



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

October 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, 10/26/2015

8:30 - 9:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes

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3. 2015 Work Plan

2015 Work Plan - Page 12

4. President's Report

Safety Report

MNR Safety Report - Page 18

i. Enhanced Safety Report

Enhanced Safety Report - Page 21

MTA Police Report

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5. Information Item

Homeless Outreach Program

Homeless Outreach Program - Page 27

2016 Preliminary Budget (Public Comment)

6. Procurements

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Non-Competitive

Non-Competitive - Page 36

Competitive

Competitive - Page 38

Ratifications

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7. Monthly Reports

Operations

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Financial

MNR Financial Report - Page 50

Ridership

MNR Ridership Report - Page 71

Capital Program

MNR Capital Program Report - Page 82

Date of next meeting: Joint Meeting with Long Island on Monday, November 16, 2015 at 8:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, September 21, 2015

Meeting held at
2 Broadway – 20th 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 Rail Road Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

Hon. Jeffrey A. Kay

Also Present:

Joseph J. Giuliatti – 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
Glen Hayden – Vice President - Chief Engineer
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Joseph Pavone – Director, Budget
Robert Rodriguez – Director, Diversity and EEO
Susan Sarch – Acting General Counsel
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 Rail Road Committee. Metro-North Committee Chairman James L. Sedore called the joint

meeting to order. In addition to Metro-North President Joseph J. Giulietti and the 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 Rail Road Committee meeting of September 21, 2015 should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

PUBLIC COMMENT

Three public speakers addressed the Committee.

Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, discussed service plans to address the elimination of west of Hudson train 1601. He stated that he agrees with Rockland County Executive Ed Day that a Secaucus Rockland express bus plan should be implemented to accommodate riders who commuted on train 1601. He further stated that an extra TZX trip, which would require riders to walk to the Pearl River and Nanuet Stations during the overnight hours, is not an option. He suggested that the MTA Bus Company, which has operated emergency bus service in New Jersey and Connecticut, should operate interim service for displaced riders to allow time for a long term solution to be implemented.

Orrin Getz commented on Metro-North's smart phone application, stating that the application has less features than the New Jersey Transit smart phone application and suggested that Metro-North implement a similar smart phone application. He stated that there are more trains available to east of Hudson riders commuting from Croton-Harmon than west of Hudson riders commuting from Nanuet to Penn Station, even though the fares are comparable. He discussed the elimination of west of Hudson train 1601. He stated the Route 11A bus from the Port Authority is extremely long and not an option for riders affected by the elimination of NJT train 1601.

Murray Bodin stated that there is no federal regulation calling for the blowing of train horns at high level platforms and expressed his opinion that Metro-North should use the public address system at these platforms instead of blowing the train horn. He stated that Committee members should require Metro-North to stop blowing horns at high level platforms. He expressed his opinion that Metro-North is ordering the wrong rail cars. He would like to meet with President Giulietti but only if Chairman Prendergast's representative is present at such meeting.

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

APPROVAL OF MINUTES AND 2015 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the July 20, 2015 Metro-North Committee meeting. There are no changes to the Metro-North 2015 Committee Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti discussed service reliability, noting that reliability continues to show steady improvement with east of Hudson system-wide performance operating at 94.2% in the month

of July and 96.1% in the month of August. In August, 138 trains were delayed greater than 15 minutes; infrastructure constraints contributed to 46% of train delay minutes in August and 28% of train delay minutes due to incidents involving police, customers or other. Fleet availability was good in August with a consist compliance of 99.8%. In July, the mean distance between failure of over 204,000 miles was above the monthly goal of 185,000 miles. In August, west of Hudson system-wide performance operated at 96.8%. Metro-North and Long Island Rail Road staffs have revised the monthly operations report for both agencies so that the “Category of Delays,” which identifies the cause for each train delay, is uniform between both railroads.

President Giulietti reported that, since January 2015, overall customer complaints have gone down 32% and complaints about late or canceled trains have gone down 60%.

President Giulietti also reported on ridership during the month of July 2015, noting that east of Hudson total rail ridership increased 1.6% compared to the comparable period of 2014; rail commutation ridership increased 1.9% and rail non-commutation ridership increased 1.3%. In July, east of Hudson total rail ridership increased 1.6 %, west of Hudson total rail ridership increased 2.2 % and ridership on Metro-North’s Managed Connecting Services increased 3.3 %. Year-to-date, total rail ridership is 1.3% higher than the comparable period of 2014 and 0.1% below forecast. Based on the year-end forecast, east of Hudson ridership is projected to be the highest in Metro-North’s history, emphasizing the need to invest in and improve Metro-North’s infrastructure.

President Giulietti discussed Pope Francis’ September 24 and 25 visit to New York. He noted that access to the Pope’s events is strictly limited to ticket-holders and advised those without tickets to avoid the locations the Pope is visiting. Metro-North will operate a normal schedule on September 24 as ridership projections are modest and can be accommodated by existing service. On September 25, the railroad will operate three additional inbound trains. On both days, a limited number of additional trains and crews will be stationed in Grand Central Terminal as well as strategic outlying locations to be dispatched as necessary to provide additional capacity. Some trains will be combined and canceled to provide crews and equipment for the additional trains; details on those service changes will be made available to customers through Metro-North’s website.

President Giulietti reported that east of Hudson schedules will change the weekend of October 3 and 4. The changes are necessary to provide safe and reliable service while accommodating Metro-North’s program of aggressive improvements along the right-of-way. The revised schedules will provide appropriate track outage windows to perform necessary track work, advance capital construction projects and address customer requests and service guideline issues. President Giulietti noted that most of the infrastructure work is being done during off-peak hours and on weekends in order to minimize impact to Metro-North’s customers. Weekday schedules will feature minimal service changes on all lines. A special construction weekend schedule will be in effect on the Hudson Line from October 3 to November 15 to accommodate a critical switch replacement project near Yankees-East 153rd Street Station.

President Giulietti announced the opening of a new commuter parking garage at North White Plains Station on October 5. The garage will improve access to the railroad by providing 391 new parking spaces at the station. President Giulietti thanked all who worked on this project over the years. He noted that an official dedication will take place in October after the garage opens for official use.

President Giulietti discussed Metro-North's commitment to extending opportunities to Minority, Women and Disadvantaged Owned Business Enterprises (M/W/DBE) and small businesses located in its operating territory. He reported that, in addition to on-going direct solicitation to M/W/DBE firms, Metro-North has partnered with the MTA Department of Diversity and Civil Rights (DDCR) to host networking opportunities in the service territory. In July, Metro-North and MTA held a successful outreach event in Tarrytown with the joint venture firms of Skanska-ECCO III to promote subcontracting opportunities for the Croton-Harmon Shop replacement project. President Giulietti thanked the Board for its continued support and expressed his appreciation of John Malloy, Chair of the Diversity Committee, for attending the event. Metro-North and MTA will continue to host networking opportunities, including one which will be held on Wednesday, October 14 at the Center for Environmental Innovation & Education located in Beacon, New York. President Giulietti thanked Chairman Sedore and all of the Board members for their support and encouragement. Additional details regarding the event will be provided to Board members.

President Giulietti reported on upgrades to Metro-North's Train Time App. The upgrade will allow customers to reverse their favorite trips and access additional information about Grand Central Terminal. Over 300,000 people have downloaded the app and it is used thousands of times each day. It is anticipated that the app will become more popular due to the many improvements that are now built into the app.

President Giulietti announced that Metro-North has won two coveted first-place American Public Transportation Association Ad Wheel Awards in print media. One award is for Metro-North's monthly customer newsletter, Mileposts and the second one for Metro-North's special phone-shaped handout to promote Metro-North's Train Time App.

President Giulietti concluded his report with a discussion of the elimination of west of Hudson Train number 1601, the impact on customers, current options for customers who need to use public transportation after the 11:13 p.m. last departure from Hoboken to Spring Valley and possible service alternatives.

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 the safety report on injuries through July 2015 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan.

The details of Mr. Streany's report are contained in a report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions relating to safety matters.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported that year-to-date, crime is down 14%; a 26% decrease throughout the LIRR system and a 6% decrease throughout the Metro-North system. Every category is down, except stolen vehicles.

Chief Coan reported that from September 24-26, Pope Francis will be visiting New York City. He stated that a Mass will be held at Madison Square Garden on Friday, September 25th. Ticketed celebrants are permitted to enter Madison Square Garden at 2:00 p.m. The Mass is scheduled to begin at 6:00 p.m. and conclude at approximately 8:00 p.m. During the Pope's visit, there will be a Multi-Agency Command Center at One Police Plaza and a separate command post for the September 25th event. Traffic congestion is expected as the United Nations General Assembly is in session during this time.

There was discussion between Chief Coan and Board Member Ballan regarding the issue of homelessness on MTA Agency property and that there have been no panhandling arrests year-to-date. Chief Coan stated that during July 2015, the Grand Central Steering Committee reported 183 homeless individuals, 35 of whom are considered chronic. Chief Coan stated that all of these individuals were offered placement or in-kind services by the MTA Police Department, MTA's contractor BRC or Metro-North staff, but only nine accepted such offers.

Chief Coan stated that arrests are made for aggressive panhandling and that summonses for disorderly conduct are frequently issued. He stated that MTAPD, in collaboration with Long Island Rail Road, Metro-North and MTA Headquarters, is working on the homelessness initiative.

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, which recording includes discussions between Committee members and Chief Coan relating to police matters.

METRO-NORTH RAILROAD ACTION ITEM:

One action item was presented to the Committee:

- Approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2015 through September 30, 2016.

Upon motion duly made and seconded, the foregoing action item was approved by the Committee for recommendation to the Board. The details of the above item are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

JOINT INFORMATION ITEM:

The following information item was presented to the Committee:

- 2016 Preliminary Budget (Public Comment).

The details of the above item 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.

METRO-NORTH RAILROAD INFORMATION ITEMS:

Three information items were presented to the Committee:

- Metro-North 2015 Mid-Year Forecast
- Metro-North Diversity – EEO Report – 2nd Quarter 2015
- Track Program Quarterly Update – Mr. Hayden gave the report. The details of that report are contained in the Track Program Quarterly Update filed with the records of this meeting.

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 above information items.

PROCUREMENTS:

MTA Metro-North Railroad

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

- Approval to award a non-competitive two-year miscellaneous purchase contract with Loram Maintenance of Way, Inc. for Original Equipment Manufacturer (OEM) replacement parts for Metro-North tie inserter/removers and railvac units. Loram is the OEM of three Metro-North owned tie inserters/removers and one railvac unit.
- Approval to award a non-competitive, negotiated miscellaneous service contract with Bombardier Transportation Inc. for the installation of Positive Train Control (PTC) Kits on the 334 Railcars in the Metro-North M-7 Fleet. The work will be conducted at the MTA's Arch Street facility. Bombardier, the Original Equipment Manufacturer (OEM) of the M-7 Railcar fleet, shall furnish all labor and engineering resources necessary to install the PTC kits as provided by Metro-North and as delivered by the System Integrator. In addition to the installation of the delivered PTC kits, Bombardier will be refining the installation instructions and providing as-built documentation.
- Approval to award a non-competitive, miscellaneous service contract to Simmons Machine Tool, Inc. to perform various upgrades to the Tandem Railcar Underfloor Wheel Lathe located at Metro-North's Croton-Harmon facility. Simmons Machine Tool is the Original Equipment Manufacturer (OEM). These upgrades require technological and hardware improvements that are specific to the Simmons machine. The upgrades will not only increase operator safety during the wheel truing process,

- but will also increase reliability and similar functionality to the newly acquired tandem underfloor wheel lathe at Metro-North's New Haven facility.
- Approval is requested for additional funding in the not-to-exceed amount of \$2,500,000 for a previously Board approved three-year miscellaneous purchase contract (2014-2017) to Transtechnik Corporation USA (Transtechnik). Transtechnik is the Original Equipment Manufacturer (OEM) for Metro-North's M-8 railcar fleet replacement parts as well as for a number of critical main and auxiliary power systems parts and assemblies.

Seven competitive procurements were presented to the Committee:

- Approval to use the Request for Proposal process to solicit and evaluate proposals from prospective railcar remanufacturers to overhaul 12 MNR BL-20 locomotives and four Staten Island Railway locomotives.
- Approval to award a competitively solicited and negotiated, 12 month personal service contract to the firm, CareWorks Absence Management to administer, on a pilot program basis, Metro-North's Family and Medical Leave Act Program.
- Approval to award a five year miscellaneous service contract to Abalon Exterminating Company, Inc. to provide Integrated Pest Management services and regular pest control treatments to all Metro-North Grand Central Terminal facilities and retail spaces.
- Approval to award two competitively solicited, five year miscellaneous service contracts to Waste Technology Services, Inc. in the not-to-exceed amount of \$6,000,000 and WRS Environmental Services, Inc. in the not-to-exceed the amount of \$4,000,000. Both contracts are for the transportation and disposal of regulated waste from various Metro-North locations throughout New York and Connecticut, to approved disposal/recycling facilities.
- Approval is requested for a competitively solicited miscellaneous service contract with the firm Dependable Hydraulics Inc. This contract provides for repair and upgrade services on Metro-North's Trackmobile Remote Control System, which facilitates the safe connection and disconnection of the Trackmobile and the rolling stock that is moved within the maintenance yard. The current remote control system is obsolete and not in a state-of-good-repair.
- Approval for additional funding in the total not-to-exceed amount of \$750,000 to an existing competitively awarded miscellaneous purchase agreement through April 2017 for multiple heavy equipment and vehicle rental suppliers. Through a joint procurement led by Long Island Rail Road, MNR awarded a competitively solicited miscellaneous procurement contract to eight heavy equipment and vehicle rental suppliers for various Metro-North departments in support of the maintenance of way.

One ratification was presented to the Committee:

- Approval for a non-competitive procurement to repair two main traction alternators for Metro-North's Brookville manufactured BL20 Locomotives.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board member Ballan recused himself from the vote on the miscellaneous service contract with Bombardier Transportation Inc. The details of the above items

are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions related to procurement matters.

Operations, Financial, Ridership and Capital Program Reports:

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North are contained in reports filed with the records of the meeting.

Adjournment

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

Respectfully submitted,

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

Linda Montanino
Assistant Secretary

Sept 2015 Committee Minutes
Legal/Corporate/Committee Minutes Current

2015 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

<u>October 2015</u>	
2016 Preliminary Budget (Public Comment)	Finance
<u>November 2015 (Joint meeting with LIRR – LIRR lead)</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 rd Quarter 2015	Diversity and EEO
<u>January 2016</u>	
Approval of 2016 Committee Work Plan	Committee Chairs & Members
<u>February 2016 (Joint meeting with LIRR – MNR lead)</u>	
Adopted Budget/Financial Plan 2016	Finance
2015 Annual Operating Results	Operations
2015 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President
Diversity/EEO Report – 4 th Quarter 2015	Diversity and EEO

March 2016

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

April 2016 (Joint meeting with LIRR – LIRR lead)

Final Review of 2015 Operating Budget Results	Finance
2015 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement

May 2016

Diversity/EEO Report – 1 st Quarter 2016	Diversity and EEO
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June 2016 (Joint meeting with LIRR – MNR lead)

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

July 2016

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance

September 2016 (Joint meeting with LIRR – LIRR lead)

2017 Preliminary Budget (Public Comment)	Finance
2016 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2016	Diversity and EEO
Track Program Quarterly Update	Engineering
2016 Fall Schedule Change	Operations Planning & Analysis

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2015 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

NOVEMBER 2015 (Joint meeting with LIRR – LIRR lead)

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– 3rd Quarter 2015

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

Track Program Quarterly Update

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

JANUARY 2016

Approval of 2015 Committee Work Plan

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

FEBRUARY 2016 (Joint Meeting with LIRR – MNR lead)

Adopted Budget/Financial Plan 2016

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

2015 Annual Operating Results

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

2015 Annual Fleet Maintenance Report

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

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– 4th Quarter 2015

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

MARCH 2016

Annual Strategic Investments & Planning Studies

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

Annual Elevator/Escalator Report

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

Track Program Quarterly Update

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

APRIL 2016 (Joint Meeting with LIRR – LIRR lead)

Final Review of 2015 Operating Results

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

2015 Annual Ridership Report

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2016

Diversity & EEO Report– 1st Quarter 2016

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

JUNE 2016 (Joint Meeting with LIRR – MNR lead)

Track Program Quarterly Update

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

JULY 2016

Environmental Audit Report

The Committee will be briefed on the results of the 2016 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

Grand Central Terminal Retail Development

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

SEPTEMBER 2016 (Joint Meeting with LIRR – LIRR lead)

2016 Final Mid-Year Forecast

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

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Diversity & EEO Report– 2nd Quarter 2016

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

Track Program Quarterly Update

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

2016 Fall Schedule Change

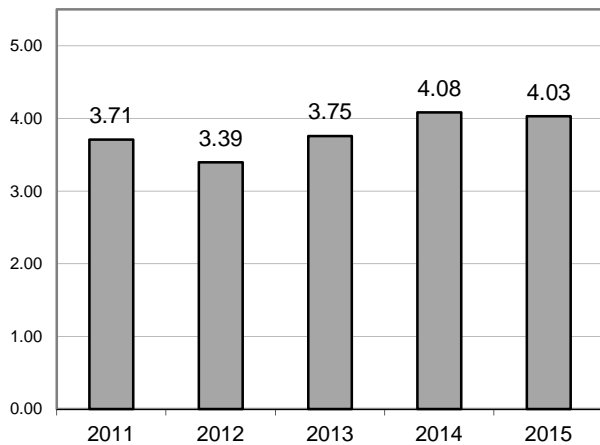
The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2016.



Metro-North Railroad

Safety Report October 2015

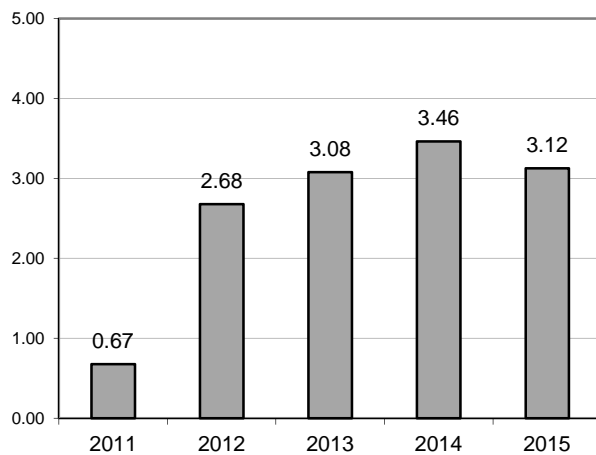
MTA Metro-North Railroad Summary of Employee Injuries thru August



Total Employee Injuries

Year	Total	Total FI*
2011	154	3.71
2012	142	3.39
2013	161	3.75
2014	178	4.08
2015	187	4.03

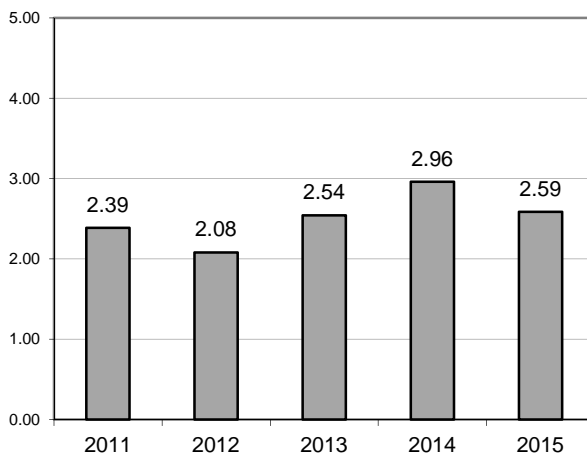
% change from last year: -1.3%
2015 Total FI Goal 3.00



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	28	0.67
2012	112	2.68
2013	132	3.08
2014	151	3.46
2015	145	3.12

% change from last year: -9.8%
2015 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

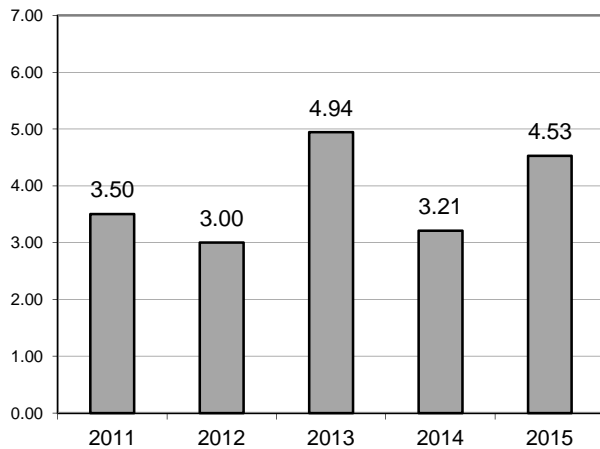
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	76	23	1.83	0.55	2.39
2012	81	6	1.94	0.14	2.08
2013	103	6	2.40	0.14	2.54
2014	128	1	2.94	0.02	2.96
2015	118	2	2.54	0.04	2.59

% change from last year: -12.6%
2015 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

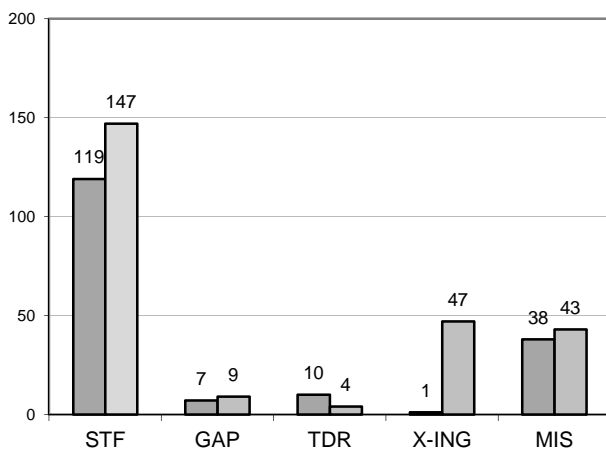
Summary of Customer/Contractor Injuries thru August



Total Customer Injuries

Year	Total	Total FI*
2011	184	3.50
2012	165	3.00
2013	269	4.94
2014	175	3.21
2015	250	4.53

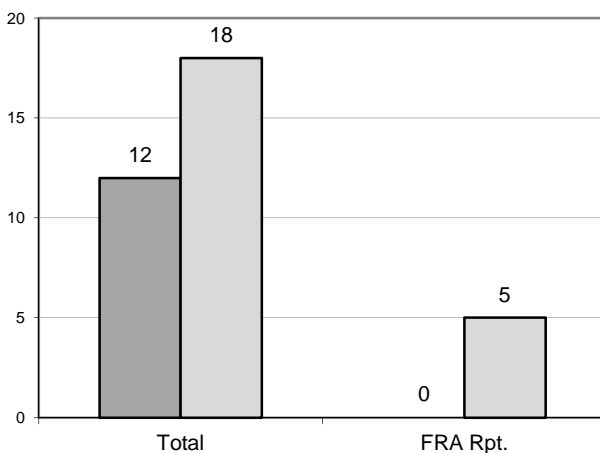
% change from last year: 41.0%
2015 Total FI Goal 2.80



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	119	7	10	1	38
2015	147	9	4	47	43

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



Contractor Injuries

Year	Total	FRA Rpt.
2014	12	0
2015	18	5
% Chg	50.0%	500.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

Memorandum

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

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

- We continue to work with Operation Lifesaver to improve safety on and around highway-rail grade crossings and tracks through public awareness and education.
- We participated in an Executive Safety Workshop facilitated by the National Safety Council to initiate activities supporting implementation of a "Safety Management System".

ACTION ITEM	STATUS
NTSB/FRA/MTA Recommendations	All recommendations have been accepted and we are coordinating with the other MTA agencies to ensure best practices are shared. Many have been fully implemented; the remaining are being implemented and we are progressing them to completion.
Speed Compliance Program	During the month of September, 102 radar observations and 90 event recorder reviews were performed. One failure was identified (5 mph over) which the employee received a verbal warning. Through September, there have been 1,178 radar observations and 830 event recorders reviewed.
Obstructive Sleep Apnea Pilot	The screening of all Locomotive Engineers has been completed. 25% were referred to our Sleep Disorder Consultant for evaluation. 12% are still currently being evaluated with completion this year.
Confidential Close Call Reporting System (C3RS)	Rail Traffic Controllers, Engineers & Conductors were initiated in April. The Peer Review Team has received a total of 271 close call reports and conducted incident analysis of 80 cases. We are working to finalize agreements with 10 additional crafts within Engineering and Mechanical by the end of this year.
Rolling Stock Cameras Forward, Cab, Passenger	Contract awarded in March to provide audio and image recorders that meet or exceed the NTSB recommendations. Final design development for all cars is nearing completion. The first prototype installation on an M7 pair was completed October 2nd. The M8 prototype is scheduled to begin October 26th.



Police Report October 2015



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

September 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	2	-2	-100%
Grand Larceny	8	7	1	14%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	9	10	-1	-10%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	15	-6	-40%
Felony Assault	7	8	-1	-13%
Burglary	9	14	-5	-36%
Grand Larceny	79	79	0	0%
Grand Larceny Auto	5	1	4	400%
Total Major Felonies	110	117	-7	-6%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

September 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	2	7	-5	-71%
Felony Assault	2	2	0	0%
Burglary	0	2	-2	-100%
Grand Larceny	19	19	0	0%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	30	-5	-17%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	31	50	-19	-38%
Felony Assault	24	26	-2	-8%
Burglary	14	18	-4	-22%
Grand Larceny	156	179	-23	-13%
Grand Larceny Auto	8	2	6	300%
Total Major Felonies	235	275	-40	-15%

INDEX CRIME REPORT

Per Day Average

September 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	1	1	0	0
Robbery	2	2	0	0
Fel. Assault	2	2	0	0
Burglary	0	0	0	0
Grand Larceny	19	11	8	0
GLA	1	0	1	0
Total	25	16	9	0
Crimes Per Day	0.83	0.53	0.30	0.00



MTA Police Department

Arrest Summary: Department Totals

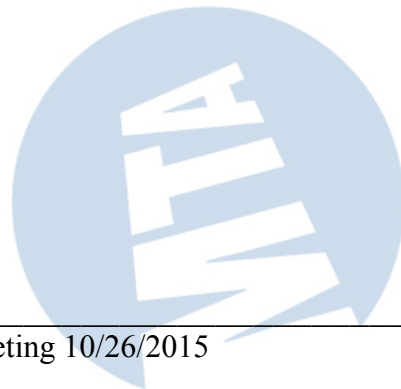
1/1/2015 to 9/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	26	43
Felony Assault	24	23
Burglary	7	9
Grand Larceny	38	50
Grand Larceny Auto	0	2
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	10	31
Arson	1	0
Assault-Misdemeanor	32	48
Breach of Peace	13	8
Child Endangerment	3	1
Criminal Contempt	8	4
Criminal Impersonation	3	2
Criminal Mischief	30	24
Criminal Possession Stolen Property	10	9
Criminal Tampering	10	0
Criminal Trespass	21	14
Disorderly Conduct	2	2
Drug Offenses	44	39
DUI Offenses	7	11
Falsely Reporting an Incident	4	4
Forgery	40	81
Fraud	7	6
Graffiti	9	8
Harassment	4	6
Identity Theft	3	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	12	7
Obstruct Government	7	4
Panhandling	0	1
Petit Larceny	81	79
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	22	34
Reckless Endangerment	8	7
Resisting Arrest	21	41
Sex Offenses	4	8
Stalking	1	2
Theft of Services	131	102
Unlawful Surveillance	2	2
VTL Offenses	2	2
Warrant Arrest	47	39
Weapons Offenses	6	7
Unauthorized Use Vehicle	2	0
Total Arrests	725	762

MTA HOMELESS OUTREACH

Metro-North Railroad

October 2015



MTA HOMELESS OUTREACH

- Philosophy/Approach
 - Improve customer environment
 - Move individuals to more appropriate housing options
 - MTA Contractor, Bowery Residents' Committee, Inc. (BRC), engages all homeless and provides assistance in obtaining needed services, including mental health, medical, housing, detox, social services
 - Develop relationships with homeless clients over time through sustained outreach



MTA HOMELESS OUTREACH

- Strategy
 - Outreach Teams in GCT Monday-Friday, 7:00 AM to 11:30 PM
 - Additional outreach overnight and weekends
 - Outreach at other MNR locations as needed
 - Enforcement of laws and MNR rules by MTA PD
 - Joint outreach conducted by BRC & MTAPD
 - GCT Quality of Life Steering Committee facilitates collaboration among stakeholders; concerns are identified and addressed

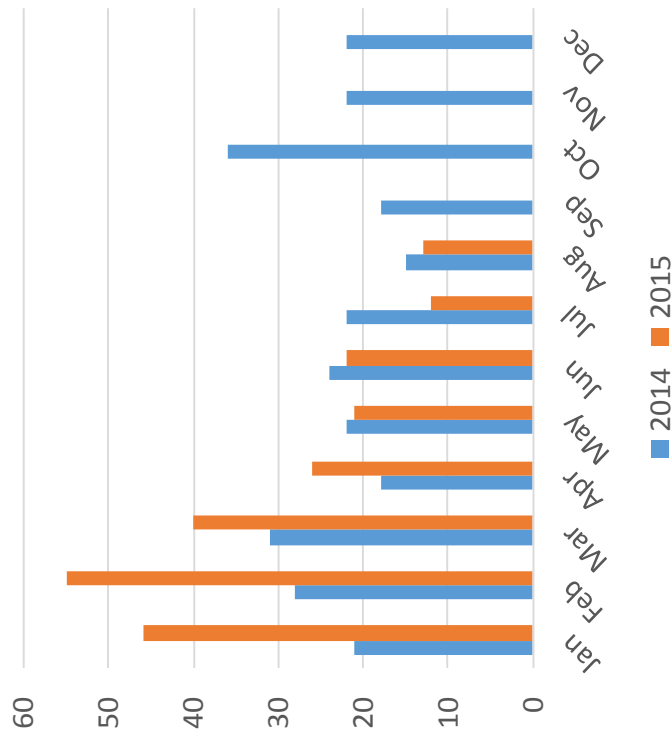


MTA HOMELESS OUTREACH

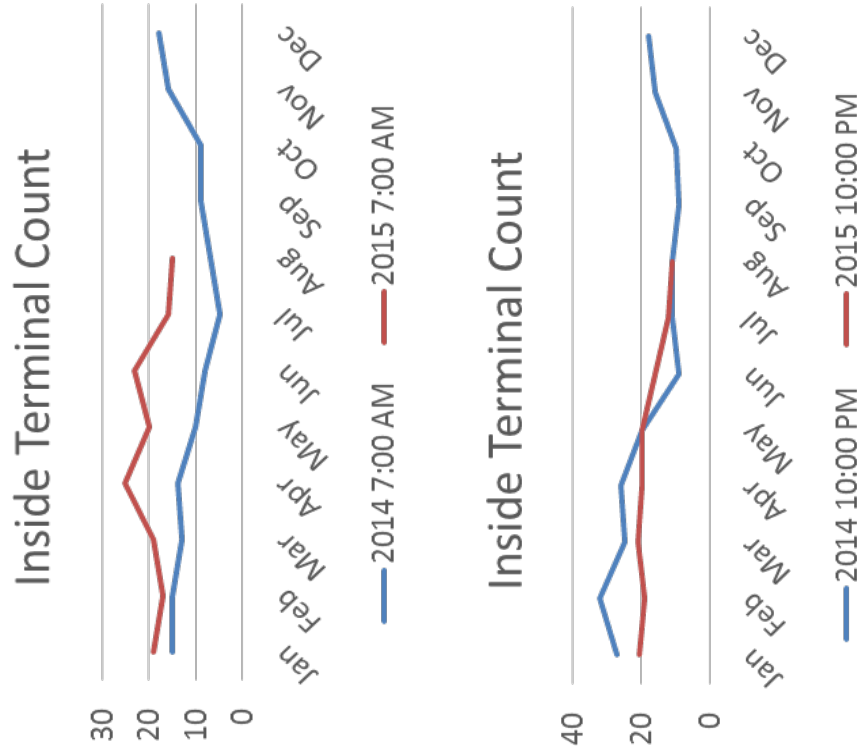
- Challenges being addressed daily:
 - Any individual has a right to be in MNR public spaces as long as they are not violating rules and regulations. This includes apparently homeless individuals.
 - Convincing homeless people to voluntarily accept services can be difficult.
 - Routine police presence in MNR facilities creates a safe haven for those who have no home.
 - GCT's central location, long hours, protection from the elements, as well as easy availability of food and money make GCT an ideal environment for homeless individuals.

MTA HOMELESS OUTREACH

Total Placements



GCT Homeless Counts





Metro-North Railroad

Procurements October 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	October 14, 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.	10-26-15	X		
2	MTA Board Mtg.	10-28-15	X		

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

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

PURPOSE:

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

DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$4,500,000
• Vapor Stone Rail Systems		\$4,500,000
<hr/>		
SUB TOTAL:	1	\$4,500,000

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to Use RFP Process	TBD	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$295,000
• Simpson Gumpertz & Heger Associates, Inc., P.C. (SGH)	\$295,000	
SUB TOTAL:	2	\$295,000

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions		
• H.O. Penn Machinery Company, Inc.	1	\$93,565
SUB TOTAL:	1	\$93,565
TOTAL:	4	\$4,888,565

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

OCTOBER 2015

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

J. Modifications to Miscellaneous Procurement Contracts

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

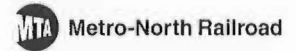
**1. Vapor Stone Rail Systems \$4,500,000 (not-to-exceed) Staff Summary Attached
Purchase Agreement for OEM Replacement Parts**

Approval is requested for a contract change for additional funding in the total not to exceed amount of \$4,500,000 to an existing non-competitively awarded miscellaneous purchase agreement with Vapor Stone Rail Systems (Vapor). This agreement is for Original Equipment Manufacturer (OEM) replacement parts for MNR's various railcar fleets. Vapor supplies safety-critical parts, such as door and lock assemblies, door control panels, and in addition provides repair and return services for components that can be repaired or refurbished for MNR. The current agreement will expire in June 2017.

In 2014, under a joint procurement with Long Island Rail Road (LIRR), MNR awarded a non-competitively negotiated miscellaneous contract for a three year period in the amount of \$6,000,000. Since that award, MNR project engineering has implemented a series of overhauls to the M-7 door controls as part of the Railroad's Reliability Centered Maintenance (RCM) program. This work was not accounted for in the original MTA Board authorization. With the implementation of this additional work, MNR negotiated a 3% reduction in the overall unit costs proposed, which yielded a savings of approximately \$87,000.

The total cost of the additional funds required by MNR is not to exceed \$4,500,000. The procurement is to be funded by the MNR Operating Budget.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: J

Vendor Name (& Location) Vapor Stone Rail Systems, Inc. (Division of WABTEC)		Contract Number 0100000000000529	AWO/Modification # 1
Description Purchase Agreement for OEM Replacement Parts		Original Amount:	\$ 6,000,000
Contract Term (including Options, if any) Three Years		Prior Modifications:	\$ 0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$ 0.00
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount:	\$6,000,000
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$4,500,000 (not-to exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	% 75.00
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director		% of Modifications (including This Request) to Original Amount:	% 75.00

Discussion:

Approval is requested for a contract change for additional funding in the total not to exceed amount of \$4,500,000 to an existing non-competitively awarded miscellaneous purchase agreement with Vapor Stone Rail Systems (Vapor). This agreement is for Original Equipment Manufacturer (OEM) replacement parts for MNR's various railcar fleets. Vapor supplies safety-critical parts, such as door and lock assemblies, door control panels, and in addition provides repair and return services for components that can be repaired or refurbished for MNR. The current agreement will expire in June 2017.

In 2014, under a joint procurement with Long Island Rail Road (LIRR), MNR awarded a non-competitively negotiated miscellaneous contract for a three year period in the amount of \$6,000,000. Since that award, MNR project engineering has implemented a series of overhauls to the M-7 door controls as part of the Railroad's Reliability Centered Maintenance (RCM) program. This work was not accounted for in the original MTA Board authorization. With the implementation of this additional work, MNR negotiated a 3% reduction in the overall unit costs proposed, which yielded a savings of approximately \$87,000.

The total cost of the additional funds required by MNR is not to exceed \$4,500,000. The procurement is to be funded by the MNR Operating Budget.

OCTOBER 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** **TBD** **Staff Summary Attached**
Design-Build Customer Service Initiatives – Public Address and Visual Information Systems

Approval is requested to use the Request for Proposal (RFP) process to solicit design-build teams who are qualified in designing and providing a Public Address and Visual Information System as a complete and integrated network in Grand Central Terminal (GCT) and system-wide throughout MNR's territory. The selected team will design, procure, integrate and install all necessary station control units and install the head end public address and visual information system.

MNR will solicit and evaluate proposals from teams based upon their relevant technical ability, past performance, organizational resources, and cost. This procurement is to be funded 100% by the 2015-2019 MNR Capital Program.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. **Simpson Gumpertz & Heger Associates Inc., P.C. (SGH) \$295,000 (not-to-exceed)**
Metallurgical and Structural Testing Services

Approval is requested to award a three year competitively solicited (2 bids received), joint (MNR/NYCT) miscellaneous service contract to Simpson Gumpertz & Heger Associates Inc., P.C. (SGH). These services are for metallurgical and structural testing. The scope of work is highly specialized and requires the contractor to perform metallurgical and structural testing on new and failed wheels, failed mechanical or structural components, railcar axles and locomotive and railcar truck frames. This contract shall be used on an as-needed basis for both Metro-North Railroad (MNR) and New York City Transit (NYCT).

SGH was the lowest responsive and responsible bidder and is the incumbent supplier of these services. A comparison of prices paid from the previous agreement (2012-2015) with the new three year agreement reflects an increase of 6.05 % annually in the proposed average hourly rates. A comparison was made of the hourly rates with firms also specializing in metallurgical analysis and it was found that SGH is 17% below the average competitive rates. Therefore, the pricing is deemed fair and reasonable and shall be fixed for the three year contract period. The total award for both MNR and NYCT is not to exceed \$295,000 for the three year period (MNR = \$75,000 and NYCT = \$220,000). This procurement is to be funded by each Agency's Operating Budget.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	10-26 -15	X		
2	MTA Board Mtg.	10-28-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Acting V.P. & General Counsel		
X	Sr. V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT				
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number 27044
Description Request to use the RFP Process- Customer Service Initiatives PA/VIS Head End System and SCU Purchase/Installation	
Total Amount TBD	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. Purpose: To obtain MTA Board approval to use the RFP process to solicit and evaluate proposals from design/build teams qualified in designing and providing a public address and visual information system as a complete and integrated network in Grand Central Terminal (GCT) and system-wide throughout MNR's territory. The selected team will design, procure and install all necessary station control units and install the head end public address and visual information system. MNR will solicit and evaluate proposals from teams based upon their relevant technical ability, past performance, organizational resources, and cost.

II. Background & Discussion: MTA MNR intends to improve customer communications in GCT and at outlying passenger stations through the rollout of a number of Customer Service Initiatives (CSI). MNR has an immediate need to retain a design/build team to design, procure and configure a complete integrated network system for a Public Address/Visual Information System (PA/VIS) that will allow MNR to provide audio and visual announcements at GCT and at all 123 rail stations. The complete PA/VIS will combine an integrated, networked control system with a Visual Message Signage (VMS) system and the existing station PA. The PA/VIS local area networks will connect to MNR's network to enable system-wide connectivity at each designated station and facility. The PA/VIS includes all station control units, networking and other necessary equipment at all passenger stations and facilities needed to make a complete system. The PA/VIS will integrate with MNR's train tracking Real Time Train Database (RTTDS) system to provide real-time, automated train schedule information announcements. The design-build team will install the Head End PA and VIS. The outlying passenger stations and facilities PA and VIS will be installed by MNR or others.

The successful team will be selected based on an evaluation of relevant technical ability, past performance on similar projects, organizational resources, experience of team members, and overall cost.

III. Recommendation: MNR requests the Board to adopt a resolution declaring that competitive bidding is impractical and/or inappropriate and that it is in the public interest to use the RFP process to hire a design/build team to design, procure and configure a complete integrated network system for MNR's CSI, including the procurement of all necessary station control units and installation of head end public address and visual information systems.

III D/M/WBE INFORMATION:
TBD

Staff Summary

IV. IMPACT ON FUNDING:

Funding for this contract is included in the 2015-2019 MNR Capital Program.

V. ALTERNATIVES:

MNR does not have the available in-house design or construction ability to complete the scope of the specified work.

OCTOBER 2015

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

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

1. H.O. Penn Machinery Company Inc. \$93,565 (not-to-exceed)
Repair and Return of two C15 HEP Caterpillar Engines for BL20 Locomotive

Non-competitive procurement to repair C15 Head End Power Assembly (HEP) Caterpillar Engines for two of MNR's Brookville-manufactured BL20 Locomotives. This emergency repair of Locomotives 110 and 113 was necessitated by a cracked head and gasket failure. The absence of these locomotives in service significantly affects MNR's ability to support service needs along with MNR's ongoing track work. H.O. Penn Machinery is an authorized distributor for Caterpillar (Cat), which is the Original Equipment Manufacturer (OEM) and is authorized and qualified to perform the repair of C15 Cat engines.

There are no known previous C15 Cat engine repair orders for comparison purposes. This repair cost is economically advantageous as the equipment has not reached its useful life versus the alternative, which is the replacement of this unit with a new engine. It is therefore deemed fair and reasonable. This procurement is to be funded by the MNR Operating Budget.



Metro-North Railroad

Operations Report

October 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	96.3%	93.2%	95.7%	92.1%
		AM Peak	93.0%	94.4%	90.5%	94.6%	89.4%
		AM Reverse Peak	93.0%	98.0%	94.4%	96.6%	93.9%
		PM Peak	93.0%	97.1%	95.6%	98.7%	93.6%
		Total Peak	93.0%	96.1%	93.2%	96.5%	91.8%
		Off Peak Weekday	92.0%	95.9%	92.2%	95.8%	91.6%
		Weekend	92.0%	97.2%	95.3%	94.1%	93.7%
	Hudson Line	Overall	93.0%	96.5%	94.0%	95.7%	92.1%
		AM Peak	93.0%	94.7%	91.5%	95.0%	91.2%
		AM Reverse Peak	93.0%	98.7%	97.0%	99.2%	94.0%
		PM Peak	93.0%	96.1%	96.9%	98.6%	93.6%
		Total Peak	93.0%	95.8%	94.4%	97.1%	92.6%
		Off Peak Weekday	92.0%	96.6%	92.9%	95.0%	91.1%
		Weekend	92.0%	97.5%	95.4%	94.7%	93.0%
	Harlem Line	Overall	93.0%	96.9%	94.0%	97.5%	94.3%
		AM Peak	93.0%	93.9%	91.1%	96.4%	91.9%
		AM Reverse Peak	93.0%	97.5%	94.6%	97.2%	96.5%
		PM Peak	93.0%	97.8%	95.3%	98.9%	95.7%
		Total Peak	93.0%	96.1%	93.4%	97.6%	94.1%
		Off Peak Weekday	92.0%	96.8%	93.7%	98.1%	93.8%
		Weekend	92.0%	98.8%	95.8%	96.0%	95.7%
	New Haven Line	Overall	93.0%	95.6%	92.2%	94.3%	90.5%
		AM Peak	93.0%	94.7%	89.2%	92.8%	86.5%
		AM Reverse Peak	93.0%	98.1%	92.7%	94.6%	91.5%
		PM Peak	93.0%	97.2%	95.1%	98.5%	92.0%
		Total Peak	93.0%	96.2%	92.1%	95.3%	89.4%
		Off Peak Weekday	92.0%	95.0%	90.8%	94.5%	90.1%
		Weekend	92.0%	96.0%	94.8%	92.3%	92.8%
Operating Statistics							
	Trains Scheduled			19,319	173,080	18,957	170,349
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			10.7	11.8	10.9	12.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	93	1,997	108	2,218
	Trains Canceled		220	8	229	7	342
	Trains Terminated		220	13	268	21	374
	Percent of Scheduled Trips Completed		99.7%	99.9%	99.7%	99.9%	99.6%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.8%	99.6%	99.8%	99.5%
		AM Peak	99.8%	99.5%	99.4%	99.8%	99.0%
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	99.9%
		PM Peak	99.8%	99.7%	98.9%	99.5%	99.0%
		Total Peak	99.8%	99.6%	99.3%	99.7%	99.1%
		Off Peak Weekday	99.8%	99.9%	99.8%	99.9%	99.7%
		Weekend	99.8%	99.9%	99.9%	99.9%	99.9%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.7%
		PM Peak	99.8%	100.0%	99.8%	99.9%	99.8%
	Harlem Line	AM Peak	99.8%	99.1%	99.1%	99.5%	99.3%
		PM Peak	99.8%	99.5%	98.9%	99.3%	99.3%
	New Haven Line	AM Peak	99.8%	99.5%	99.2%	99.8%	98.3%
		PM Peak	99.8%	99.7%	98.3%	99.4%	98.2%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	August	2015 Data YTD thru September		2014 Data YTD thru September		YTD 2015 Vs 2014
Engineering	43.0%	679	537	10,926	740	13,081	-2,155
Maintenance of Equipment	19.0%	320	238	3,659	237	3,496	163
Transportation	5.6%	66	70	773	51	1,782	-1,009
Capital Projects	0.1%	0	1	24	28	135	-111
Weather and Environmental	3.1%	26	39	2,204	5	2,676	-472
Police	6.3%	132	79	1,704	249	1,630	74
Customers	8.2%	84	102	1,025	84	1,022	3
Other	14.6%	162	183	1,681	41	1,895	-214
3rd Party Operations	0.1%	2	1	57	0	6	51
TOTAL	100.0%	1,471	1,250	22,053	1,435	25,723	-3,670

HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2015 Vs 2014
Engineering	51.6%	296	161	2,386	166	2,846	-460
Maintenance of Equipment	20.5%	102	64	776	61	748	28
Transportation	3.8%	18	12	161	10	498	-337
Capital Projects	0.0%	0	0	0	4	10	-10
Weather and Environmental	7.7%	24	24	423	0	642	-219
Police	3.2%	20	10	264	28	348	-84
Customers	6.4%	21	20	286	36	401	-115
Other	6.4%	15	20	405	15	366	39
3rd Party Operations	0.3%	1	1	7	0	0	7
TOTAL	100.0%	497	312	4,708	320	5,859	-1,151

HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2015 Vs 2014
Engineering	43.1%	136	127	3,054	105	3,128	-74
Maintenance of Equipment	24.4%	50	72	894	46	682	212
Transportation	5.4%	23	16	192	5	506	-314
Capital Projects	0.0%	0	0	0	4	8	-8
Weather and Environmental	1.4%	0	4	738	2	741	-3
Police	10.5%	12	31	671	81	444	227
Customers	10.8%	14	32	252	16	145	107
Other	4.4%	104	13	491	2	357	134
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	339	295	6,292	261	6,011	281

NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2015 Vs 2014
Engineering	38.8%	247	249	5,486	469	7,108	-1,622
Maintenance of Equipment	15.7%	168	101	1,989	130	2,066	-77
Transportation	6.5%	25	42	420	36	777	-357
Capital Projects	0.0%	0	0	23	20	118	-95
Weather and Environmental	1.7%	2	11	1,043	2	1,292	-249
Police	6.1%	100	39	770	140	839	-69
Customers	7.8%	49	50	486	31	476	10
Other	23.4%	43	150	785	25	1,172	-387
3rd Party Operations	0.0%	2	0	49	0	6	43
TOTAL	100.0%	636	642	11,051	853	13,854	-2,803



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

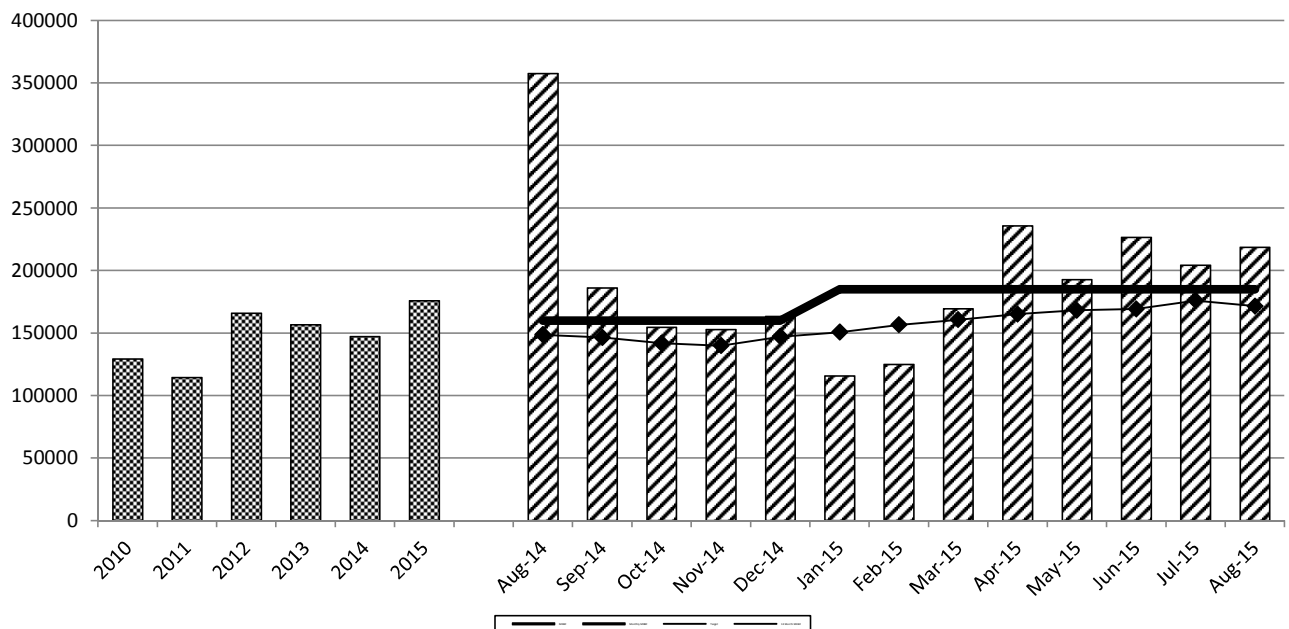
DateDayDESCRIPTION OF EVENT			Number of Late Trains															
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL			
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
09/04	Fri	Heavy holiday travel.	0	0	0	0	0	0	3	0	0	11	0	0	14	0	0	
09/08	Tue	Congestion between CP5 - CP1 account smoldering tie on south end of CP 3 on track 2.	17	0	0	0	0	0	0	0	0	1	0	0	18	0	0	
09/09	Wed	Train 1518 struck trespasser at Cat. 581 (east of Westport Station) on track 4.	0	0	0	0	0	0	0	0	0	12	0	1	12	0	1	
09/10	Thu	Congestion between CP5 and GCT account 3rd Rail Burner on track 2 at 89th Street.	35	0	0	0	1	0	0	0	0	1	0	0	37	0	0	
09/14	Mon	Train 544 struck a bike that was thrown from the overpass onto track 4 south of Fordham Station.	0	0	0	0	0	0	0	0	0	13	0	1	13	0	1	
09/28	Mon	Train 2570 on track 2 at CP3 committed a signal violation at the 2S signal, causing delays.	0	0	0	0	0	0	0	37	0	0	29	0	0	66	0	0
09/30	Wed	Train 855 unable to proceed north in Park Ave Tunnel on track 4, unable to switch from electric to diesel with Engine 211.	0	0	0	0	0	0	0	6	0	0	5	0	0	11	0	0
TOTAL FOR MONTH			52	0	0	0	1	0	0	46	0	0	72	0	2	171	0	2
173																		

	Equip- ment Type	Total Fleet Size	2015 Data						2014 Data		
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M246	36	40,000	36,152	2	0	38,407	39,035	54,840	5	30,450
	M8	405	280,000	657,537	10	4	278,087	254,359	1,231,955	2	223,848
	M3	140	135,000	147,404	2	2	129,009	125,037	338,002	0	176,691
	M7	336	460,000	350,300	4	6	406,984	412,699	410,867	5	364,152
	Coach	213	295,000	491,487	5	3	293,278	317,708	1,437,582	1	231,264
	P-32	31	35,000	17,473	5	11	21,445	21,271	31,903	6	25,280
	BL-20	12	13,000	8,701	3	5	14,093	14,889	33,252	0	17,595
	Fleet	1173	185,000	218,486	31	31	175,833	171,400	357,511	19	139,902
	M2/4/6/8		185,000	666,575	12	4	189,784	172,330	391,159	7	107,404
	M3/7		320,000	299,576	6	8	317,467	315,734	478,467	5	316,492
	Diesel/Coach		120,000	90,009	13	19	100,478	103,580	237,465	7	105,378

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

ALL FLEETS

Mean Distance Between Failures 2010 - 2015



West of Hudson Performance Summary			2015 Data			2014 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	97.2%	95.0%	95.0%	95.3%
		AM Peak	95.5%	99.0%	95.0%	94.6%	94.9%
		PM Peak	95.5%	97.8%	94.8%	93.4%	95.2%
		Total Peak	95.5%	98.4%	94.9%	94.0%	95.0%
		Off Peak Weekday	95.5%	96.8%	94.8%	95.4%	95.4%
		Weekend	95.5%	95.9%	95.3%	95.6%	95.5%
	Pascack Line	Overall	96.5%	98.2%	95.2%	95.3%	95.9%
	Valley Line	AM Peak	96.5%	98.8%	95.3%	92.3%	95.7%
		PM Peak	96.5%	97.3%	94.5%	95.2%	95.4%
		Total Peak	96.5%	98.1%	94.9%	93.7%	95.6%
		Off Peak Weekday	96.5%	98.5%	95.2%	95.7%	95.8%
		Weekend	96.5%	97.7%	95.6%	96.8%	96.4%
	Port Jervis Line	Overall	95.0%	95.8%	94.6%	94.5%	94.5%
		AM Peak	95.0%	99.2%	94.5%	97.6%	93.9%
		PM Peak	95.0%	98.4%	95.3%	91.3%	94.9%
		Total Peak	95.0%	98.8%	94.9%	94.4%	94.4%
		Off Peak Weekday	95.0%	94.5%	94.2%	94.9%	94.9%
		Weekend	95.0%	92.9%	94.9%	93.7%	93.8%
Operating Statistics	Trains Scheduled			1,669	15,057	1,666	15,041
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			17.8	18.9	25.3	19.9
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	16	282	49	286
	Trains Canceled		60	3	63	2	67
	Trains Terminated		60	5	45	12	41
	Percent of Scheduled Trips Completed		99.4%	99.5%	99.3%	99.2%	99.3%

SEPTEMBER 2015 STANDEE REPORT

East of Hudson

East of Hudson			SEPT 2014	YTD 2014	SEPT 2015	YTD 2015
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
		Total Standees	0	1	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	5	11	42	20
		Total Standees	5	11	42	20
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	58	9	14
		Total Standees	0	58	9	14
	EAST OF HUDSON TOTAL - AM PEAK		5	70	51	34
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	0	2
		Total Standees	2	2	0	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	6	3	23
		Total Standees	4	6	3	23
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	12	44	8	30
		Total Standees	12	44	8	30
	EAST OF HUDSON TOTAL - PM PEAK		18	52	11	55

West of Hudson

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

Definitions

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

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

"Additional Standees" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

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

Annulled or terminated trains are not included in this report.

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF September 2015

Elevator Availability	2015		2014	
	September	Year to Date	September	Year to Date
Grand Central Terminal	100.00%	98.86%	98.54%	98.02%
Harlem	97.50%	99.37%	99.75%	99.70%
Hudson	99.85%	99.72%	99.72%	99.66%
New Haven	100.00%	99.95%	100.00%	99.10%
Overall Average	99.34%	99.47%	99.50%	99.12%

Escalator Availability	2015		2014	
	September	Year to Date	September	Year to Date
Grand Central Terminal	98.58%	97.74%	92.25%	93.15%
White Plains	100.00%	99.83%	100.00%	100.00%
Overall Average	99.29%	98.79%	96.12%	96.57%



Metro-North Railroad

**Financial Report
October 2015**



FINANCIAL STATEMENTS

MONTH ENDED: AUGUST 2015

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

August YTD Operating results were favorable with a net operating deficit that was \$21.9 million or 4.2% lower than the Mid-Year Forecast. Operating Revenues through August were \$1.1 million above the Mid-Year Forecast primarily due to higher net GCT revenues from lower management expenses and a higher percentage of sales tenant rents. Total Expenses through August were \$20.8 million lower than projected due to the timing of contracted maintenance and professional fees (\$11.8 million), lower electric power rates (\$5.6 million) and lower net labor expenses (\$2.8 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$1.8 million higher than Mid-Year Forecast due to scheduling changes of several forecasted projects (GCT Turnouts, EMU Fleet Replacement and East of Hudson Overhead Bridge Program).

Ridership

Total ridership through August of 56.3 million was slightly below the Mid-Year Forecast primarily due to lower than anticipated non-commutation ridership.

East of Hudson

- YTD Ridership of 55.2 million was slightly lower than the Mid-Year Forecast but 1.3% higher than 2014.
- August ridership of 7.1 million was 0.1% lower than the Mid-Year Forecast.
- YTD Commutation ridership was slightly higher than the Mid-Year Forecast and 0.7% higher for the month. August YTD commutation was 1.0% higher than 2014.
- YTD Non-commutation ridership was 0.4% lower than the Mid-Year Forecast and 1.0% lower than the Mid-Year Forecast for the month. Compared to 2014, YTD non-commutation was 1.7% higher than the Mid-Year Forecast.

West of Hudson

- YTD Ridership was 0.9% lower than the Mid-Year Forecast. August ridership was 4.0% lower than the Mid-Year Forecast.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through August was \$605.8 million and \$2.9 million higher than the Mid-Year Forecast:

- Farebox Revenue of \$442.5 million was \$0.1 million higher than the Mid-Year Forecast.
- Other Operating Revenue of \$40.8 million was \$1.0 million higher than the Mid-Year Forecast primarily due to higher net GCT revenues from lower management expenses and a higher percentage of sales tenant rents.
- Capital and Other Reimbursements of \$122.6 million was \$1.8 million higher than the Mid-Year Forecast due to project timing previously discussed.

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

Total YTD Non-Reimbursable and Reimbursable expenses of \$908.0 million through August were \$17.9 million (1.9%) lower than the Mid-Year Forecast:

- Non-labor costs were \$24.1 million lower primarily due to reduced contractual expenditures for maintenance and professional services and scheduling changes for capital project expenditures.
- Labor costs were \$6.2 million higher due to Railroad Retirement Tier II tax rate adjustments, payments related to RWA and higher capital project work.

Financial Performance Measures

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 65.4% through August was 1.3% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.68 for the period was \$0.21 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$8.10 for the period was slightly above the Mid-Year Forecast.

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

REVENUE

Total Revenue and reimbursements were \$2.9 million (0.5%) higher than the Mid-Year Forecast through August:

- **Farebox Revenue** – YTD was higher than the Mid-Year Forecast by \$0.1 million. For the month, revenue was \$0.1 million below the Mid-Year Forecast.
- **Other Operating Revenue** – YTD was higher than the Mid-Year Forecast by \$1.0 million due to higher GCT net retail revenue from lower management expenses and a higher percentage of sales tenant rents. For the month, revenue was \$0.2 million below the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was higher by \$1.8 million due to timing differences/scheduling changes of capital projects (GCT Turnouts, EMU Fleet Replacement and East of Hudson Overhead Bridge Program). For the month, reimbursements were \$2.6 million below the Mid-Year Forecast.

EXPENSES

Total Expenses – YTD expenses of \$1,106.6 million were \$19.0 million (1.7%) lower than the Mid-Year Forecast. For the month, expenses were \$9.8 million (6.8%) lower than the Mid-Year Forecast.

- **Labor expenses (including fringes and overhead recoveries)** – YTD expenses of \$651.0 million were \$6.2 million higher than the Mid-Year Forecast primarily due to higher Railroad Retirement taxes related to a year-to-date increase in Tier II employer contribution rates, RWA settlements and higher capital project work. For the month, expenses were \$2.7 million (3.2%) lower than the Mid-Year Forecast.
- **Non-Labor Expenses** were \$257.0 million YTD; \$24.1 million lower than Mid-Year Forecast and \$6.4 million lower for the month:
 - **Electric Power** – YTD was \$5.1 million below the Mid-Year Forecast primarily due to lower rates, partially offset by higher usage and reimbursable prior period billing adjustments. For the month, expenses were \$3.2 million lower than the Mid-Year Forecast.
 - **Fuel** – YTD was \$0.9 million below the Mid-Year Forecast primarily due to lower diesel fuel prices per gallon. For the month, expenses were \$0.2 million lower than the Mid-Year Forecast.
 - **Maintenance & Other Operating Contracts** – YTD was \$7.9 million below the Mid-Year Forecast primarily due to timing differences for maintenance contracts, GCT utilities and locomotive overhauls. For the month, expenses were \$1.8 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$1.8 million below the Mid-Year Forecast primarily due to timing differences for IT expense reimbursements, legal fees, engineer and consulting services and outside training. These decreases were partially offset by higher reimbursable project activity (Positive Train Control and NHL Signal System). For the month, expenses were \$0.7 million higher than the Mid-Year Forecast.
 - **Materials & Supplies** – YTD was \$7.8 million below the Mid-Year Forecast primarily due to timing differences in reimbursable project activity (CT Track Program, Component Change-Out Shop, Positive Train Control, Devon Bridge Repairs and Turnouts). For the month, expenses were \$1.3 million lower than the Mid-Year Forecast.
 - **Other Business Expenses** – YTD was \$0.5 million below the Mid-Year Forecast primarily due to lower NJT subsidy payments due to inflationary adjustments largely offset by non-capitalizable Madison Avenue relocation expenses and employment settlement payments. For the month, expenses were \$0.5 million lower than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$1.1 million lower than the Mid-Year Forecast due to the timing of capitalization of assets and projects requiring environmental remediation.

CASH DEFICIT

The Cash Deficit through August of \$399.0 million was \$11.9 million favorable to the Mid-Year Forecast primarily due to lower expenses partially offset by the timing of capital reimbursements and claim reimbursements from FMTAC.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
August 2015
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$58,007	\$57,936	(\$0,071)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$58,007	\$57,936	(\$0,071)	(0.1)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	4,869	4,644	(0,226)	(4.6)	0,000	0,000	0,000	-	4,869	4,644	(0,226)	(4.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	11,753	10,029	(1,724)	(14.7)	11,753	10,029	(1,724)	(14.7)
CDOT	0,000	0,000	0,000	-	4,990	3,776	(1,213)	(24.3)	4,990	3,776	(1,213)	(24.3)
Other	0,000	0,000	0,000	-	1,407	1,732	0,325	23.1	1,407	1,732	0,325	23.1
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	18,150	15,537	(2,613)	(14.4)	18,150	15,537	(2,613)	(14.4)
Total Revenue/Receipts	\$62,876	\$62,579	(\$0,297)	(0.5)	\$18,150	\$15,537	(\$2,613)	(14.4)	\$81,026	\$78,117	(\$2,910)	(3.6)
Expenses												
<i>Labor:</i>												
Payroll	\$39,093	\$40,927	(\$1,834)	(4.7)	\$4,143	\$3,913	\$0,230	5.5	\$43,236	\$44,840	(\$1,604)	(3.7)
Overtime	8,091	5,976	2,115	26.1	1,643	1,368	0,275	16.8	9,734	7,343	2,391	24.6
Health and Welfare	8,077	7,800	0,277	3.4	1,228	1,390	(0,162)	(13.2)	9,305	9,190	0,115	1.2
OPEB Current Payment	2,064	2,230	(0,165)	(8.0)	0,000	0,000	0,000	-	2,064	2,230	(0,165)	(8.0)
Pensions	7,558	7,022	0,535	7.1	0,823	0,919	(0,096)	(11.7)	8,381	7,942	0,439	5.2
Other Fringe Benefits	9,466	8,429	1,038	11.0	0,938	0,301	0,637	67.9	10,404	8,729	1,675	16.1
Reimbursable Overhead	(4,661)	(4,032)	(0,629)	(13.5)	4,463	4,017	0,446	10.0	(0,198)	(0,016)	(0,182)	(92.1)
Total Labor	\$69,688	\$68,351	\$1,337	1.9	\$13,238	\$11,908	\$1,330	10.0	\$82,926	\$80,259	\$2,667	3.2
<i>Non-Labor:</i>												
Electric Power	\$7,863	\$4,670	\$3,193	40.6	\$0,000	\$0,004	(\$0,004)	-	\$7,863	\$4,674	\$3,189	40.6
Fuel	1,681	1,478	0,203	12.1	0,000	0,000	0,000	-	1,681	1,478	0,203	12.1
Insurance	1,678	1,305	0,373	22.2	0,402	0,342	0,060	14.8	2,080	1,647	0,433	20.8
Claims	0,098	0,282	(0,183)	*	0,000	0,000	0,000	-	0,098	0,282	(0,183)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	9,473	7,890	1,583	16.7	0,847	0,675	0,172	20.3	10,320	8,565	1,755	17.0
Professional Service Contracts	2,919	2,935	(0,017)	(0.6)	0,147	0,833	(0,686)	-	3,066	3,768	(0,702)	(22.9)
Materials & Supplies	6,248	6,698	(0,451)	(7.2)	3,468	1,748	1,720	49.6	9,716	8,447	1,269	13.1
Other Business Expenses	2,128	1,677	0,450	21.2	0,048	0,027	0,022	44.5	2,176	1,704	0,472	21.7
Total Non-Labor	\$32,087	\$26,935	\$5,153	16.1	\$4,913	\$3,630	\$1,283	26.1	\$37,000	\$30,565	\$6,436	17.4
<i>Other Adjustments:</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adj.	\$101,776	\$95,286	\$6,490	6.4	\$18,150	\$15,537	\$2,613	14.4	\$119,926	\$110,823	\$9,103	7.6
Depreciation	19,021	18,342	0,679	3.6	0,000	0,000	0,000	-	19,021	18,342	0,679	3.6
OPEB Obligation	5,693	5,693	0,000	0.0	0,000	0,000	0,000	-	5,693	5,693	0,000	0.0
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$126,489	\$119,321	\$7,168	5.7	\$18,150	\$15,537	\$2,613	14.4	\$144,640	\$134,858	\$9,781	6.8
Net Surplus/(Deficit)	(\$63,613)	(\$56,741)	\$6,872	10.8	\$0,000	\$0,000	(\$0,000)	-	(\$63,613)	(\$56,741)	\$6,872	10.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	19,021	18,342	(0,679)	(3.6)	0,000	0,000	0,000	-	19,021	18,342	(0,679)	(3.6)
Operating/Capital	(3,121)	(2,477)	0,644	20.6	0,000	0,000	0,000	-	(3,121)	(2,477)	0,644	20.6
Other Cash Adjustments	(0,149)	8,036	(8,186)	*	0,000	0,000	0,000	-	(0,149)	8,036	(8,186)	*
Total Cash Conversion Adjustments	\$15,751	\$23,901	\$8,151	51.7	\$0,000	\$0,000	\$0,000	-	\$15,751	\$23,901	\$8,151	51.7
Net Cash Surplus/(Deficit)	(\$47,862)	(\$32,840)	\$15,022	31.4	\$0,000	\$0,000	(\$0,000)	-	(\$47,862)	(\$32,840)	\$15,022	31.4

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST ACCRUAL STATEMENT OF OPERATIONS by CATEGORY August Year-To-Date (\$ in millions)													SCHEDULE I - B	
	Nonreimbursable				Reimbursable				Total					
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)					
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent		
Revenue														
Farebox Revenue	\$442,363	\$442,462	\$0,099	0.0	\$0,000	\$0,000	\$0,000	-	\$442,363	\$442,462	\$0,099	0.0		
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Other Operating Revenue	39,790	40,774	0,984	2.5	0,000	0,000	0,000	-	39,790	40,774	0,984	2.5		
<i>Capital & Other Reimbursements:</i>														
MTA	0,000	0,000	0,000	-	69,761	73,591	3,830	5.5	69,761	73,591	3,830	5.5		
CDOT	0,000	0,000	0,000	-	40,649	39,240	(1,409)	(3.5)	40,649	39,240	(1,409)	(3.5)		
Other	0,000	0,000	0,000	-	10,354	9,739	(615)	(5.9)	10,354	9,739	(615)	(5.9)		
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	120,764	122,569	1,806	1.5	120,764	122,569	1,806	1.5		
Total Revenue/Receipts	\$482,153	\$483,236	\$1,083	0.2	\$120,764	\$122,569	\$1,806	1.5	\$602,916	\$605,805	\$2,889	0.5		
Expenses														
<i>Labor:</i>														
Payroll	\$308,434	\$309,628	(\$1,194)	(0.4)	\$30,097	\$32,909	(\$2,811)	(9.3)	\$338,531	\$342,537	(\$4,006)	(1.2)		
Overtime	62,762	58,329	4,433	7.1	11,409	12,853	(1,444)	(12.7)	74,170	71,181	2,989	4.0		
Health and Welfare	63,512	61,473	2,039	3.2	8,773	10,492	(1,719)	(19.6)	72,285	71,966	320	0.4		
OPEB Current Payment	16,543	18,188	(1,645)	(9.9)	0,000	0,000	0,000	-	16,543	18,188	(1,645)	(9.9)		
Pensions	58,437	54,549	3,888	6.7	5,860	7,052	(1,192)	(20.3)	64,298	61,601	2,696	4.2		
Other Fringe Benefits	72,475	79,690	(7,215)	(10.0)	7,105	5,759	1,345	18.9	79,580	85,450	(5,870)	(7.4)		
Reimbursable Overhead	(30,723)	(33,185)	2,462	8.0	30,103	33,238	(3,135)	(10.4)	(0,620)	0,053	(0,673)	*		
Total Labor	\$551,441	\$548,673	\$2,768	0.5	\$93,347	\$102,303	(\$8,956)	(9.6)	\$644,788	\$650,976	(\$6,188)	(1.0)		
<i>Non-Labor:</i>														
Electric Power	\$61,853	\$56,235	\$5,618	9.1	\$0,000	\$0,486	(\$0,486)	-	\$61,853	\$56,721	\$5,132	8.3		
Fuel	13,960	13,084	876	6.4	0,000	0,000	0,000	-	13,960	13,084	876	6.4		
Insurance	12,761	12,192	569	4.5	2,606	2,713	(107)	(4.1)	15,367	14,905	462	3.0		
Claims	0,519	0,920	(0,401)	(77.2)	0,000	0,000	0,000	-	0,519	0,920	(0,401)	(77.2)		
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	72,389	63,898	8,490	11.7	5,010	5,609	(0,599)	(12.0)	77,399	69,508	7,891	10.2		
Professional Service Contracts	23,151	19,847	3,304	14.3	2,725	4,245	(1,520)	(55.8)	25,877	24,092	1,785	6.9		
Materials & Supplies	49,840	51,736	(1,896)	(3.8)	16,698	6,986	9,712	58.2	66,538	58,722	7,816	11.7		
Other Business Expenses	19,146	18,814	0,332	1.7	0,377	0,226	0,151	40.0	19,523	19,040	0,483	2.5		
Total Non-Labor	\$253,640	\$236,725	\$16,914	6.7	\$27,417	\$20,266	\$7,150	26.1	\$281,056	\$256,991	\$24,065	8.6		
<i>Other Adjustments</i>														
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-		
Total Expenses before Non-Cash Liability Adjts.	\$805,080	\$785,398	\$19,682	2.4	\$120,764	\$122,569	(\$1,806)	(1.5)	\$925,844	\$907,967	\$17,877	1.9		
Depreciation	150,124	149,374	750	0.5	0,000	0,000	0,000	-	150,124	149,374	750	0.5		
OPEB Obligation	45,544	45,544	0,000	0.0	0,000	0,000	0,000	-	45,544	45,544	0,000	0.0		
Environmental Remediation	4,093	3,723	370	9.0	0,000	0,000	0,000	-	4,093	3,723	370	9.0		
Total Expenses	\$1,004,841	\$984,039	\$20,802	2.1	\$120,764	\$122,569	(\$1,806)	(1.5)	\$1,125,605	\$1,106,608	\$18,997	1.7		
Net Surplus/(Deficit)	(\$522,689)	(\$500,803)	\$21,886	4.2	\$0,000	\$0,000	\$0,000	-	(\$522,689)	(\$500,803)	\$21,886	4.2		
<i>Cash Conversion Adjustments:</i>														
Depreciation	150,124	149,374	(750)	(0.5)	0,000	0,000	0,000	-	150,124	149,374	(750)	(0.5)		
Operating/Capital	(14,391)	(12,207)	2,184	15.2	0,000	0,000	0,000	-	(14,391)	(12,207)	2,184	15.2		
Other Cash Adjustments	(23,899)	(35,341)	(11,442)	(47.9)	0,000	0,000	0,000	-	(23,899)	(35,341)	(11,442)	(47.9)		
Total Cash Conversion Adjustments	\$111,833	\$101,826	\$10,007	(8.9)	\$0,000	\$0,000	\$0,000	-	\$111,833	\$101,826	\$10,007	(8.9)		
Net Cash Surplus/(Deficit)	(\$410,855)	(\$398,977)	\$11,878	2.9	\$0,000	\$0,000	\$0,000	-	(\$410,855)	(\$398,977)	\$11,878	2.9		

Notes:
 -- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
 -- Differences are due to rounding.
 * Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
AUGUST 2015
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance		Reason for Variance	Variance		Reason for Variance
		\$	%		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.613)	(14.4%)	Lower reimbursements reflect scheduling changes in capital project expenditure.	\$1.806	1.5%	
PAYROLL	Non-Reimb	(\$1.834)	(4.7%)	Reflects timing of retroactive wage adjustments (RWA) settlement payouts.	(\$1.194)	(0.4%)	
	Reimb	\$0.230	5.5%	Reflects lower activity for the Hurricane Sandy Project and Turnouts Program.	(\$2.811)	(9.3%)	Reflects higher activity for the EMU Fleet Replacement Program, GCT Turnouts, C-29 and Amtrak Projects.
OVERTIME	Non-Reimb	\$2.115	26.1%	See overtime tables.	\$4.433	7.1%	See overtime tables.
	Reimb	\$0.275	16.8%	See overtime tables.	(\$1.444)	(12.7%)	See overtime tables.
HEALTH AND WELFARE	Reimb	(\$0.162)	(13.2%)	Reflects higher activity for the CT Track Program.	(\$1.719)	(19.6%)	Reflects higher activity for the EMU Fleet Replacement Program, GCT Turnouts, C-29 and East of Hudson Overhead Bridge Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.165)	(8.0%)	Reflects a higher than forecasted number of retirees.	(\$1.645)	(9.9%)	Reflects an adjustment for prior period premiums combined with a higher than forecasted number of retirees.
PENSIONS	Non-Reimb	\$0.535	7.1%	Primarily reflects lower than forecasted rates.	\$3.888	6.7%	Primarily reflects lower than forecasted rates. Pension expenses will be further adjusted pending year-end Actuarial Valuation report.
	Reimb	(\$0.096)	(11.7%)	Reflects higher activity for the CT Track Program.	(\$1.192)	(20.3%)	Reflects higher activity for the GCT Turnouts, EMU Fleet Replacement and C29.
OTHER FRINGE BENEFITS	Non-Reimb	\$1.038	11.0%	Primarily due to lower employee claims for the period.	(\$7.215)	(10.0%)	Primarily reflects a YTD Railroad Retirement Tier II tax rate adjustment and the timing of Railroad Retirement Tier II payments related to RWA.
	Reimb	\$0.637	67.9%	Reflects retroactive wage adjustments (RWA) as well as timing of the Turnouts Program.	\$1.345	18.9%	Reflects YTD retroactive wage adjustments (RWA).

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
AUGUST 2015
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance		Reason for Variance	Variance		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.629)	(13.5%)	The non-reimbursable and reimbursable variances reflect lower project activity.	\$2.462	8.0%	The non-reimbursable and reimbursable variances reflect higher project activity.
	Reimb	\$0.446	10.0%		(\$3.135)	(10.4%)	
ELECTRIC POWER	Non-Reimb	\$3.193	40.6%	Primarily due to favorable rates across all lines and a YTD adjustment for prior period over-accruals due to revised contractual rates.	\$5.618	9.1%	Primarily due to favorable rates and adjustment, partially offset by higher consumption.
	Reimb	(\$0.004)	-		(\$0.486)	-	Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
FUEL	Non-Reimb	\$0.203	12.1%	Reflects lower fuel price per gallon.	\$0.896	6.4%	Reflects lower fuel price per gallon.
INSURANCE	Non-Reimb	\$0.373	22.2%	Primarily reflects lower property insurance premiums for the period.	\$0.569	4.5%	
	Reimb	\$0.060	14.8%	Reflects timing of project activity for the CT Track Program and Turnouts Program.	(\$0.107)	(4.1%)	
CLAIMS	Non-Reimb	(\$0.183)	*	Primarily due to higher claim payments for the period.	(\$0.401)	(77.2%)	Primarily due to accrual adjustments related to the Bridgeport derailment.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.583	16.7%	Primarily reflects timing of expenses for maintenance contracts and GCT utilities.	\$8.490	11.7%	Primarily reflects timing of expenses for various maintenance contracts, GCT utilities and locomotive overhauls.
	Reimb	\$0.172	20.3%	Reflects timing of the NHL Stamford Real Time project.	(\$0.599)	(12.0%)	Reflects higher activity for Positive Train Control partially offset by lower activity for the following projects: GCT Leaks, NHL Stamford Real Time and New Canaan Rehab Over Meritt Bridge.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
AUGUST 2015
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance		Reason for Variance	Variance		Reason for Variance
		Fav (Unfav)	%		Fav (Unfav)	%	
		\$			\$		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.017)	(0.6%)		\$3.304	14.3%	Primarily due to IT consolidation expense reimbursements and the timing of expenses for legal and medical fees, engineer and consulting services and outside training.
	Reimb	(\$0.686)	*	Reflects higher activity for Positive Train Control and NHL Stations Phase II.	(\$1.520)	(55.8%)	Reflects higher activity for Positive Train Control and NHL Signal System.
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.451)	(7.2%)	Primarily reflects timing of rolling stock material usage partially offset by inventory accounting adjustments.	(\$1.896)	(3.8%)	Primarily reflects timing of rolling stock material usage partially offset by inventory accounting adjustments.
	Reimb	\$1.720	49.6%	Reflects lower project activity for Turnouts Program, Hurricane Sandy and C&S Infrastructure.	\$9.712	58.2%	Reflects lower project activity for the following: CT Track Program, Component Change Out (CCO) Shop, Positive Train Control, Devon Bridge Repairs and Turnouts.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.450	21.2%	Reflects lower NJT Subsidy payments due to inflationary adjustments.	\$0.332	1.7%	
	Reimb	\$0.022	44.5%	Reflects lower project activity for the M-9 Specification Development.	\$0.151	40.0%	Reflects lower project activity for the M-9 Specification Development, Monthly Ticket Hologram and M-8 NHL Purchase.
DEPRECIATION	Non-Reimb	\$0.679	3.6%	Lower capitalization of assets than forecasted.	\$0.750	0.5%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%		\$0.370	9.0%	Timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$0.644	20.6%	Reflects lower activity during the period on the Hudson Rail Link Replacement, Demolition of Carey's Hole Space, GCT - Biltmore Room Restroom & Ticketed Waiting Room, and Upgrade Locomotive Simulators projects, partially offset by higher activity than anticipated on the Vehicle Fleet Replacement project.	\$2.184	15.2%	Reflects lower activity during the period on the Mobile Ticketing System Upgrade, Demolition of Carey's Hole Space, Avaya Software Upgrade, Upgrade Locomotive Simulators, Hudson Rail Link Replacement, and Purchase of Prefab Building for Croton - Harmon projects, partially offset by higher than anticipated activity on the Vehicle Fleet Replacement and Ticket Issuing Machines projects.

* Variance exceeds 100%.

MTA Metro-North Railroad

	August Year-to-Date																	
	Mid-Year Forecast			August			Var. - Fav./(Unfav)			Mid-Year Forecast			Actuals			Var. - Fav./(Unfav)		
	Hours	\$		Hours	Actuals	\$	Hours	\$		Hours	\$		Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME	47,739	\$ 2,816		35,701	\$ 2,154		12,038	\$ 0,663		418,637	\$ 24,620		369,695	\$ 21,833		48,942	\$ 2,787	
							25.2%	23.5%								11.7%	11.3%	
	0	\$ -		0	\$ -		0	\$ -		0	\$ -		0	\$ -		0	\$ -	
							-	-								-	-	
<u>Scheduled Service</u> ¹	60,474	\$ 3,267		40,212	\$ 2,207		20,262	\$ 1,060		358,705	\$ 19,437		344,788	\$ 18,345		13,917	\$ 1,092	
							33.5%	32.4%								3.9%	5.6%	
<u>Unscheduled Service</u>	706	\$ 0,036		618	\$ 0,031		88	\$ 0,005		9,590	\$ 0,507		14,280	\$ 0,765		(4,690)	\$ (0,258)	
							12.5%	13.9%								-48.9%	\$ (0,509)	
<u>Programmatic/Routine Maintenance</u>	31,325	\$ 1,645		30,955	\$ 1,623		370	\$ 0,022		201,004	\$ 10,559		218,174	\$ 11,425		(17,170)	\$ (0,866)	
							1.2%	1.3%								-8.5%	-8.2%	
<u>Unscheduled Maintenance</u>	5,964	\$ 0,327		1,127	\$ 0,060		4,837	\$ 0,266		127,078	\$ 6,917		106,744	\$ 5,790		20,334	\$ 1,127	
							81.1%	81.3%								16.0%	16.3%	
<u>Vacancy/Absentee Coverage</u> ²	0	\$ -		0	\$ -		0	\$ -		0	\$ -		0	\$ -		0	\$ -	
							-	-								-	-	
<u>Weather Emergencies</u>	0	\$ -		0	\$ (0.100)		0	\$ 0.099		0	\$ 0,721		0	\$ 0,169		0	\$ 0,552	
							-	-								-	\$ 0,766	
<u>Safety/Security/Law Enforcement</u> ³	146,208	\$ 8,091		108,613	\$ 5,974		37,595	\$ 2,116		1,115,014	\$ 62,761		1,053,681	\$ 58,327		61,333	\$ 4,434	
							25.7%	26.2%								5.5%	7.1%	
<u>Other</u> ⁴	28,827	\$ 1,643		24,000	\$ 1,368		4,827	\$ 0,275		200,151	\$ 11,409		219,562	\$ 12,853		(19,411)	\$ (1,445)	
							16.7%	16.7%								-9.7%	-12.7%	
Subtotal	175,035	\$ 9,734		132,613	\$ 7,342		42,422	\$ 2,391		1,315,165	\$ 74,170		1,273,243	\$ 71,180		41,922	\$ 2,989	
REIMBURSABLE OVERTIME							24.2%	24.6%								3.2%	4.0%	
TOTAL OVERTIME																		

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects timing differences related to payroll and calendar cutoff dates.

MTA Metro-North Railroad
July Financial Plan - 2015 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August		August Year To Date	
	Var. - Fav. / (Unfav)	Explanations	Var. - Fav. / (Unfav)	Explanations
	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u> ¹	12,038	\$0.663	48,942	\$2.787
	25.2%	23.5%	11.7%	11.3%
<u>Unscheduled Service</u>	0	\$0.000	0	\$0.000
	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	20,262	\$1.060	13,917	\$1.092
	33.5%	32.4%	3.9%	5.6%
<u>Unscheduled Maintenance</u>	88	\$0.005	(4,690)	(\$0.258)
	12.5%	13.9%	-48.9%	-50.9%
<u>Vacancy/Absentee Coverage</u> ²	370	\$0.022	(17,170)	(\$0.866)
	1.2%	1.3%	-8.5%	-8.2%
<u>Weather Emergencies</u>	4,837	\$0.266	20,334	\$1.127
	81.1%	81.3%	16.0%	16.3%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000	0	\$0.000
	-	-	-	-
<u>Other</u> ⁴	0	\$0.099	0	\$0.552
	-	-	-	76.6%
Subtotal	37,595	\$2.115	61,333	\$4.434
	25.7%	26.2%	5.5%	7.1%
REIMBURSABLE OVERTIME	4,827	\$0.275	(19,411)	(\$1.445)
	16.7%	16.7%	-9.7%	-12.7%
TOTAL OVERTIME	42,422	\$2.390	41,922	\$2.989

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

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects timing differences related to payroll and calendar cutoff dates.

MTA METRO-NORTH RAILROAD
2015 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	August 2015				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Receipts	\$58,388	\$56,228	(\$2,160)	(3.7)	\$444,279	\$444,580	\$301	0.1
Toll Receipts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Receipts	5,602	5,927	0,325	5.8	60,759	48,840	(11,919)	(19.6)
<i>Capital & Other Reimbursements:</i>								
MTA	11,827	4,421	(7,406)	(62.6)	62,552	43,168	(19,384)	(31.0)
CDOT	4,526	7,300	2,774	61.3	43,292	52,444	9,152	21.1
Other	1,621	0,719	(0,902)	(55.7)	11,751	8,963	(2,788)	(23.7)
Total Capital and Other Reimbursements	17,975	12,440	(5,535)	(30.8)	117,595	104,575	(13,020)	(11.1)
Total Receipts	\$81,965	\$74,595	(\$7,370)	(9.0)	\$622,633	\$597,995	(\$24,638)	(4.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$37,711	\$39,813	(\$2,102)	(5.6)	\$407,593	\$411,992	(\$4,399)	(1.1)
Overtime	12,675	8,084	4,591	36.2	77,493	68,087	9,406	12.1
Health and Welfare	8,962	7,004	1,958	21.9	76,995	77,844	(849)	(1.1)
OPEB Current Payment	1,825	2,085	(0,260)	(14.3)	17,502	18,177	(0,675)	(3.9)
Pensions	11,084	9,344	1,740	15.7	42,097	37,239	4,858	11.5
Other Fringe Benefits	9,096	8,443	653	7.2	95,748	97,762	(2,014)	(2.1)
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Labor	\$81,353	\$74,773	\$6,580	8.1	\$717,428	\$711,101	\$6,327	0.9
<i>Non-Labor:</i>								
Electric Power	\$8,517	\$7,037	\$1,480	17.4	\$60,794	\$56,738	\$4,056	6.7
Fuel	1,390	2,083	(0,693)	(49.8)	14,288	16,111	(1,823)	(12.8)
Insurance	4,100	0,000	4,100	100.0	16,805	13,539	3,266	19.4
Claims	6,466	0,325	6,141	95.0	22,992	11,917	11,075	48.2
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	10,143	7,487	2,656	26.2	69,641	62,110	7,531	10.8
Professional Service Contracts	3,420	2,550	0,870	25.4	24,114	22,343	1,771	7.3
Materials & Supplies	9,782	9,781	0,001	0.0	74,458	74,372	0,086	0.1
Other Business Expenditures	4,656	3,399	1,257	27.0	32,966	28,741	4,225	12.8
Total Non-Labor	\$48,475	\$32,662	\$15,813	32.6	\$316,060	\$285,871	\$30,189	9.6
<i>Other Adjustments:</i>								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Post Employment Benefits	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$129,828	\$107,435	\$22,393	17.2	\$1,033,489	\$996,972	\$36,517	3.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$47,862)	(\$32,840)	\$15,022	31.4	(\$410,855)	(\$398,977)	\$11,878	2.9
Subsidies								
MTA	36,350	11,636	(24,714)	(68.0)	305,940	291,833	(14,107)	(4.6)
CDOT	11,512	28,944	17,432	*	98,998	106,916	7,918	8.0
Total Subsidies	\$47,862	\$40,580	(\$7,282)	(15.2)	\$404,938	\$398,749	(\$6,189)	(1.5)
Cash Timing and Availability Adjustment	\$0,000	(\$1,222)	(\$1,222)	-	\$5,918	\$6,746	\$828	14.0

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31, 2015			\$ Detail
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		
FARE REVENUE	(2.160)	(3.7%)	Timing of cash in transit.	0.301	0.1%		
OTHER OPERATING REVENUE	0.325	5.8%	Timing of advertising receipts combined with higher GCT revenue.	(11.919)	(19.6%)	Timing of anticipated claim reimbursement from FMTAC (\$14.4 million) and timing of advertising receipts partially offset by higher GCT revenues and Amtrak reimbursement.	
CAPITAL AND OTHER REIMBURSEMENTS:							
MTA	(7.406)	(62.6%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(19.384)	(31.0%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.	
CDOT	2.774	61.3%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	9.152	21.1%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	
OTHER	(0.902)	(55.7%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(2.788)	(23.7%)	Lower cash receipts due to lower capital related project activity.	
PAYROLL	(2.102)	(5.6%)	Retroactive wage adjustment (RWA) settlement payouts.	(4.399)	(1.1%)		
OVERTIME	4.591	36.2%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.	9.406	12.1%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.	
HEALTH & WELFARE	1.958	21.9%	Timing of NYSHIP health insurance payments.	(0.849)	(1.1%)		
OPEB CURRENT PAYMENT	(0.260)	(14.3%)	Timing of retiree health benefit payments.	(0.675)	(3.9%)		
PENSIONS	1.740	15.7%	Lower than forecasted rates.	4.858	11.5%	Timing of payments combined with lower than forecasted rates.	
OTHER FRINGE BENEFITS	0.653	7.2%	Timing of Tier I & II payroll taxes.	(2.014)	(2.1%)	Refund of erroneous receipt from IRS combined with higher payroll taxes associated with vacation buyback .	
ELECTRIC POWER	1.480	17.4%	Lower electric rates on all lines partially offset by timing of payments.	4.056	6.7%	Lower electric rates on all lines partially offset by timing of payments.	
FUEL	(0.693)	(49.8%)	Timing of payments partially offset by lower diesel fuel price per gallon.	(1.823)	(12.8%)	Timing of payments partially offset by lower diesel fuel price per gallon.	
INSURANCE	4.100	100.0%	Timing of premium payments for All Agency Property and All Agency Property - Terrorism.	3.266	19.4%	Timing of premium payments for All Agency Property and All Agency Property - Terrorism partially offset by Force Account premiums.	

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

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31, 2015			\$ Detail
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		
CLAIMS	6.141	95.0%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.	11.075	48.2%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.	
MAINTENANCE & OTHER OPERATING CONTRACTS	2.656	26.2%	Timing of payments to MTA Police, Real Estate Management Services and capital related projects (Hudson Rail Link Replacement).	7.531	10.8%	Timing of payments to MTA Police, Real Estate Rentals & Management Services, Maintenance & Repair and Steam.	
PROFESSIONAL SERVICE CONTRACTS	0.870	25.4%	Timing of payments for Engineering Services partially offset by I.T. Maintenance & Repair and capital related projects (Positive Train Control).	1.771	7.3%	Timing of payments for Engineering Services and Professional Services partially offset by capital related projects (Demolition of Carey's Hole Space and Positive Train Control).	
MATERIALS & SUPPLIES	0.001	0.0%		0.086	0.1%		
OTHER BUSINESS EXPENSES	1.257	27.0%	Lower NJT subsidy payment due to higher revenue and lower inflation rate than forecasted.	4.225	12.8%	Reclass of YTD technology costs from MNR to MTA Headquarters combined with lower NJT subsidy and timing of stationary & office supplies.	
MTA SUBSIDY RECEIPTS	(24.714)	(68.0%)	Higher CDOT subsidy combined with lower net cash deficit partially offset by impact of cash balances.	(14.107)	(4.6%)	Lower net cash deficit combined with higher CDOT subsidy partially offset by impact of cash balances.	
CDOT SUBSIDY RECEIPTS	17.432	*	Receipt of September subsidy in August combined with timing of RWA reimbursed partially offset by lower estimated deficit invoice than forecasted.	7.918	8.0%	Timing of receipt of September subsidy partially offset by lower estimated deficits of prior months than forecasted.	
TOTAL SUBSIDY RECEIPTS	(7.282)	(15.2%)		(6.189)	(1.5%)		

* Variance exceeds 100%

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

	August 2015				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.381	(\$1.708)	(\$2.089)	*	\$1.916	\$2.118	\$0.202	10.5
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.733	1.283	0.550	75.1	20.970	8.066	(12.903)	(61.5)
Capital & Other Reimbursements:								
MTA	0.074	(5.608)	(5.682)	*	0.000	0.000	(23.214)	*
CDOT	(0.463)	3.524	3.987	*	2.643	13.204	10.561	*
Other	0.214	(1.013)	(1.227)	*	1.397	(0.776)	(2.173)	*
Total Capital and Other Reimbursements	(0.175)	(3.097)	(2.922)	*	(3.168)	(17.994)	(14.826)	*
Total Revenue/Receipts	\$0.939	(\$3.522)	(\$4.461)	*	\$19.717	(\$7.810)	(\$27.527)	*
Expenditures								
Labor:								
Payroll	\$5.525	\$5.027	(\$0.497)	(9.0)	(\$69.062)	(\$69.455)	(\$0.393)	(0.6)
Overtime	(2.941)	(0.741)	2.200	74.8	(3.323)	3.094	6.417	*
Health and Welfare	0.342	2.186	1.844	*	(4.710)	(5.878)	(1.168)	(24.8)
OPEB Current Payment	0.239	0.145	0.094		(0.958)	0.011	0.969	*
Pensions	(2.703)	(1.402)	1.300	48.1	22.200	24.362	2.162	9.7
Other Fringe Benefits	1.308	0.286	(1.021)	(78.1)	(16.168)	(12.312)	3.855	23.8
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.198)	(0.016)	0.182	92.1	(0.620)	0.053	0.673	*
Total Labor	\$1.573	\$5.486	\$3.913	*	(\$72.641)	(\$60.125)	\$12.516	17.2
Non-Labor:								
Electric Power	(\$0.654)	(\$2.363)	(\$1.709)	*	\$1.059	(\$0.017)	(\$1.076)	*
Fuel	0.291	(0.605)	(0.896)	*	(0.308)	(3.027)	(2.719)	*
Insurance	(2.020)	1.647	3.668	*	(1.438)	1.366	2.804	*
Claims	(6.368)	(0.043)	6.324	99.3	(22.473)	(10.997)	11.476	51.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.177	1.078	0.901	*	7.758	7.398	(0.360)	(4.6)
Professional Service Contracts	(0.355)	1.218	1.573	*	1.762	1.749	(0.013)	(0.8)
Materials & Supplies	(0.066)	(1.334)	(1.268)	*	(7.921)	(15.650)	(7.729)	(97.6)
Other Business Expenses	(2.480)	(1.695)	0.785	31.7	(13.443)	(9.701)	3.742	27.8
Total Non-Labor	(\$11.474)	(\$2.097)	\$9.377	81.7	(\$35.004)	(\$28.880)	\$6.124	17.5
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adj.								
	(\$9.902)	\$3.388	\$13.290	*	(\$107.645)	(\$89.005)	\$18.640	17.3
Depreciation	19.021	18.342	(0.679)	(3.6)	150.124	149.374	(0.750)	(0.5)
OPEB Obligation	5.693	5.693	0.000	0.0	45.544	45.544	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	4.093	3.723	(0.370)	9.0
Total Expenditures Adjustments	\$14.812	\$27.423	\$12.611	85.1	\$92.116	\$109.636	\$17.520	19.0
Total Cash Conversion Adjustments								
	\$15.751	\$23.901	\$8.151	51.7	\$111.833	\$101.826	(\$10.007)	(8.9)

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST**

**UTILIZATION
(in millions)**

	Month of August		Variance		Year-to-Date August		Variance	
	MYF	Actual	Fav (Unfav)		MYF	Actual	Fav (Unfav)	
			Amount	%			Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.906	\$17.001	\$0.095	0.6	\$131.364	\$131.615	\$0.250	0.2
Hudson Line	\$12.786	\$12.737	(\$0.049)	-0.4	\$95.887	\$95.771	(\$0.116)	-0.1
New Haven Line	\$28.282	\$28.169	(\$0.112)	-0.4	\$214.847	\$214.831	(\$0.016)	0.0
Total Farebox Revenue	\$57.974	\$57.907 ⁽¹⁾	(\$0.067)	-0.1	\$442.098	\$442.216 ⁽¹⁾	\$0.118	0.0
<u>Ridership</u>								
Harlem Line	2.236	2.250	0.014	0.6	17.962	17.999	0.037	0.2
Hudson Line	1.401	1.397	(0.004)	-0.3	10.811	10.777	(0.034)	-0.3
New Haven Line	3.419	3.404	(0.015)	-0.4	26.458	26.420	(0.038)	-0.1
Total Ridership East of Hudson	7.055	7.050	(0.005)	-0.1	55.230	55.196	(0.034)	-0.1
West of Hudson	0.149	0.143 ⁽²⁾	(0.006)	-4.0	1.163	1.153 ⁽²⁾	(0.010)	-0.9
Total Ridership	7.204	7.193	(0.011)	-0.2	56.394	56.349	(0.045)	-0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.0289 million for the month and \$0.246 million year-to-date.

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

East of Hudson:

East of Hudson ridership for the month reflected a decrease of 0.1% or 5K rides as compared to the Forecast:

- Harlem Line had a 0.6% increase due to higher than projected commutation growth
- New Haven Line had a 0.4% decrease due to lower than projected non-commutation growth
- Hudson Line reflected an decrease of 0.3% due lower than both projected commutation and non-commutation growth
- Compared to August 2014, East of Hudson ridership was up by 1.7%

YTD East of Hudson ridership was 0.1% or 34K rides below the Forecast:

- Harlem Line was 0.2% higher due to higher commutation growth
- New Haven Line was 0.1% lower due to lower non-commutation rides
- Hudson Line was 0.3% lower due to lower commutation and non-commutation rides
- Compared to YTD August 2014, East of Hudson ridership was up by 1.3%

Commutation ridership as compared to the Forecast was:

- Overall 0.7% higher for the month versus the Forecast
- YTD Commutation was 0.2% higher to the Forecast
- Compared to YTD August 2014, commutation ridership was 1.0% higher

Non-commutation ridership as compared to the Forecast was:

- 1.0% lower for the month reflecting lower than projected growth on the Hudson and New Haven Lines
- Overall, YTD Non-Commutation was 0.4 % lower reflecting lower than projected ridership growth
- Compared to YTD August 2014, non-commutation ridership was 1.7% higher

West of Hudson:

West of Hudson ridership as compared to the Forecast was:

- 4.0% lower for the month and 0.9% lower YTD

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2015

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	4	4	-
Labor Relations	18	16	2
Safety/Security (1)	60	50	11
COS/Corporate & Public Affairs	18	16	2
Legal	19	17	2
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Human Resources	4	4	0
Human Resources (2)	38	32	7
Training (1)	82	56	26
Employee Relations & Diversity	6	6	-
VP Planning	2	2	1
Operations Planning & Analysis	21	17	4
Capital Planning & Programming	14	11	3
GCT & Corporate Development	32	29	3
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller (3)	74	75	(1)
Budget	20	17	3
Customer Service	49	46	4
Procurement & Material Mgmt	34	31	3
Total Administration	525	454	71
Operations			
Operations Administration (2)	82	74	9
Transportation (4)(5)	1,482	1,493	(11)
Customer Service (2)	229	224	5
GCT & Corporate Development (2)	36	30	6
Metro-North West (6)	28	35	(7)
Total Operations	1,857	1,855	2
Maintenance			
GCT & Corporate Development (2)	172	158	14
Maintenance of Equipment (1)(2)	1,645	1,613	32
Maintenance of Way (1)	1,921	1,867	55
Procurement & Material Mgmt	121	118	3
Total Maintenance	3,859	3,756	103
Engineering/Capital			
Construction Management	33	33	0
Engineering & Design (3)	65	66	(1)
Total Engineering/Capital	98	99	(1)
Total Positions	6,339	6,164	175
Non-Reimbursable	5,602	5,700	(98)
Reimbursable	737	464	273
Total Full-Time	6,338	6,163	175
Total Full-Time-Equivalents (of part-time positions)	1	1	-

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

(2) Variance reflects existing vacant positions

(3) Variance reflects lower attrition than planned. (Paid positions are within authorized levels.)

(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 Maintenance of Way OT&E staff on various West of Hudson projects.

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	136	139	(3)
Professional, Technical, Clerical	389	315	74
Operational Hourlies	-	-	-
Total Administration	525	454	71
Operations (1)			
Managers/Supervisors	211	204	7
Professional, Technical, Clerical	190	177	13
Operational Hourlies	1,456	1,474	(18)
Total Operations	1,857	1,855	2
Maintenance (1)			
Managers/Supervisors	619	578	41
Professional, Technical, Clerical	518	497	21
Operational Hourlies	2,723	2,682	41
Total Maintenance	3,859	3,756	103
Engineering/Capital			
Managers/Supervisors	42	42	-
Professional, Technical, Clerical	56	57	(1)
Operational Hourlies	-	-	-
	98	99	(1)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,008	963	45
Professional, Technical, Clerical	1,153	1,046	107
Operational Hourlies	4,179	4,156	24
Total Positions	6,339	6,164	175

Notes

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

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS

August 31, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,857	1,855	2	
Maintenance (1)	3,859	3,756	103	Reflects vacant positions in Maintenance of Way (managers, engineers, directors, electrical workers, plumbers and tinsmith) and Maintenance of Equipment (technicians, directors, foreman, electricians and laborers) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration (1)	525	454	71	Vacancies reflects timing differences in hiring of newly created positions in the Training and Safety departments.
Engineering / Capital	98	99	(1)	
Total Agency-wide Headcount	6,339	6,164	175	
Non-Reimbursable	5,602	5,700	(98)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	737	464	273	
Notes				
(1) Reflects allocation of Customer Service, GCT & Corporate Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.				

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
AUGUST 2015

	MONTH		VARIANCE	
	2015	MYF	MYF	2014
Farebox Operating Ratio				
Standard ⁽¹⁾	62.1%	57.2%	4.9%	-4.0%
Adjusted ⁽²⁾	69.5%	63.9%	5.6%	-4.3%
Cost per Passenger				
Standard ⁽¹⁾	\$13.36	\$14.50	\$1.14	(\$1.14)
Adjusted ⁽²⁾	\$13.10	\$14.29	\$1.19	(\$1.11)
Passenger Revenue/Passenger ⁽³⁾	\$8.29	\$8.29	\$0.00	\$0.21

	YEAR-TO-DATE		VARIANCE	
	2015	MYF	MYF	2014
Farebox Operating Ratio				
Standard ⁽¹⁾	58.0%	57.1%	0.9%	5.6%
Adjusted ⁽²⁾	65.4%	64.1%	1.3%	6.8%
Cost per Passenger				
Standard ⁽¹⁾	\$13.97	\$14.17	\$0.20	\$1.14
Adjusted ⁽²⁾	\$13.68	\$13.89	\$0.21	\$1.17
Passenger Revenue/Passenger ⁽³⁾	\$8.10	\$8.09	\$0.01	\$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.

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



Metro-North Railroad

Ridership Report October 2015

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

AUGUST 2015

Operations Planning & Analysis Department
October, 2015

AUGUST 2015 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

August Ridership and Revenue (millions)

	August 2015	% Change vs. 2014
Total Rail Ridership	7.198	+1.7% ▲
Commutation Ridership	3.873	+1.8% ▲
Non-Commutation Ridership	3.325	+1.6% ▲
Connecting Service Ridership	0.046	+5.1% ▲
Total MNR System Ridership	7.244	+1.7% ▲
Rail Revenue	\$59.2	+4.5% ▲

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

	YTD 2015	% Change vs. 2014	Comparison to Forecast
Total Rail Ridership	56.353	+1.3% ▲	-0.1% ▼
Commutation Ridership	32,583	+1.0% ▲	+0.2% ▲
Non-Commutation Ridership	23.770	+1.8% ▲	-0.4% ▼
Connecting Service Ridership	0.367	+4.3% ▲	+3.4% ▲
Total MNR System Ridership	56.720	+1.4% ▲	-0.1% ▼
Rail Revenue	\$452.1	+3.7% ▲	-0.6% ▼

(1)

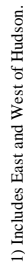


6.3	6.0	7.2	7.3	7.2	7.6	7.6	7.2					
6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	56.4
-1.1%	0.1%	2.8%	1.7%	2.6%	0.9%	1.6%	1.7%					1.3%

1) Includes East and West of Hudson.

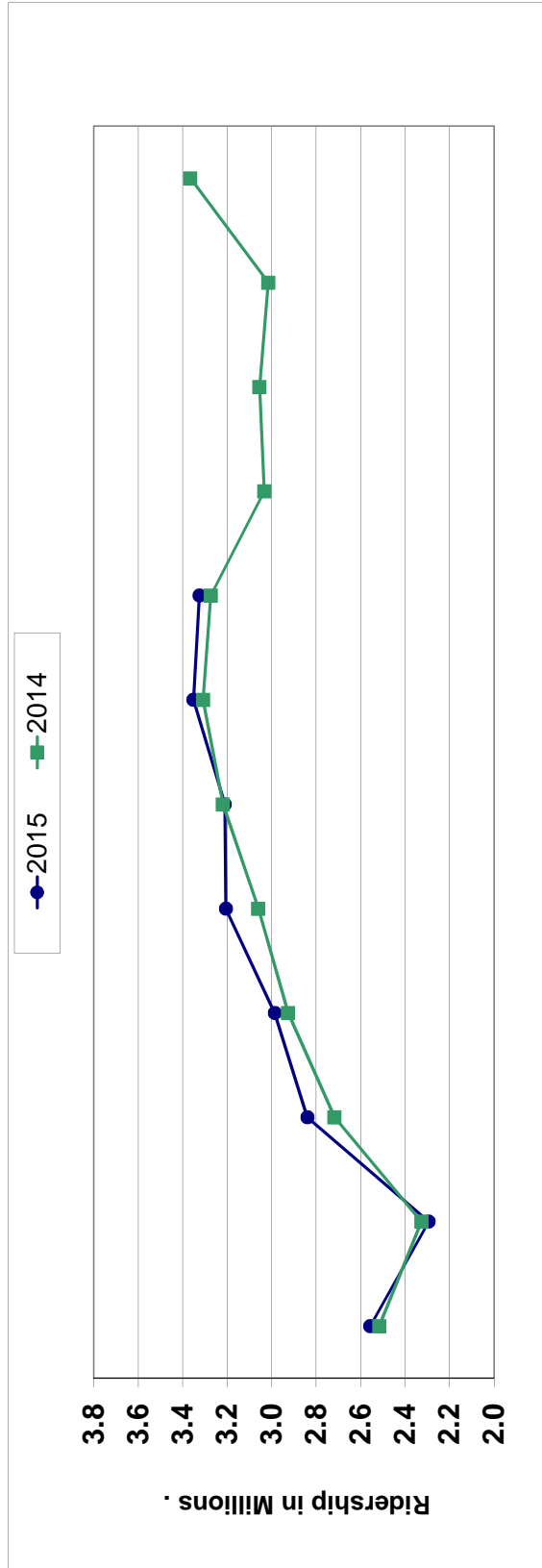
(1)

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AUGUST RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- August's Rail Non-Commutation Ridership was 1.6% above 2014 and 0.9% below forecast.

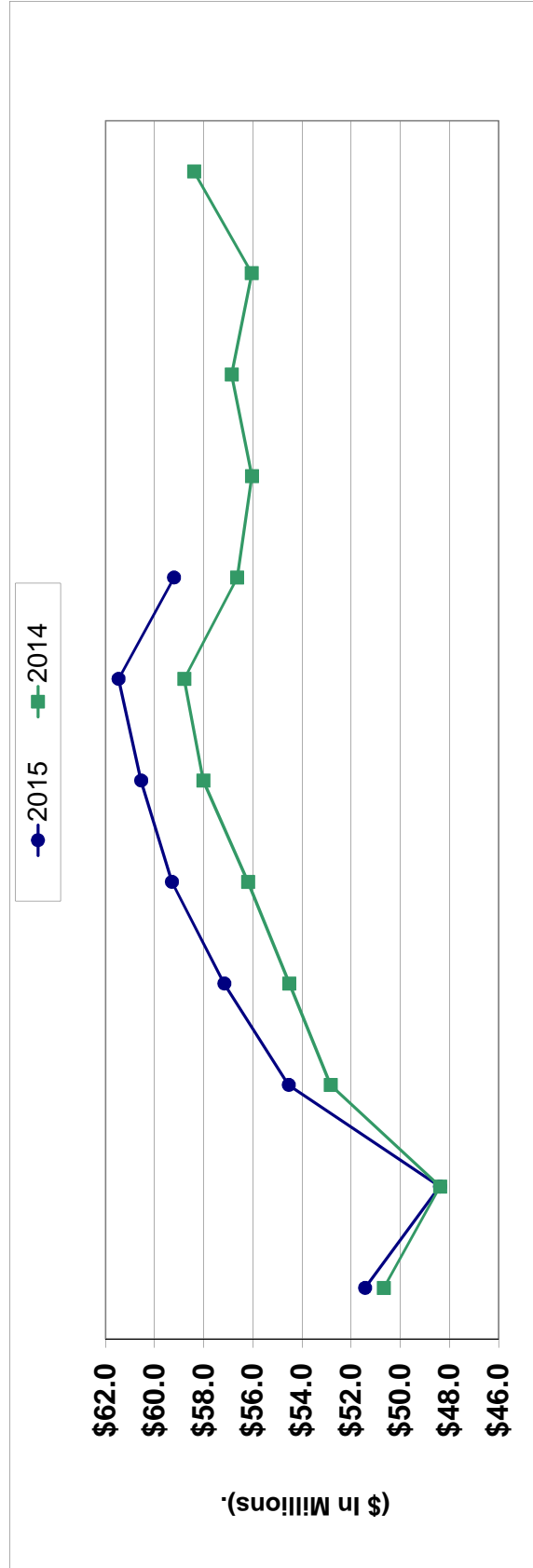


		Y-T-D											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2015	2.6	2.6	2.3	2.8	3.0	3.2	3.2	3.4	3.3				
2014	2.5	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4
PCT CHG.	1.6%	1.6%	-1.4%	4.5%	2.1%	4.8%	-0.3%	1.3%	1.6%				
		Total											
		23.8											
		23.3											
		1.8%											

1) Includes East and West of Hudson.

AUGUST RAIL REVENUE⁽¹⁾

- August's Total Rail Revenue was 4.5% above 2014 and 0.3% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
	2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5	\$59.2				\$452.1
	2014	\$50.7	\$48.4	\$52.8	\$54.5	\$56.2	\$58.0	\$58.8	\$56.6	\$56.9	\$56.0	\$58.4	\$436.1
PCT CHG.	1.5%	0.0%	3.2%	4.9%	5.5%	4.4%	4.6%	4.5%					3.7%

¹⁾ Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY AUGUST 2015

TICKET TYPE/SERVICE	AUGUST 2015 ACTUAL	AUGUST 2015 MID-YEAR	VARIANCE VS. BUDGET		AUGUST 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,795,412	3,767,380	28,032	0.7%	3,727,619	67,793	1.8%
West of Hudson	76,974	80,890	(3,916)	-4.8%	77,290	(316)	-0.4%
Total Rail Commutation Ridership	3,872,386	3,848,270	24,116	0.6%	3,804,909	67,477	1.8%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,254,679	3,287,712	(33,033)	-1.0%	3,207,986	46,693	1.5%
West of Hudson	70,514	68,516	1,998	2.9%	66,040	4,474	6.8%
Total Rail Non-Commutation Ridership	3,325,193	3,356,228	(31,035)	-0.9%	3,274,026	51,167	1.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,050,091	7,055,092	(5,001)	-0.1%	6,935,605	114,486	1.7%
West of Hudson	147,488	149,406	(1,918)	-1.3%	143,330	4,158	2.9%
TOTAL RAIL RIDERSHIP	7,197,579	7,204,498	(6,919)	-0.1%	7,078,935	118,644	1.7%
CONNECTING SERVICES RIDERSHIP ⁽²⁾							
	45,849	43,958	1,891	4.3%	43,604	2,245	5.1%
TOTAL MNR SYSTEM RIDERSHIP	7,243,428	7,248,456	(5,028)	-0.1%	7,122,539	120,889	1.7%

Notes:

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

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

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

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD MID-YEAR	VARIANCE VS. BUDGET		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	31,920,225	31,850,569	69,656	0.2%	31,617,933	302,292	1.0%
West of Hudson	662,676	676,162	(13,486)	-2.0%	640,507	22,169	3.5%
Total Rail Commutation Ridership	32,582,901	32,526,731	56,170	0.2%	32,258,440	324,461	1.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	23,275,652	23,379,648	(103,996)	-0.4%	22,877,019	398,633	1.7%
West of Hudson	494,532	487,229	7,303	1.5%	470,481	24,051	5.1%
Total Rail Non-Commutation Ridership	23,770,184	23,866,877	(96,693)	-0.4%	23,347,500	422,684	1.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	55,195,877	55,230,217	(34,340)	-0.1%	54,494,952	700,925	1.3%
West of Hudson	1,157,208	1,163,391	(6,183)	-0.5%	1,110,988	46,220	4.2%
TOTAL RAIL RIDERSHIP	56,353,085	56,393,608	(40,523)	-0.1%	55,605,940	747,145	1.3%
CONNECTING SERVICES RIDERSHIP ⁽²⁾							
	366,752	354,660	12,092	3.4%	351,692	15,060	4.3%
TOTAL MNR SYSTEM RIDERSHIP	56,719,837	56,748,268	(28,431)	-0.1%	55,957,632	762,205	1.4%

Notes:

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

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

AUGUST 2015

LINE	AUGUST 2015 ACTUAL	AUGUST 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,249,728	2,206,725	43,003	1.9%
Hudson Line	1,396,678	1,381,075	15,603	1.1%
New Haven Line	3,403,685	3,347,805	55,880	1.7%
Total East of Hudson	7,050,091	6,935,605	114,486	1.7%
WEST OF HUDSON				
Port Jervis Line	88,786	86,344	2,442	2.8%
Pascack Valley Line	58,702	56,986	1,716	3.0%
Total West of Hudson	147,488	143,330	4,158	2.9%
TOTAL RAIL RIDERSHIP	7,197,579	7,078,935	118,644	1.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	28,506	27,348	1,158	4.2%
Haverstraw-Ossining Ferry	11,401	10,042	1,359	13.5%
Newburgh-Beacon Ferry	5,942	6,214	(272)	-4.4%
Total Connecting Services	45,849	43,604	2,245	5.1%
TOTAL MNR SYSTEM	7,243,428	7,122,539	120,889	1.7%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	17,998,693	17,827,635	171,058	1.0%
Hudson Line	10,776,746	10,678,159	98,587	0.9%
New Haven Line	26,420,438	25,989,158	431,280	1.7%
Total East of Hudson	55,195,877	54,494,952	700,925	1.3%
WEST OF HUDSON				
Port Jervis Line	688,508	672,738	15,770	2.3%
Pascack Valley Line	468,700	438,250	30,450	6.9%
Total West of Hudson	1,157,208	1,110,988	46,220	4.2%
TOTAL RAIL RIDERSHIP	56,353,085	55,605,940	747,145	1.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	252,402	241,726	10,676	4.4%
Haverstraw-Ossining Ferry	75,366	71,901	3,465	4.8%
Newburgh-Beacon Ferry	38,984	38,065	919	2.4%
Total Connecting Services	366,752	351,692	15,060	4.3%
TOTAL MNR SYSTEM	56,719,837	55,957,632	762,205	1.4%

Notes:

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



Metro-North Railroad

Capital Program Report

October 2015

CAPITAL PROGRAM

HIGHLIGHTS

October 21, 2015

STATIONS/PARKING/FACILITIES

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

A new commuter parking garage was successfully opened to the public on October 5, 2015, adding 391 extra parking spaces adjacent to the train station. Substantial completion of the project has been achieved.

Station Building Renewal Projects

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

Fordham Station Improvements

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

Inbound: Completed: Staircase - steel plate repairs, tread and riser replacement, priming and painting of steel, and installation of handrails; HVAC in the elevator machine room; and ADA Tactile installation at the northern half of the platform. Continue to install ADA Tactile and apply sealer at the southern half of the platform.

Outbound: Completed: elevator rehabilitation; stone fascia at the street walkway level; stair canopy abatement and removal; and installation of the platform canopy roof. Continue to install permanent fixtures in the south tunnel; install windscreen and permanent wiring under the new canopy; and remove existing fixtures and canopy columns.

Strategic Facilities - Prospect Hill Road Bridge

Proposals are under review 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. Award is anticipated in fourth quarter of 2015.

POWER

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

Track 4 continuous outage (CP26-CP33) has begun, permitting the excavation and installation of new double-wide trough work to commence north of Ossining station. 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) continue.

Power Infrastructure Restoration – Substations – Sandy

Placed concrete for the substations' foundation walls at both Riverdale and Tarrytown. Completed duct bank installation within the Riverdale parking lot area and between the yard tracks at Croton-Harmon.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th and 110th street substations* – Submittal process and site coordination continues with coordination with the local utility company for location of existing feeders. The 110th Street line reactors replacement work is underway.
- *Brewster Substation* – Submittal and site survey process continues.

Substation Replacement Bridge-23

Installation of aerial feeders from New Rochelle to Mount Vernon continues, 52% complete. Installation of East Switchgear at Mount Vernon is anticipated to commence in the fourth quarter of 2015.

Harlem River Lift Bridge-Cable Replacement/Control System

The electrical and control commissioning process continues. Utilizing automatic controls, testing of the bridge opening/closing in normal and backup modes is underway. The bridge is available to support river traffic upon request.

TRACK AND STRUCTURES

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

The 2014 Cyclical Track program consists of the replacement of 18,650 wood ties, 5 miles of continuous welded rail, and surfacing of 120 miles of track. To date, MNR forces have installed approximately 2,640 ties and 6.2 miles of rail, and surfaced 22 miles of track on 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. Approximately 30% of bridges have been inspected and inspection of the Park Avenue Viaduct has commenced.

Undergrade Bridges – West of Hudson

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

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build – Demolished the recycling facility, blow shed, tanks, and tracks at the north end of Building 6 (the existing Main Shop Building). Continue to erect the closure wall at Column R to separate the construction zone for the new Consist Shop Facility from the working area

used by the Operations department. In addition, the following work is underway: asbestos abatement; rerouting and provision of temporary services and equipment for Building 6; field activities for fencing and maintenance and protection of traffic (MPT) around the Contractor's work zone; and demolition of the existing round house foundation.

Phase V, Stage II Preliminary Design – The following design and project activities are underway: Development of a geo-technical report; a demolition package for the western section of Building 6; Preliminary Design for Running Repair and Support Shop; a warehouse space Study for Harmon, Beacon and Poughkeepsie; and technical meetings with user groups.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Completed work includes: demolition of concrete fireproofing around column repair locations; steel repairs and final paint coat in most locations; replacement of half of the platform located adjacent to Track 101 (demolition of the second half to commence shortly); and site inspections for repairs at 49th and 51st Streets. In progress work includes: deleading of steel; shop drawing submittal process; and fabrication and delivery of new steel.

GCT Elevators Rehabilitation Phase 4

Installation of new SE-1 structural steel and demolition of elevator rails continue. Verification survey and submittals for SE-1 and A-Car elevators are in progress. (Both SE-1 and A-Car elevators serve GCT's lower level).

GCT Utilities

The construction services contract for the replacement of the fire standpipe system in the lower level of the GCT Train shed was advertised on September 23, 2015, with bid opening scheduled for the fourth quarter of 2015.

GCT Leaks Remediation

The roadway and sidewalk work along Vanderbilt Avenue between 42nd and 43rd Street is approximately two-thirds complete. Additional structural steel repairs to main girders and columns at Vanderbilt Avenue and 42nd Street shall commence upon receipt of the shop drawings and hazardous material work plans.

Park Avenue Viaduct Direct Fixation

Continue to evaluate the data collected during field investigation and core sampling. The draft report of the inspection findings to date is under review by key MNR stakeholders.

ROLLING STOCK

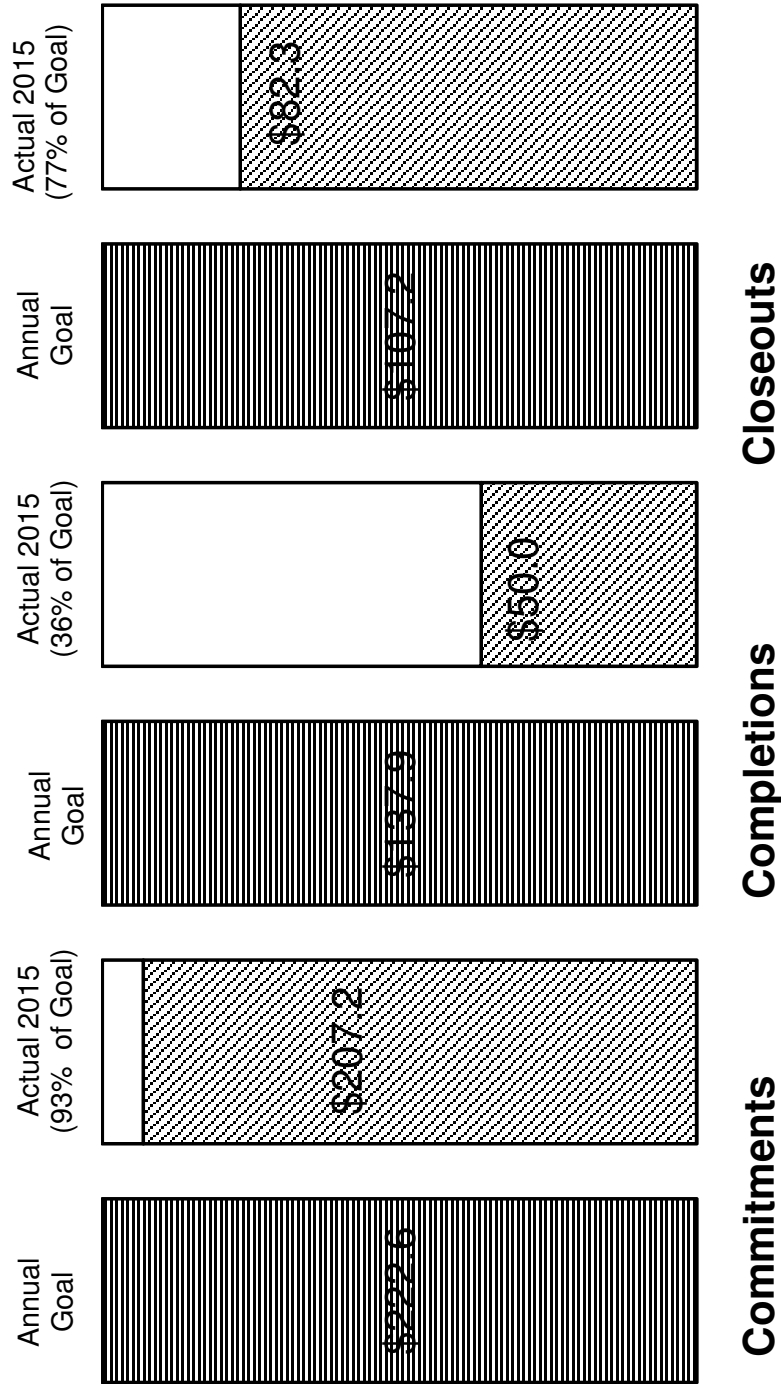
M-8 Car Program

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 September 30, 2015

In Millions



■ 2015 Goals

▨ Actual as of Sep 31, 2015