIATION	Non-Reimb	\$0.798	4.1%	Lower than anticipated capitalization of assets.	\$3.444	3.6%	Lower than anticipated capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.264	100.0%	Timing of projects requiring remediation.	(\$2.175)	*	Primarily reflects 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.
OPERATING CAPITAL	Non-Reim	\$1.308	45.3%	Reflects lower activity during the period for the following projects: Cameras/Audios For M8 And Non-M8 Fleet, Furniture for CCO Shop in NH, PAT - Repair 3rd Rail Fire Alarm System, and Upgrade Locomotive Simulators projects, partially offset by higher than anticipated activity on the Vehicle Fleet Replacement project.	\$10.678	62.3%	Reflects lower activity for the following projects: Autonomous Track Geometry Measurement System, Cameras/Audios For M8 And Non-M8 Fleet, Locomotive Overhaul for 6 GP 35 Locos, Furniture for CCO Shop in NH, and Upgrade Locomotive Simulators 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)

	May						May 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>	50,558	\$ 3.240	45,097	\$ 2.606	5,461	\$ 0.634	248,760	\$ 15.941	242,743	\$ 14.268	6,017	\$ 1.673
					10.8%	19.6%					2.4%	10.5%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	51,300	\$ 2.630	45,971	\$ 2.352	5,329	\$ 0.278	210,540	\$ 10.793	195,136	\$ 10.532	15,404	\$ 0.261
					10.4%	10.6%					7.3%	2.4%
<u>Unscheduled Maintenance</u>	1,019	\$ 0.052	518	\$ 0.026	501	\$ 0.026	5,212	\$ 0.267	12,266	\$ 0.663	(7,054)	\$ (0.396)
					49.2%	50.2%					*	*
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	24,595	\$ 1.261	23,651	\$ 1.235	944	\$ 0.026	115,357	\$ 5.914	124,587	\$ 6.543	(9,230)	\$ (0.629)
					3.8%	2.0%					-8.0%	-10.6%
<u>Weather Emergencies</u>	6,827	\$ 0.350	0	\$ -	6,827	\$ 0.350	79,977	\$ 4.100	103,371	\$ 5.607	(23,394)	\$ (1.507)
					100.0%	100.0%					-29.3%	-36.8%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
					-	-					-	-
<u>Other</u> <sup>4</sup>	0	\$ -	0	\$ 0.098	0	\$ (0.098)	0	\$ -	0	\$ 0.391	0	\$ (0.391)
					-	-					-	-
Subtotal	134,299	\$ 7.533	115,237	\$ 6.316	19,062	\$ 1.217	659,846	\$ 37.015	678,103	\$ 38.004	(18,257)	\$ (0.990)
					14.2%	16.2%					-2.8%	-2.7%
<b>REIMBURSABLE OVERTIME</b>	25,285	\$ 1.296	27,392	\$ 1.642	(2,107)	\$ (0.346)	105,050	\$ 5.386	136,199	\$ 7.534	(31,149)	\$ (2.148)
					-8.3%	-26.7%					-29.7%	-39.9%
<b>TOTAL OVERTIME</b>	<b>159,584</b>	<b>\$ 8.829</b>	<b>142,629</b>	<b>\$ 7.958</b>	<b>16,955</b>	<b>\$ 0.871</b>	<b>764,896</b>	<b>\$ 42.401</b>	<b>814,302</b>	<b>\$ 45.538</b>	<b>(49,406)</b>	<b>\$ (3.137)</b>
					10.6%	9.9%					-6.5%	-7.4%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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

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

	May			May 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>	5,461	\$0.634	Higher staff availability due to newly graduated conductor classes available for service coverage as well as lower than anticipated attrition.	6,017	\$1.673	Primarily due to higher staff availability due to newly graduating conductor classes available for service coverage as well as lower than anticipated attrition.
	10.8%	19.6%		2.4%	10.5%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	5,329	\$0.278	Primarily due to lower than anticipated programmatic expenses.	15,404	\$0.261	
	10.4%	10.6%		7.3%	2.4%	
<u>Unscheduled Maintenance</u>	501	\$0.026		(7,054)	(\$0.396)	Primarily due to coverage for the CSX derailment.
	49.2%	50.2%		*	*	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	944	\$0.026		(9,230)	(\$0.629)	Primarily due to vacation, sick and vacancy coverage for M of E must-fill positions.
	3.8%	2.0%		-8.0%	-10.6%	
<u>Weather Emergencies</u>	6,827	\$0.350	No severe weather events for the month.	(23,394)	(\$1.507)	Primarily due to increased coverage requirements resulting from adverse winter weather conditions, both snow and temperature related, during the first quarter of the year.
	100.0%	100.0%		-29.3%	-36.8%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u> <sup>4</sup>	0	(\$0.098)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$0.391)	Reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-	-	
<b>Subtotal</b>	<b>19,062</b>	<b>\$1.216</b>		<b>(18,257)</b>	<b>(\$0.990)</b>	
	14.2%	16.2%		-2.8%	-2.7%	
<b>REIMBURSABLE OVERTIME</b>	(2,107)	(\$0.346)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal and CT Track Program.	(31,149)	(\$2.148)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal, C29 and CT Track Program as well as higher activity on Miscellaneous I&C HH project.
	-8.3%	-26.7%		-29.7%	-39.9%	
<b>TOTAL OVERTIME</b>	<b>16,955</b>	<b>\$0.870</b>		<b>(49,406)</b>	<b>(\$3.137)</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 timing differences related to payroll and calendar cutoff dates.

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

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	May 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$58.135	\$55.599	(\$2.536)	(4.4)	\$269.296	\$265.107	(\$4.189)	(1.6)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	4.941	7.244	2.303	46.6	27.554	29.566	2.012	7.3
<i>Capital &amp; Other Reimbursements:</i>								
MTA	9.672	8.509	(1.163)	(12.0)	56.332	25.754	(30.578)	(54.3)
CDOT	4.747	7.865	3.118	65.7	21.574	26.704	5.130	23.8
Other	1.566	0.755	(0.811)	(51.8)	6.905	5.565	(1.340)	(19.4)
Total Capital and Other Reimbursements	15.985	17.129	1.144	7.2	84.811	58.023	(26.788)	(31.6)
<b>Total Receipts</b>	<b>\$79.061</b>	<b>\$79.972</b>	<b>\$0.911</b>	<b>1.2</b>	<b>\$381.661</b>	<b>\$352.696</b>	<b>(\$28.965)</b>	<b>(7.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$101.568	\$88.424	\$13.144	12.9	\$262.816	\$246.547	\$16.269	6.2
Overtime	20.608	7.601	13.007	63.1	53.055	41.798	11.257	21.2
Health and Welfare	9.834	8.714	1.120	11.4	50.862	50.099	0.763	1.5
OPEB Current Payment	2.099	3.284	(1.185)	(56.5)	10.494	11.475	(0.981)	(9.3)
Pensions	18.512	8.230	10.282	55.5	50.308	10.998	39.310	78.1
Other Fringe Benefits	16.292	21.241	(4.949)	(30.4)	56.786	59.918	(3.132)	(5.5)
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>\$168.912</b>	<b>\$137.494</b>	<b>\$31.418</b>	<b>18.6</b>	<b>\$484.321</b>	<b>\$420.835</b>	<b>\$63.486</b>	<b>13.1</b>
<i>Non-Labor:</i>								
Electric Power	\$7.234	\$8.631	(\$1.397)	(19.3)	\$39.591	\$37.550	\$2.041	5.2
Fuel	1.932	2.457	(0.525)	(27.2)	10.950	10.301	0.649	5.9
Insurance	0.382	1.944	(1.562)	*	9.889	10.012	(0.123)	(1.2)
Claims	0.083	0.482	(0.399)	*	5.528	2.377	3.151	57.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.757	7.025	(0.268)	(4.0)	40.416	32.952	7.464	18.5
Professional Service Contracts	4.061	2.903	1.158	28.5	22.583	12.828	9.755	43.2
Materials & Supplies	7.806	9.154	(1.348)	(17.3)	40.157	41.746	(1.589)	(4.0)
Other Business Expenditures	3.958	4.215	(0.257)	(6.5)	19.334	19.304	0.030	0.2
<b>Total Non-Labor</b>	<b>\$32.214</b>	<b>\$36.811</b>	<b>(\$4.597)</b>	<b>(14.3)</b>	<b>\$188.449</b>	<b>\$167.070</b>	<b>\$21.379</b>	<b>11.3</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>\$201.127</b>	<b>\$174.305</b>	<b>\$26.822</b>	<b>13.3</b>	<b>\$672.770</b>	<b>\$587.905</b>	<b>\$84.865</b>	<b>12.6</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$122.066)</b>	<b>(\$94.333)</b>	<b>\$27.733</b>	<b>22.7</b>	<b>(\$291.109)</b>	<b>(\$235.209)</b>	<b>\$55.900</b>	<b>19.2</b>
<b>Subsidies</b>								
MTA	113.918	81.721	(32.197)	(28.3)	229.044	180.178	(48.866)	(21.3)
CDOT	8.148	9.692	1.544	19.0	62.066	49.113	(12.953)	(20.9)
<b>Total Subsidies</b>	<b>\$122.066</b>	<b>\$91.413</b>	<b>(\$30.653)</b>	<b>(25.1)</b>	<b>\$291.109</b>	<b>\$229.291</b>	<b>(\$61.818)</b>	<b>(21.2)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$2.920</b>	<b>\$2.920</b>	<b>-</b>	<b>\$0.000</b>	<b>\$5.918</b>	<b>\$5.918</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	May Month vs Budget			Year-To-Date as of May 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(2.536)	(4.4%)	Timing of cash receipts.	(4.189)	(1.6%)	
OTHER OPERATING REVENUE	2.303	46.6%	Timing of Amtrak reimbursement, MTA-LaSalle charges and higher tenant & percentage revenues.	2.012	7.3%	Higher tenant & percentage revenues combined with timing of MTA-LaSalle charges.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.163)	(12.0%)	Lower cash receipts due to timing of payments.	(30.578)	(54.3%)	Lower cash receipts due to lower capital related project activity and timing of payments.
CDOT	3.118	65.7%	Higher cash receipts due to timing of payments combined with higher capital related project activity.	5.130	23.8%	Higher cash receipts due to timing of payments combined with higher capital related project activity.
OTHER	(0.811)	(51.8%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(1.340)	(19.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
PAYROLL	13.144	12.9%	Timing of RWA payments combined with position vacancies partially offset by higher payroll taxes associated with RWA payments.	16.269	6.2%	Timing of RWA payments combined with position vacancies partially offset by higher payroll taxes associated with RWA payments.
OVERTIME	13.007	63.1%	Timing of RWA payments combined with lower scheduled service, programmatic maintenance and no weather events.	11.257	6.2%	Timing of RWA payments partially offset by adverse weather events, vacancy/absentee coverage for must fill positions and unscheduled maintenance primarily due to the CSX derailment.
HEALTH & WELFARE	1.119	11.4%	Timing of payment for Dental/Vision insurance.	0.764	1.5%	
OPEB CURRENT PAYMENT	(1.185)	(56.4%)	Timing of retiree health benefit payments.	(0.981)	(9.4%)	Higher retiree health benefit payments due to higher retirees than budgeted.
PENSIONS	10.282	55.5%	Timing of RWA payments.	39.310	78.1%	Favorable variance reflects a 2014 pre-payment of \$28M for the 2015 pension obligation combined with timing of RWA payments (\$10.3M).
OTHER FRINGE BENEFITS	(4.949)	(30.4%)	Higher Tier II due to RWA payments.	(3.132)	(5.5%)	Higher railroad taxes and unemployment insurance paid due to RWA payments offset by lower employee claims.
ELECTRIC POWER	(1.397)	(19.3%)	Higher traction and propulsion due to NYPA rate correction combined with timing of payments. Non traction due to timing of payments.	2.041	5.2%	Timing of payments combined with rate favorability on the New Haven Line and consumption favorability on the Harlem & Hudson Lines.

**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	May Month vs Budget			Year-To-Date as of May 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	(0.525)	(27.2%)	Higher fuel for trains due to timing of payments partially offset by rate favorability. Non revenue fuel due to timing of payments.	0.649	5.9%	Rate favorability partially offset by timing of payments.
INSURANCE	(1.562)	*	Timing of Force Account and Automobile insurance premiums.	(0.123)	(1.2%)	
CLAIMS	(0.399)	*	Timing of settlement payments made related to New Haven Line incident.	3.151	57.0%	Timing of settlement payments related to the Spuyten Duyvil and New Haven Line incidents.
MAINTENANCE & OTHER OPERATING CONTRACTS	(0.268)	(4.0%)		7.464	18.5%	Timing of spend on MTA police, capital related projects (Overhead Bridge Program, Locomotive Overhaul, Locomotive Simulator and GCT Leaks Remediation partially offset by Positive Train Control) and maintenance & repairs.
PROFESSIONAL SERVICE CONTRACTS	1.158	28.5%	Timing of spend on capital related projects (Camera/Audio for Fleet and NHL Component Change Out Shop).	9.755	43.2%	Timing of spend on capital related projects (Camera/Audio for Fleet, NHL Component Change Out Shop and NHL EMU Fleet Replacement) and quarterly New Haven Line BSC costs partially offset by I.T. costs.
MATERIALS & SUPPLIES	(1.348)	(17.3%)	Timing of materials placed into inventory.	(1.589)	(4.0%)	
OTHER BUSINESS EXPENSES	(0.257)	(6.5%)	Employment settlement payments.	0.030	0.2%	
MTA SUBSIDY RECEIPTS	(32.197)	(28.3%)	Lower net cash deficit combined with impact of utilization of cash balances and higher CDOT subsidy.	(48.866)	(21.3%)	Lower net cash deficit and impact of utilization of cash balances partially offset by lower CDOT subsidy
CDOT SUBSIDY RECEIPTS	1.544	19.0%	Timing of Admin Assets receipt received in May.	(12.953)	(20.9%)	Payment timing differences and lower retroactive wage adjustment payments partially offset by deficit adjustment for estimate to actual for prior months.
TOTAL SUBSIDY RECEIPTS	(30.653)	(70.5%)		(61.818)	(36.6%)	

\* Variance exceeds 100%

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

	May 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.565	(\$2.472)	(\$3.038)	*	\$2.639	(\$0.020)	(\$2.659)	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.753	1.828	1.075	*	5.451	3.428	(2.023)	(37.1)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(0.507)	(0.489)	0.019	3.6	10.017	(15.647)	(25.664)	*
CDOT	0.283	1.903	1.621	*	1.406	3.313	1.907	*
Other	(0.305)	(0.659)	(0.354)	*	(1.451)	(1.068)	0.383	26.4
Total Capital and Other Reimbursements	(0.530)	0.755	1.285	*	9.972	(13.402)	(23.375)	*
<b>Total Revenue/Receipts</b>	<b>\$0.789</b>	<b>\$0.111</b>	<b>(\$0.678)</b>	<b>(85.9)</b>	<b>\$18.062</b>	<b>(\$9.994)</b>	<b>(\$28.056)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$58.403)	(\$46.731)	\$11.671	20.0	(\$46.586)	(\$37.227)	\$9.359	20.1
Overtime	(11.779)	0.358	12.137	*	(10.655)	3.740	14.395	*
Health and Welfare	(0.727)	(0.080)	0.647	89.0	(5.314)	(5.662)	(0.347)	(6.5)
OPEB Current Payment	(0.000)	(1.281)	0.000		(0.000)	(1.197)	(1.197)	*
Pensions	(10.874)	(0.938)	9.936	91.4	(12.181)	26.257	38.438	*
Other Fringe Benefits	(6.608)	(12.198)	(5.590)	(84.6)	(7.975)	(11.136)	(3.162)	(39.6)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.568)	0.030	0.598	*	(1.341)	0.579	1.920	*
<b>Total Labor</b>	<b>(\$88.959)</b>	<b>(\$60.841)</b>	<b>\$28.118</b>	<b>31.6</b>	<b>(\$84.052)</b>	<b>(\$24.647)</b>	<b>\$59.406</b>	<b>70.7</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.130)	(\$1.147)	(\$1.018)	*	(\$0.652)	\$1.589	\$2.241	*
Fuel	0.071	(0.483)	(0.554)	*	0.356	(1.858)	(2.215)	*
Insurance	1.614	(0.003)	(1.618)	*	(0.315)	(1.032)	(0.717)	*
Claims	0.014	(0.477)	(0.491)	*	(5.051)	(2.297)	2.754	54.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.850	1.097	(1.753)	(61.5)	7.777	8.593	0.816	10.5
Professional Service Contracts	(0.109)	1.346	1.456	*	(4.046)	2.121	6.166	*
Materials & Supplies	(0.082)	(3.642)	(3.559)	*	0.180	(6.953)	(7.134)	*
Other Business Expenses	(1.954)	(1.716)	0.238	12.2	(9.632)	(5.639)	3.993	41.5
<b>Total Non-Labor</b>	<b>\$2.275</b>	<b>(\$5.024)</b>	<b>(\$7.299)</b>	<b>*</b>	<b>(\$11.382)</b>	<b>(\$5.477)</b>	<b>\$5.904</b>	<b>51.9</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>(\$86.683)</b>	<b>(\$65.865)</b>	<b>\$20.818</b>	<b>24.0</b>	<b>(\$95.434)</b>	<b>(\$30.124)</b>	<b>\$65.310</b>	<b>68.4</b>
Depreciation	19.290	18.492	(0.798)	(4.1)	96.448	93.004	(3.444)	(3.6)
OPEB Obligation	5.693	5.693	0.000	0.0	28.465	28.465	0.000	0.0
Environmental Remediation	0.264	0.000	(0.264)	(100.0)	1.322	3.496	2.175	*
<b>Total Expenditures Adjustments</b>	<b>(\$61.436)</b>	<b>(\$41.680)</b>	<b>\$19.756</b>	<b>32.2</b>	<b>\$30.801</b>	<b>\$94.841</b>	<b>\$64.040</b>	<b>*</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$60.648)</b>	<b>(\$41.569)</b>	<b>\$19.078</b>	<b>31.5</b>	<b>\$48.863</b>	<b>\$84.847</b>	<b>\$35.984</b>	<b>73.6</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 May</u>		<u>Variance</u>		<u>Year-to-Date May</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	\$17.176	\$17.270	\$0.094	0.5	\$80.140	\$79.218	(\$0.922)	-1.2
Hudson Line	\$12.582	\$12.730	\$0.149	1.2	\$57.428	\$57.304	(\$0.124)	-0.2
New Haven Line	\$27.774	\$28.028	\$0.254	0.9	\$128.907	\$128.436	(\$0.471)	-0.4
Total Farebox Revenue	\$57.532	\$58.029 <sup>(1)</sup>	\$0.497	0.9	\$266.475	\$264.958 <sup>(1)</sup>	(\$1.517)	-0.6
<u>Ridership</u>								
Harlem Line	2.276	2.288	0.012	0.5	11.088	10.927	(0.161)	-1.5
Hudson Line	1.364	1.380	0.016	1.2	6.489	6.469	(0.020)	-0.3
New Haven Line	3.332	3.367	0.034	1.0	15.866	15.816	(0.050)	-0.3
Total Ridership East of Hudson	6.972	7.035	0.062	0.9	33.443	33.212	(0.231)	-0.7
West of Hudson	0.141	0.143	\$0.002	1.1	0.683	0.697	\$0.013	2.0
Total Ridership	7.114	7.178	0.064	0.9	34.126	33.908	(0.218)	-0.6

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.032 million for the month and \$0.158 million year-to-date.

**East of Hudson:**

East of Hudson ridership for the month reflected an increase of 0.9% or 62K rides as compared to the Adopted Budget:

- Hudson Line had a 1.2% increase due to higher than projected non-commutation growth
- New Haven Line had a 1.0% increase due to higher than projected non-commutation growth
- Harlem Line reflected an increase of 0.5% due to higher than projected non-commutation growth
- Compared to May 2014, East of Hudson ridership was up by 2.6%

YTD East of Hudson ridership was 0.7% or 231K rides below the Adopted Budget:

- Harlem Line was 1.5% lower as a result of the February 3<sup>rd</sup> Commerce Street collision with an estimated impact of 38K fewer rides and severe winter weather
- Both the New Haven Line and the Hudson Line were 0.3% lower respectively, reflecting the service suspension in January from Winter Storm Juno and multiple adverse weather events
- Compared to YTD May 2014, East of Hudson ridership was up by 1.2%

Commutation ridership as compared to the Adopted Budget was:

- Overall, on target for the month versus the Adopted Budget
- YTD Commutation was 0.6% lower YTD reflecting lower year to date ridership across all East of Hudson lines
- Compared to YTD May 2014, commutation ridership was 0.4% higher

Non-commutation ridership as compared to the Adopted Budget was:

- 2.0% higher for the month reflecting higher than projected growth across all all East of Hudson lines
- Overall, YTD Non-Commutation was 0.8 % lower reflecting the impacts of the severe winter weather, the Commerce St. collision on the Harlem Line and lower than projected ridership growth
- Compared to YTD May 2014, non-commutation ridership was 2.4% higher

**West of Hudson:**

West of Hudson ridership as compared to the Adopted Budget was:

- 1.1% higher for the month and 2.0% higher YTD
- Commutation ridership was 1.9% higher YTD
- Non-commutation ridership was 2.0% higher YTD
- Compared to 2014, May YTD ridership was 5.3% 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**  
**May 31, 2015**

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	4	4	-
Labor Relations (1)	8	10	(2)
Safety (2)	51	42	10
COS/Corporate & Public Affairs	18	16	2
Legal	18	18	0
Claims Services	14	13	1
Environmental Compliance & Svce	8	7	1
VP Administration (1)	2	-	2
VP Human Resources	6	4	2
Human Resources	29	29	(0)
Training (2)	73	54	18
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	19	16	3
Capital Planning & Programming	16	13	3
GCT & Corporate Development	32	31	1
Long Range Planning	8	7	1
VP Finance & Information Systems	6	1	5
Controller (3)	80	72	9
Budget	18	17	1
Customer Service	50	44	6
Procurement & Material Mgmt	32	28	4
<b>Total Administration</b>	<b>497</b>	<b>432</b>	<b>65</b>
<b>Operations</b>			
Operations Administration (2)(3)	67	55	12
Transportation (4)(5)	1,463	1,481	(17)
Customer Service (3)	240	223	17
GCT & Corporate Development	38	31	7
Metro-North West (6)	32	34	(2)
<b>Total Operations</b>	<b>1,840</b>	<b>1,824</b>	<b>16</b>
<b>Maintenance</b>			
GCT & Corporate Development (3)	170	162	8
Maintenance of Equipment (2)(3)	1,669	1,637	32
Maintenance of Way (2)	1,975	1,874	102
Procurement & Material Mgmt (7)	121	124	(4)
<b>Total Maintenance</b>	<b>3,935</b>	<b>3,797</b>	<b>139</b>
<b>Engineering/Capital</b>			
Construction Management (3)	43	33	10
Engineering & Design (3)	67	61	6
<b>Total Engineering/Capital</b>	<b>110</b>	<b>94</b>	<b>16</b>
<b>Total Positions</b>	<b>6,382</b>	<b>6,146</b>	<b>236</b>
<b>Non-Reimbursable</b>	<b>5,727</b>	<b>5,730</b>	<b>(3)</b>
<b>Reimbursable</b>	<b>654</b>	<b>416</b>	<b>238</b>
<b>Total Full-Time</b>	<b>6,381</b>	<b>6,145</b>	<b>236</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 (-2 position) and VP Administration (+2 positions) departments which results in no vacant positions.

(2) Variance reflects new vacant positions.

(3) Variance reflects existing vacant positions.

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

(5) Variance reflects lower attrition than planned as well as employees in training not ready for service.

(6) Metro-North West unfavorable variance is due to the transfer of Operation Services T&E staff to perform flag work on various West of Hudson projects.

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

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

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	162	136	27
Professional, Technical, Clerical	335	297	38
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>497</b>	<b>432</b>	<b>65</b>
<b>Operations (1)</b>			
Managers/Supervisors	150	136	14
Professional, Technical, Clerical	251	226	26
Operational Hourlies	1,439	1,462	(23)
<b>Total Operations</b>	<b>1,840</b>	<b>1,824</b>	<b>16</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	541	508	33
Professional, Technical, Clerical	525	505	20
Operational Hourlies	2,870	2,784	86
<b>Total Maintenance</b>	<b>3,935</b>	<b>3,797</b>	<b>139</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	51	42	9
Professional, Technical, Clerical	59	52	7
Operational Hourlies	-	-	-
<b>Total</b>	<b>110</b>	<b>94</b>	<b>16</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	904	821	82
Professional, Technical, Clerical	1,170	1,079	91
Operational Hourlies	4,309	4,246	62
<b>Total Positions</b>	<b>6,382</b>	<b>6,146</b>	<b>236</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**

May 31, 2015

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations (1)	1,840	1,824	16	Reflects vacancies in Operations Administration and Customer Service (custodians and ticket sellers).
Maintenance (1)	3,935	3,797	139	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)	497	432	65	Vacancies reflects timing differences in hiring newly created positions in the Training and Safety departments of which 55% are under active recruitment.
Engineering / Capital	110	94	16	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>6,382</b>	<b>6,146</b>	<b>236</b>	
Non-Reimbursable	5,727	5,730	(3)	
Reimbursable	654	416	238	

**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 \*  
MAY 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>	65.1%	59.8%	60.5%	5.3%	4.6%
Adjusted <sup>(2)</sup>	74.7%	66.5%	68.2%	8.2%	6.5%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.82	\$13.94	\$13.08	\$1.12	\$0.26
Adjusted <sup>(2)</sup>	\$12.39	\$13.68	\$12.84	\$1.29	\$0.45
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.34	\$8.34	\$7.92	\$0.00	\$0.42
	<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>	56.2%	53.8%	57.2%	2.4%	-1.0%
Adjusted <sup>(2)</sup>	63.5%	59.9%	64.2%	3.6%	-0.7%
Cost per Passenger					
Standard <sup>(1)</sup>	\$14.36	\$14.96	\$13.79	\$0.60	(\$0.57)
Adjusted <sup>(2)</sup>	\$14.06	\$14.69	\$13.48	\$0.63	(\$0.58)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.07	\$8.05	\$7.89	\$0.02	\$0.18

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

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

(3) Includes Bar Car Services.

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



**Metro-North Railroad**

**Ridership Report  
July 2015**

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**MTA METRO-NORTH RAILROAD**

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**MONTHLY RIDERSHIP REPORT**

**MAY 2015**

Operations Planning & Analysis Department  
July, 2015

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

## EXECUTIVE SUMMARY

### May Ridership and Revenue (millions)

	May 2015	% Change vs. 2014
Total Rail Ridership	7.178	+2.6% ▲
Commutation Ridership	3.972	+0.9% ▲
Non-Commutation Ridership	3.206	+4.8% ▲
Connecting Service Ridership	0.043	-1.3% ▼
Total MNR System Ridership	7.221	+2.6% ▲
Rail Revenue	\$59.3	+5.5% ▲

### Key Factors Impacting May Ridership

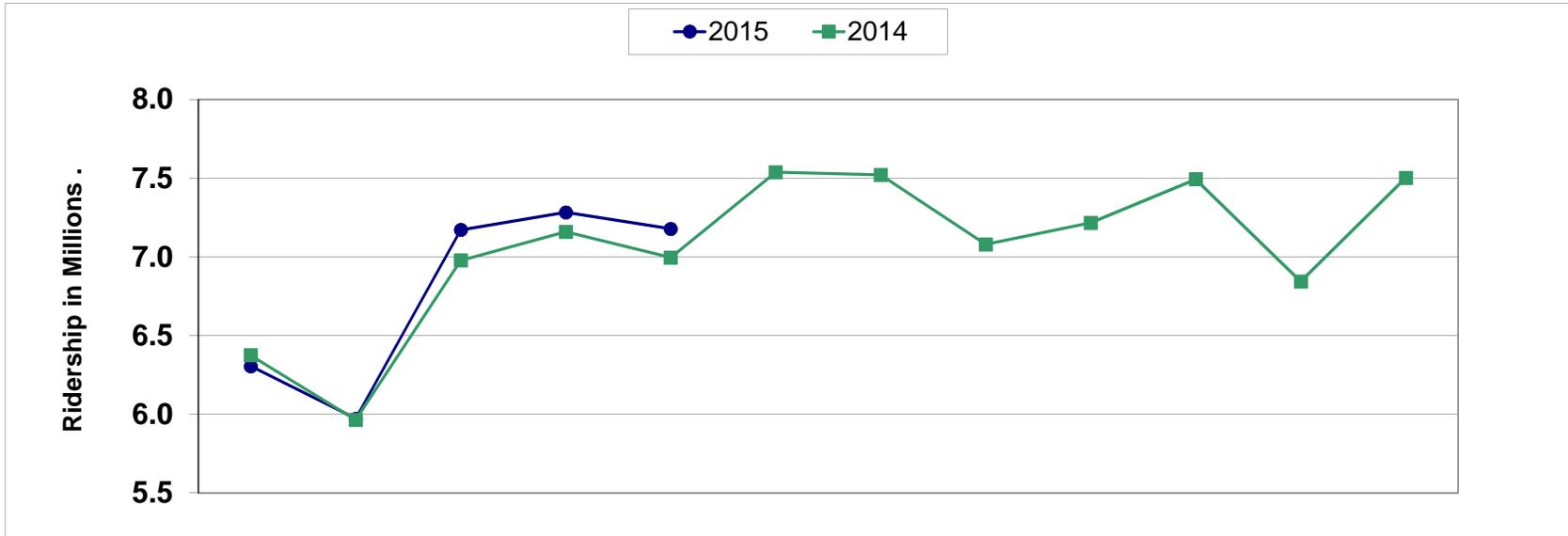
- The large non-commutation increase was due in part to significantly better weather compared to the previous May (i.e., average temperature in Central Park was 68.5 degrees in May 2015 vs. 64 degrees in May 2014).

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

	YTD 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	33.908	+1.3% ▲	-0.6% ▼
Commutation Ridership	20,026	+0.5% ▲	-0.6% ▼
Non-Commutation Ridership	13.882	+2.5% ▲	-0.8% ▼
Connecting Service Ridership	0.220	+4.0% ▲	+3.2% ▲
Total MNR System Ridership	34.128	+1.3% ▲	-0.6% ▼
Rail Revenue	\$270.8	+3.1% ▲	-0.5% ▼

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

- May's Total Rail Ridership was 2.6% above 2014 and 0.9% above budget.

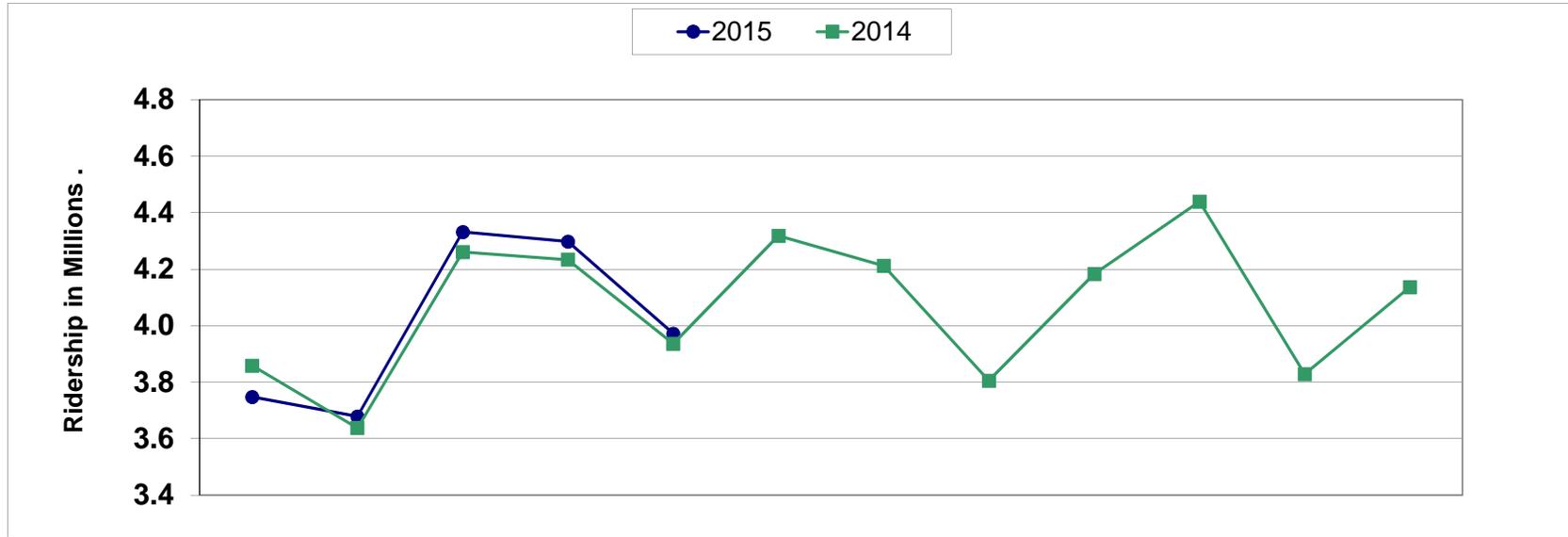


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	6.3	6.0	7.2	7.3	7.2								33.9
<b>2014</b>	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	33.5
<b>PCT CHG.</b>	-1.1%	0.1%	2.8%	1.7%	2.6%								1.3%

1) Includes East and West of Hudson.

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

- May's Rail Commutation Ridership was 0.9% above 2014 and unchanged vs. budget.

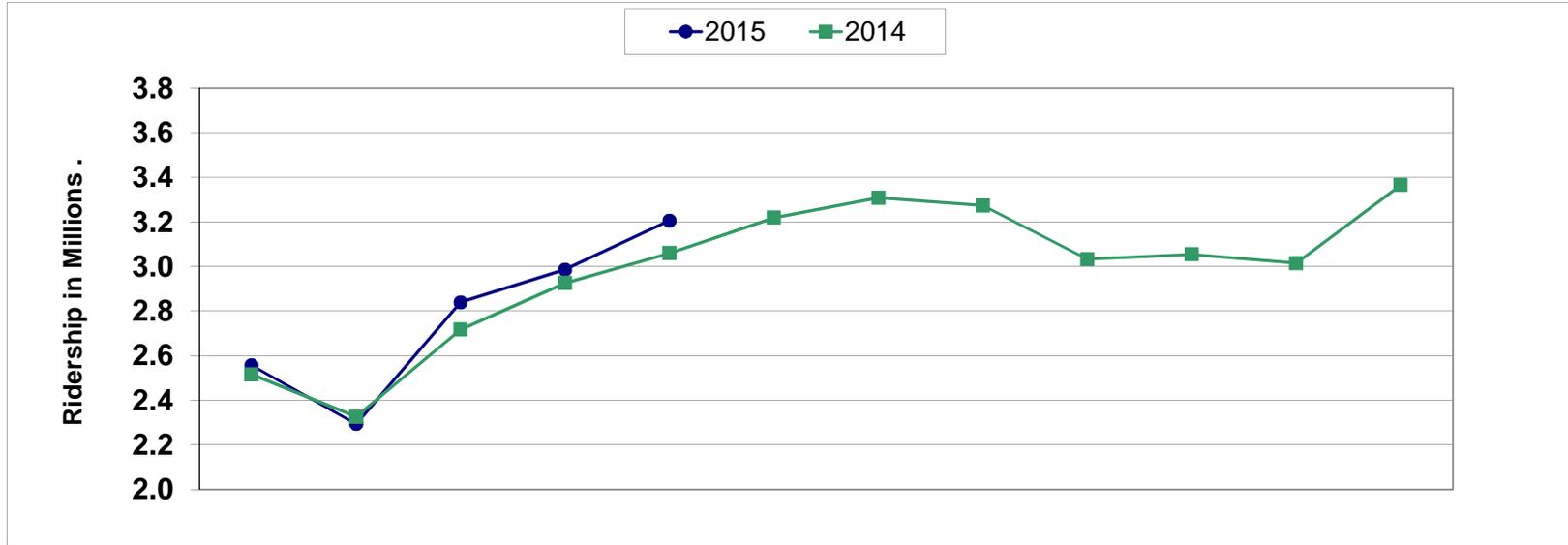


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	3.7	3.7	4.3	4.3	4.0								20.0
<b>2014</b>	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	19.9
<b>PCT CHG.</b>	-2.9%	1.1%	1.7%	1.5%	0.9%								0.5%

1) Includes East and West of Hudson.

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

- May's Rail Non-Commutation Ridership was 4.8% above 2014 and 2.0% above budget.

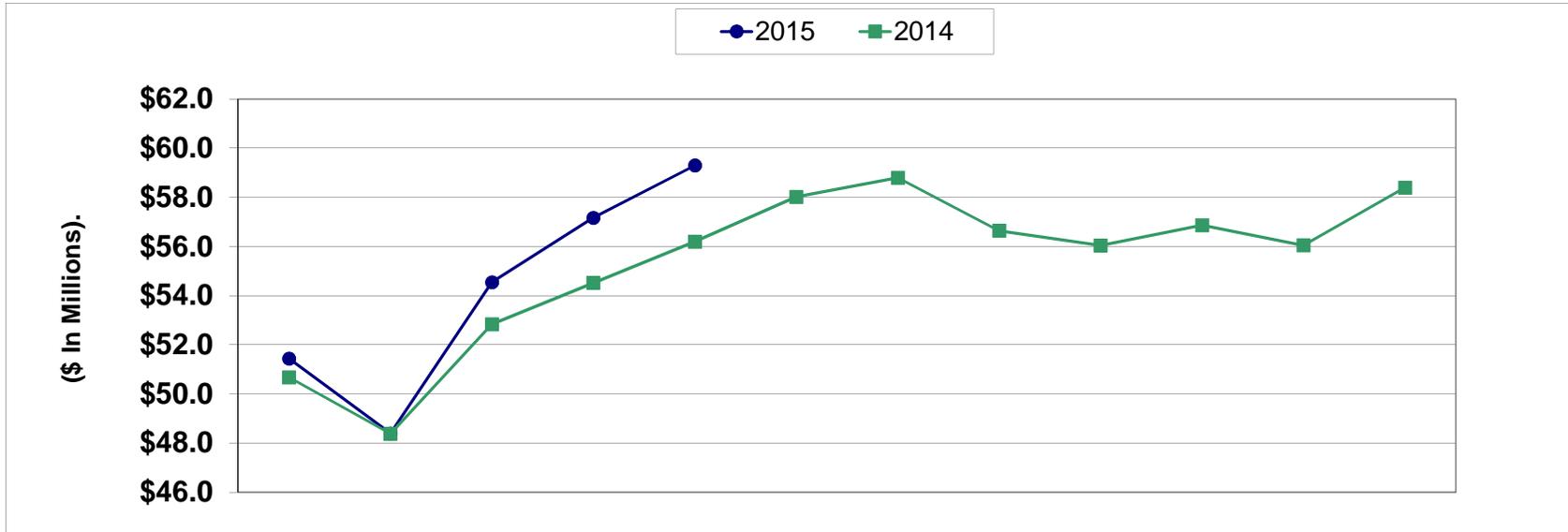


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2015</b>	2.6	2.3	2.8	3.0	3.2								13.9
<b>2014</b>	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	13.5
<b>PCT CHG.</b>	1.6%	-1.4%	4.5%	2.1%	4.8%								2.5%

1) Includes East and West of Hudson.

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

- May's Total Rail Revenue was 5.5% above 2014 and 0.9% above 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	\$57.2	\$59.3								\$270.8
<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	\$262.6
<b>PCT CHG.</b>	1.5%	0.0%	3.2%	4.9%	5.5%								3.1%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	MAY 2015 ACTUAL	MAY 2015 BUDGET	VARIANCE VS. BUDGET		MAY 2014 RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,892,246	3,892,130	116	0.0%	3,858,118	34,128	0.9%
West of Hudson	79,252	79,005	247	0.3%	76,910	2,342	3.0%
<b>Total Rail Commutation Ridership</b>	<b>3,971,498</b>	<b>3,971,135</b>	<b>363</b>	<b>0.0%</b>	<b>3,935,028</b>	<b>36,470</b>	<b>0.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,142,534	3,080,236	62,298	2.0%	3,001,222	141,312	4.7%
West of Hudson	63,670	62,327	1,343	2.2%	58,733	4,937	8.4%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,206,204</b>	<b>3,142,563</b>	<b>63,641</b>	<b>2.0%</b>	<b>3,059,955</b>	<b>146,249</b>	<b>4.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,034,780	6,972,366	62,414	0.9%	6,859,340	175,440	2.6%
West of Hudson	142,922	141,332	1,590	1.1%	135,643	7,279	5.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,177,702</b>	<b>7,113,698</b>	<b>64,004</b>	<b>0.9%</b>	<b>6,994,983</b>	<b>182,719</b>	<b>2.6%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>42,963</b>	<b>43,910</b>	<b>(947)</b>	<b>-2.2%</b>	<b>43,545</b>	<b>(582)</b>	<b>-1.3%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,220,665</b>	<b>7,157,608</b>	<b>63,057</b>	<b>0.9%</b>	<b>7,038,528</b>	<b>182,137</b>	<b>2.6%</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	19,613,225	19,733,568	(120,343)	-0.6%	19,531,082	82,143	0.4%
West of Hudson	412,686	404,878	7,808	1.9%	393,213	19,473	5.0%
<b>Total Rail Commutation Ridership</b>	<b>20,025,911</b>	<b>20,138,446</b>	<b>(112,535)</b>	<b>-0.6%</b>	<b>19,924,295</b>	<b>101,616</b>	<b>0.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	13,598,401	13,709,547	(111,146)	-0.8%	13,276,821	321,580	2.4%
West of Hudson	283,823	278,238	5,585	2.0%	268,499	15,324	5.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>13,882,224</b>	<b>13,987,785</b>	<b>(105,561)</b>	<b>-0.8%</b>	<b>13,545,320</b>	<b>336,904</b>	<b>2.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	33,211,626	33,443,115	(231,489)	-0.7%	32,807,903	403,723	1.2%
West of Hudson	696,509	683,116	13,393	2.0%	661,712	34,797	5.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>33,908,135</b>	<b>34,126,231</b>	<b>(218,096)</b>	<b>-0.6%</b>	<b>33,469,615</b>	<b>438,520</b>	<b>1.3%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>220,313</b>	<b>213,559</b>	<b>6,754</b>	<b>3.2%</b>	<b>211,739</b>	<b>8,574</b>	<b>4.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>34,128,448</b>	<b>34,339,790</b>	<b>(211,342)</b>	<b>-0.6%</b>	<b>33,681,354</b>	<b>447,094</b>	<b>1.3%</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  
MAY 2015**

LINE	MAY 2015 ACTUAL	MAY 2014 RESTATE <sup>(1)</sup>	CHANGE FROM 2014	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,288,053	2,237,612	50,441	2.3%
Hudson Line	1,380,142	1,348,833	31,309	2.3%
New Haven Line	3,366,585	3,272,895	93,690	2.9%
<b>Total East of Hudson</b>	<b>7,034,780</b>	<b>6,859,340</b>	<b>175,440</b>	<b>2.6%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	86,116	82,474	3,642	4.4%
Pascack Valley Line	56,806	53,169	3,637	6.8%
<b>Total West of Hudson</b>	<b>142,922</b>	<b>135,643</b>	<b>7,279</b>	<b>5.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,177,702</b>	<b>6,994,983</b>	<b>182,719</b>	<b>2.6%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	28,241	29,210	(969)	-3.3%
Haverstraw-Ossining Ferry	9,209	8,936	273	3.1%
Newburgh-Beacon Ferry	5,513	5,399	114	2.1%
<b>Total Connecting Services</b>	<b>42,963</b>	<b>43,545</b>	<b>(582)</b>	<b>-1.3%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,220,665</b>	<b>7,038,528</b>	<b>182,137</b>	<b>2.6%</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	10,926,548	10,861,919	64,629	0.6%
Hudson Line	6,469,032	6,387,048	81,984	1.3%
New Haven Line	15,816,046	15,558,936	257,110	1.7%
<b>Total East of Hudson</b>	<b>33,211,626</b>	<b>32,807,903</b>	<b>403,723</b>	<b>1.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	413,586	402,031	11,555	2.9%
Pascack Valley Line	282,923	259,681	23,242	9.0%
<b>Total West of Hudson</b>	<b>696,509</b>	<b>661,712</b>	<b>34,797</b>	<b>5.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>33,908,135</b>	<b>33,469,615</b>	<b>438,520</b>	<b>1.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	157,978	151,905	6,073	4.0%
Haverstraw-Ossining Ferry	41,674	40,560	1,114	2.7%
Newburgh-Beacon Ferry	20,661	19,274	1,387	7.2%
<b>Total Connecting Services</b>	<b>220,313</b>	<b>211,739</b>	<b>8,574</b>	<b>4.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>34,128,448</b>	<b>33,681,354</b>	<b>447,094</b>	<b>1.3%</b>

Notes:

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



**Metro-North Railroad**

**Capital Program Report**  
**July 2015**

## CAPITAL PROGRAM

### HIGHLIGHTS

July 20, 2015

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

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

The following work continues at the garage: masonry work for the balance of walls and frame and glass enclosure installation at stairway Tower A. The lighting installation is substantially complete. Installation of new elevators in the southwest corner of the garage continues and is nearing completion. Final turnover and commissioning of the new utility building is ongoing. Paving on Bond Street and Haarlem Avenue has commenced and is being coordinated with the City of White Plains. The garage, when complete will add 391 extra spaces to the station inventory.

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

Final design documents to bring specific station elements (e.g., replace heating system, upgrade electrical, plumbing, and fire protection systems, replace steel walkway on northwest side of the station and replace the sidewalk at station entrance, etc.) to a state-of-good repair are under review by key stakeholders.

##### **Station Building Renewal Projects**

- *Port Chester Station*– Contract kicked-off in June 2015 to design an elevator on the outbound side of Port Chester Station. Elevator construction is planned to commence in the third quarter 2016 with completion in the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations* - Contractor, under the Small Business Mentoring Program, has commenced work with submittals, data collection and field measurement for the windows.

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

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

*Inbound:* Completed elevator rehabilitation and installation of light poles and fixtures. Staircase work continues with steel repairs, tread and riser replacement, as well as window & lighting installation.

*Outbound:* Completed under platform survey, installation of temporary elevator, and footing and stem-wall installation at Fordham plaza. Continue removal of the existing canopy and light fixtures, installation of platform fence, and installation of masonry fascia at Fordham plaza.

### **Strategic Facilities - Prospect Hill Road Bridge**

Solicitation has been issued for Engineering Design Services for the replacement of the Prospect Hill Road Bridge, located south of Southeast Train Station. The design also includes a conceptual layout of the Brewster Yard expansion tracks to ascertain that the proposed bridge substructure does not interfere with the tracks. Design award is anticipated in October 2015 with duration of 12 months.

## **POWER**

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

Submittal process and data collection to evaluate the existing conditions along the right-of-way for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon) is underway.

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

At Tarrytown the installation of 15kV ductbank is ongoing for new electric service for the DC traction substation. At Riverdale, maintenance and protection of traffic plan, substation excavation, relocation of pole lighting, and removal of asphalt and test pits are 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 for the construction of the 110<sup>th</sup> Street substation. Mobilization at 86<sup>th</sup> Street is anticipated to commence the third quarter of 2015.

*Brewster Substation* – Submittal and site survey process is underway.

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

Installation of aerial feeders from New Rochelle to Mount Vernon continues. Installation of Pull Box PB-3 at New Rochelle is complete. Fabrication of the Mount Vernon East switchgear and New Rochelle substation switchgear is on-going. Cable installation at Pelham balancing station continues.

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

The electrical and control commissioning process continues. Utilizing automatic controls, testing of the bridge opening/closing in normal and backup modes commenced. The bridge is available to support river traffic upon request; the project will be substantially complete in August 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 20,865 ties and 6.6 miles of rail and surfaced 48 miles of track between the Hudson, Harlem, and New Haven lines.

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

Field inspection is underway for the Inspection and Load Rating design services for select undergrade bridges located in New York.

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

- *Rehabilitation of JS 51.00 culvert at Highland Mills:* Achievement of Substantial Completion is anticipated in early July 2015.
- *Design of repairs to seven undergrade bridges on the Port Jervis Line:* Field inspections are complete and design has commenced.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

- *Phase V, Stage I Design-Build* – The erection of the stage 1 and stage 2 separation closure wall below the roof girders as well as asbestos abatement on the east end of Building 6 has commenced. Mobilization at the site continues. Planning and coordination for utility identification and relocations for the eastern half of Building #6 and the Recycling Facility continue.
- *Phase V, Stage II Preliminary Design* - Site visits are scheduled to conduct preliminary surveys to facilitate the commencement of the Demolition Design Package.

## **GRAND CENTRAL TERMINAL (GCT)**

### **GCT Train Shed Rehabilitation**

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

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

Verification survey and submittals for SE-1 and A-Car elevators, which serve the lower level of GCT, continue. Demolition of the SE-1 elevator and associated machine room equipment is underway. Barricading around A-Car has been accepted and work has commenced.

#### **GCT Utilities**

- *Domestic Water System* – Contract achieved substantial complete in June 2015.
- *Fire Suppression Design* – 100% design review continues with project stakeholders.

#### **GCT Leaks Remediation**

The roadway work on Vanderbilt Avenue's east lane between 42nd St and 43rd St continues with concrete placement at curbside. Maintenance and protection of traffic has been established at the intersection of Vanderbilt and 43rd St to permit the removal of asphalt and concrete. The asphalt paver installation in the northern portion of the old Taxi Stand area is complete. Southbound Park Avenue Viaduct west curb removal is ongoing.

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

Field inspection of the existing fasteners for the direct fixation system is complete. Findings Report to commence from the data collected.

### ***ROLLING STOCK***

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

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

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

# 2015 MNR Capital Program Goals

As of June 30, 2015  
In Millions

