



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

March 2016

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, 3/21/2016

8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes

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3. 2016 Work Plan

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4. President's Reports

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MTA Police Report

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9. Ridership Report

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10. Capital Program Report

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Joint Meeting with Long Island on Monday, April 18, 2016 at 8:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, February 22, 2016

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. Norman Brown
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Jeffrey A. Kay

Also Present:

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
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Thomas Mitchell – Director, Customer Service and Stations
Kim Porcelain – Vice President, Finance and Information Systems
Robert Rodriguez – Director, Diversity and EEO
Michael Shiffer – Vice President, Operations Planning and Analysis
Justin Vonashek – Vice President, System Safety

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. Mr. Sedore, as Chairman of the Metro-North Committee, called the

joint meeting to order. In addition to Metro-North Executive Vice President Catherine Rinaldi and the Metro-North staff noted above, Long Island Rail Road President Patrick A. Nowakowski and members of the Long Island Rail Road staff attended the joint committee meeting. The minutes of the Long Island Rail Road Committee meeting of February 22, 2016 should be consulted for matters addressed at the joint committee meeting relating to the Long Island Rail Road.

PUBLIC COMMENT

Two public speakers addressed the Committee.

Orrin Getz spoke on behalf of New Jersey Association of Rail Passengers about New Jersey Transit's micro grid program in support of resiliency and the environmental analysis regarding the Hudson River Tunnel project. He expressed his opinion that the MTA should be an equal partner with New Jersey Transit and Amtrak for the construction of new Hudson River tunnels.

Representatives of AHRC NYC spoke about transportation accessibility for the disabled.

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 2016 WORK PLAN

Executive Vice President Rinaldi reported that the January 2016 minutes contained an error in the calculation of customer complaints. She noted that, while the numbers still reflect a downward trend, the correct percentages are as follows: complaints declined 5% in November, 20% in December and were down 65% system-wide in 2015. Thereafter, upon motion duly made and seconded, the Committee approved the minutes of the January 25, 2016 Metro-North Committee meeting. There were no reported changes to the 2016 Metro-North Committee Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

Executive Vice President Rinaldi gave the President's Report. She reported that, during the past few years, the federal Transportation Security Administration (TSA) has been recognizing transportation agencies that have implemented outstanding security programs. TSA has commended these agencies for earning TSA's highest rating of "Gold Standard" through its Baseline Assessment for Security Enhancement – or BASE – program. The BASE program is a voluntary security assessment of national mass transit and passenger rail systems and is performed by TSA's Transportation Security Inspectors. This assessment informs development of risk mitigation priorities and determines TSA allocation of resources. TSA recognizes agencies demonstrating a strong security program with its Gold Standard Award. At an upcoming Board meeting, Metro-North and New York City Transit will be recognized by the TSA for achieving the Gold Standard in 2015.

Ms. Rinaldi reported that Metro-North's service operated reliably during the month of January 2016. In January 2016, 142 trains were delayed greater than 15 minutes; 44 of these trains were delayed due to the January 23-24 snow storm. Compared to January 2015, total delay minutes

were reduced by 15% during January 2016. West of Hudson service operated at 96.2% during the month of January 2016.

Ms. Rinaldi reported that in 2015, Metro-North achieved the highest Mean-Distance-Between-Failures performance since it first started tracking the figure in 1989. Reliability was improved due to the use of enhanced car maintenance strategies and the strong performance of a renewed rail car fleet. The new M8 railcars on the New Haven Line have replaced nearly all of the older cars and are exceeding their performance expectations. Ms. Rinaldi noted that Metro-North's Reliability Centered Maintenance strategy has led to exceptional performance of the rail cars used on the Hudson and Harlem Lines and has maximized the availability of the M7 fleet which is operating as though it were new. As a result of strong fleet availability, there were train seats for 99.6% of all Metro-North customers in 2015 and an increase in Metro-North's system-wide on-time performance. Ms. Rinaldi reported that customer complaints declined during the month of January by 20% as compared to January 2015.

Ms. Rinaldi concluded her report with a discussion of the potential New Jersey Transit strike. She noted that Metro-North continues to monitor developments between New Jersey Transit management and the railroad unions and is in ongoing communication with New Jersey Transit officials. If contingency plans are needed, Metro-North will work with its regional transportation partners and will communicate service options once finalized.

Further details concerning the President's report 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.

SAFETY REPORT

Mr. Vonashek gave the safety report on injuries through December 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. Board member Zuckerman and Mr. Vonashek discussed employee injuries, which were the higher in 2015 than in any of the prior four years. Mr. Vonashek reported that a majority of the injuries were the result of slip, trip and falls. He noted that Metro-North field managers are conducting site assessments to identify areas that may be improved. Board member Zuckerman would like to see increased communication with employees to address employee slip, trip and fall injuries.

The details of Mr. Vonashek'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 among Board members and Mr. Vonashek regarding safety issues.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported that in January 2016, Metro-North and Long Island Rail Road had a combined increase of four major felonies compared to January 2015. Two robberies occurred in Metro-North's territory; one at Fordham Station and one at Yankees-East 153rd Street Station.

Chief Coan noted that video surveillance at Fordham and Yankees-East 153rd Street Stations is assisting the MTA Police in solving these robberies. The MTA Police is continuing its grade crossing initiative; 134 summonses were issued for grade crossing infractions in January 2016. The MTA Police is also continuing its homelessness initiative; in partnership with the Bowery Resident Community 225 individuals have been afforded shelter. The MTA Police issued 9 panhandling summonses in January 2016. Chief Coan reported that MTA Police Department is monitoring the potential New Jersey Transit strike. Board Member Moerdler asked that a future Committee meeting address the necessity of, and alternatives to, grade crossings.

The 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 comments made by Board member Moerdler regarding grade crossings.

METRO-NORTH ACTION ITEM:

One action item was presented to the Committee:

- Approval for Metro-North to enter into a Second Memorandum of Understanding with the City of Newburgh, New York for Metro-North to reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period January 1, 2016 through January 31, 2017.

Upon motion duly made and seconded, the foregoing action item was approved for recommendation to the Board. The details of the above item are contained in a staff summary 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 Board member Pally and Ms. Rinaldi regarding the above action item.

JOINT INFORMATION ITEM:

One joint information item was presented to the Committee:

- Status Update on PTC

Ms. Rinaldi reported that the Joint Bi-Annual Report on Positive Train Control ("PTC") will be presented at today's Capital Program Oversight Committee meeting. The details of the above item are contained in the 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.

METRO-NORTH INFORMATION ITEMS:

Four information items were presented to the Committee:

- Adopted Budget/Financial Plan 2016
- 2015 Annual Operations Results

- 2015 Annual Fleet Maintenance Report
- Diversity/EEO Report – 4th Quarter 2015

Ms. Rinaldi reported that the Diversity report will be presented in detail at today's Diversity Committee 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.

PROCUREMENTS:

MTA Metro-North Railroad

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

- Approval of a competitively solicited, miscellaneous service contract with Transportation Technology Inc. for the overhaul of nine BL20GH Caterpillar Head End Power Engines and Alternators.
- Approval of a competitively solicited, two-year miscellaneous service contract with Wabtec Passenger Transit, Inc. for the pick-up, repair, and delivery of Wabtec D4 Air Compressors used on Metro-North's M-2 fleet.
- Approval of a competitively solicited, five-year (three-year base with two 1-year options) miscellaneous service contract with Sherwood Electromotion, Inc. for the pick-up, repair, and delivery of D77 and D78 traction motors used on Metro-North's switcher shuttle locomotive fleets.
- Approval to award a competitively solicited, two-year (with options up to four years), miscellaneous service contract with Walco Electric Company, Inc. for the pick-up, repair, and delivery of General Electric GDY54 Double Ended Motors Blower Sets used on Metro-North's M-2 EMU Fleet.
- Approval for additional funding under the current purchase authorizations with Danella Rental Systems, Inc. and TNT Equipment, Inc. in the total amount of \$3,000,000 to provide continuous rental of heavy equipment and vehicles used by Metro-North's various operating divisions.

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

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records which recording includes discussions between Board member Moerdler and staff regarding standees and service guidelines.

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'S. Hubscher', written in a cursive style.

Sofia Hubscher
Acting Secretary

Feb 2016 Committee Minutes - FINAL
Legal/Corporate/Committee Minutes Current

2016 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2016 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>March 2016</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering
<u>April 2016 (Joint meeting with LIRR)</u>	
Final Review of 2015 Operating Budget Results	Finance
2015 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
<u>May 2016</u>	
Diversity/EEO Report – 1 st Quarter 2016	Diversity and EEO
<u>June 2016 (Joint meeting with LIRR)</u>	
Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering
<u>July 2016</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
<u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	Finance
2016 Mid-Year Forecast	Finance

Diversity/EEO Report – 2nd Quarter 2016
Track Program Quarterly Update
2016 Fall Schedule Change

Diversity and EEO
Engineering
Operations Planning & Analysis

October 2016 (Joint meeting with LIRR)
2017 Preliminary Budget (Public Comment)
Status Update on PTC

Finance
President

November 2016
Review of Committee Charter
Holiday Schedule

Committee Chairs & Members
Operations Planning & Analysis

December 2016 (Joint meeting with LIRR)
2017 Final Proposed Budget
2017 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2015
Bi-Annual Report on M-9 Procurement
Track Program Quarterly Update

Finance
Committee Chairs & Members
Diversity and EEO
President
Engineering

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January 2017
Approval of 2017 Committee Work Plan

Committee Chairs & Members

February 2017 (Joint meeting with LIRR)
Adopted Budget/Financial Plan 2017
2016 Annual Operating Results
2016 Annual Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Quarter 2016

Finance
Operations
Operations
President
Diversity and EEO

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.

2016 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 and performance indicators.

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

MARCH 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)

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 Metro-North's ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

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 Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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)

Status Update on PTC

The Committee will be briefed on the status of PTC, 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.

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.

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

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.

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.

SEPTEMBER 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Final Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2016

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.

OCTOBER 2016 (Joint Meeting with LIRR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

The Committee will be briefed on the status of PTC, 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.

NOVEMBER 2016

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with LIRR)

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

2017 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2017 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 Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.

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.

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.

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JANUARY 2017

Approval of 2017 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

FEBRUARY 2017 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2016 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 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.

Status Update 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 2016

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



Metro-North Railroad

Safety Report

January 2016 Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	February 2014- January 2015	February 2015- January 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	1.14	1.62	42.1%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.43	2.44	0.4%
Grade Crossing Incidents ¹	2	3	50.0%
Mainline FRA Reportable Train Derailments	1	1	0.0%
Mainline FRA Reportable Train Collisions	0	0	0.0%

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	January	Year end	January	Year to Date
Total Reports Received	0	574	28	28
Total Reports Reviewed by PRT	0	261	22	22
Total Reports that Meet C3RS Program Criteria	0	212	19	19
Total Corrective Actions being Developed	0	3	1	1
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	January	Year to Date	January	Year to Date
Broken Gates	4	4	10	10
MTA Police Details	10	10	110	110
Summons	19	19	17	17
Warnings	0	0	16	16
Community Education and Outreach	Scheduled to Begin in June			
			Goal	YTD as % of Goal
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

Broken Gates - The number of events at grade crossing locations where a vehicle broke a crossing gate.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons for Grade Crossing Violation and other Infractions - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

Cameras on Rolling Stock - Number of complete camera installations.



Police Report



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

February 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	10	5	5	100%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	8	3	38%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	3	0	3	100%
Felony Assault	1	4	-3	-75%
Burglary	2	0	2	100%
Grand Larceny	18	12	6	50%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	25	18	7	39%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

February 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	1	3	-2	-67%
Burglary	1	1	0	0%
Grand Larceny	15	10	5	50%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	20	20	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	6	6	0	0%
Felony Assault	2	6	-4	-67%
Burglary	3	1	2	200%
Grand Larceny	33	26	7	27%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	45	41	4	10%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 2/29/2016

Arrest Classification	Total Arrests	
	2016	2015
Robbery	4	3
Felony Assault	3	8
Burglary	3	2
Grand Larceny	9	2
Grand Larceny Auto	1	0
Aggravated Unlicensed Operator	7	5
Assault-Misdemeanor	5	12
Breach of Peace	1	3
Child Endangerment	2	0
Criminal Contempt	0	2
Criminal Impersonation	2	1
Criminal Mischief	9	4
Criminal Possession Stolen Property	3	3
Criminal Tampering	1	1
Criminal Trespass	5	2
Disorderly Conduct	1	1
Drug Offenses	10	7
DUI Offenses	1	1
Falsely Reporting an Incident	0	1
Forgery	3	11
Graffiti	2	0
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	0	6
Obstruct Government	7	3
Official Misconduct	5	0
Petit Larceny	24	24
Probation/Parole Violation	0	1
Public Lewdness	21	3
Reckless Endangerment	0	1
Resisting Arrest	5	7
Sex Offenses	1	3
Theft of Services	29	21
Unlawful Surveillance	0	1
VTL Offenses	1	0
Warrant Arrest	13	9
Total Arrests	180	149

INDEX CRIME REPORT

Per Day Average

February 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	1	1	0	0
Burglary	1	1	0	0
Grand Larceny	15	3	10	2
GLA	0	0	0	0
Total	20	7	11	2
Crimes Per Day	0.69	0.24	0.38	0.07



Metro-North Railroad

Information Items



Metro-North Railroad

STRATEGIC INVESTMENTS AND PLANNING STUDIES

STATUS UPDATE

March 2016

METRO-NORTH COMMITTEE



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- Transit Oriented Development
- Station Access and Parking Development Initiation
- Metro-North Informal Customer Forums
- West of Hudson Parking Fees
- Service Improvements and Connecting Services
- Enterprise Asset Management
- Geographic Information System

III. CAPITAL INITIATIVES

- Rolling Stock
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- Energy Savings
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IV. PLANNING STUDIES

- Penn Station Access
- New NY Bridge Mass Transit Task Force
- West of Hudson Regional Transit Access Study
- West of Hudson Improvements Project

INTRODUCTION

In 2015 refocused efforts on safety remain at the core of Metro-North initiatives and substantive improvements are reflected in the progress made across all elements of the railroad. Metro-North continued implementation of action plans designed to build infrastructure and provide a safe and reliable service for its customers.

In 2015 the MTA made significant progress toward securing full authorization of its largest ever five-year plan by identifying a funding plan which will enable the MTA operating agencies to continue to renew, enhance, and expand the system. While the MTA 2015-2019 Capital Plan has not yet been fully approved, in anticipation of full authorization, Metro-North Railroad has been refining implementation strategies for addressing the system's most critical needs.

The 2015-2034 Twenty-Year Capital Needs Assessment identified nearly \$9 billion in Metro-North investment needs through 2034 to ensure safe and reliable service with significant progress towards achieving a state of good repair during this period. Nearly 85 percent of Metro-North's 2015-2019 program is slated for projects that continue to bring assets to a state of good repair or protect investments that have already been made, including replacement of the Harmon Shop electric repair facility and the M-3 fleet. Metro-North's program also includes select service improvements such as customer information technology which will provide real-time train information at stations, and early design efforts for a new midpoint yard to support West of Hudson service and ridership. The 2015-2019 Capital Program will also allow Metro-North to complete the installation of the Positive Train Control system.

Metro-North Railroad made physical improvements to the right-of-way infrastructure and refinements to the operation which were clearly reflected in the 2015 Customer Satisfaction Survey. There were significant increases in satisfaction among most major categories compared to the 2014 survey results. The survey was conducted last summer as Metro-North continued to rebound from a challenging period which had adversely impacted customer perceptions of our performance.

The customer rating for Overall Satisfaction with Metro-North climbed to 83%, up 10 points from 2014. The rating for Metro-North Train Service Overall also received an 83% (compared to 2014's decline to 72%). In the category of Overall Train Schedules, satisfaction rose to 81% compared to 77% in 2014.

On-Time Performance, a key driver of customer satisfaction, improved by 16 points in 2015 to 74% satisfied, reflective of an improvement in service reliability. Overall communication saw a 6-point rise in 2015, with a customer rating of 84%. Customers continue to be highly satisfied with our employees, as indicated by the rating for Courtesy and Responsiveness of Employees, which received a 93% satisfaction rating in 2015 (up from last year's 92%). Customer's also continue to rate Grand Central

overall highly at 95%, only 1 point lower than last year. Customer satisfaction with the railroad among New Haven Line customers rose 17 points to 76%, while their counterparts on the Hudson and Harlem Lines remain highly favorable, both 89% satisfied compared to 84% and 82%, respectively, in 2014. Reverse Peak customer satisfaction was up 8 points in 2015 to 83% satisfied. West-of-Hudson satisfaction saw its rating drop 5 points from last year, but still rates at 84% satisfied. As Metro-North continues to implement all plans and strategies, it is anticipated that satisfaction will continue to improve.

II. MANAGEMENT INITIATIVES

SAFETY REFORMS

Metro-North continues to focus on safety improvements throughout the railroad.

ACTION ITEM	STATUS
NTSB/FRA/MTA Recommendations	All recommendations have been accepted and Metro-North is coordinating with the other MTA agencies to ensure best practices are shared. MTA Audit Service has provided their subject audit report concerning the NTSB recommendations. Audit deemed the responses as adequate and timely, with eleven recommendations still outstanding. Those remaining are being implemented and are being progressed to completion.
Speed Compliance Program	During the month of December, 231 radar observations and 35 event recorder reviews were performed. There was one exception with C3RS receipt. In 2015 there were a total of 1,814 radar observations and 941 event recorders reviewed. For 2016, during the month of January, 204 radar observations and 43 event recorder reviews were performed. There was one exception with verbal reinstruction. Final production testing is being performed on a new automated web-based system that will further expedite event recorder reviews for speed compliance.
Obstructive Sleep Apnea Pilot	The screening of all 404 Locomotive Engineers has been completed. Approximately 110 employees were referred for further testing and all but 6 have completed the process. These 6 employees should complete the pilot within the next month.
Confidential Close Call Reporting System (C3RS)	The Transportation Peer Review Team, initiated in April, has received a total of 602 close call reports and conducted incident analysis of 283 cases. Ten additional crafts within Engineering and Mechanical signed the C3RS agreement on January 19th.
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 installation was completed in 2015. Final design review pending completion of final design refinement, change order negotiation and approval. The completion date of this project, as stated in notice to proceed on March 2015, is projected to be in December 2018.

INFRASTRUCTURE REHABILITATION

Metro-North has continued an extraordinary system-wide track reconstruction effort that has rebuilt miles of the railroad in the last two and a half years, delivering smoother, safer and more reliable service to customers.

During this time, Metro-North has replaced 97,961 ties, laid 16.5 miles of continuous welded rail, rebuilt 88 switches, renewed and/or upgraded 32 railroad crossings, and performed 2,905 welds on joints that connect stretches of track with one another.

In addition to visual track inspections, which are conducted twice a week by inspectors who are positioned on the tracks being inspected, the track reconstruction and renewal efforts have been guided by an industry-leading spectrum of detailed track inspections, which can detect issues not seen by visual inspection. The range of high-tech inspections include:

- **Track Geometry:** To measure a variety of geometric parameters of track, including the position, curvature, alignment, smoothness, and the cross level of the two running rails, track geometry cars operated by the Federal Railroad Administration (FRA) and Mermec are utilized. The cars use a variety of sensors, measuring systems, and data management systems to create a profile of the track being inspected.
- **Internal Metal Defects and Fatigue:** To detect flaws, defects and metal fatigue inside the steel running rails that trains roll over, Metro-North utilizes Sperry Rail Service, which operates a specialized car over rails and measures them with ultrasonic and induction test equipment.
- **Mismatched Joint Bars:** To identify any instances where the end of a rail does not match up precisely with the beginning of the following rail, Metro-North has used Georgetown Rail Equipment Company's Aurora System, which makes rail measurements of joint bars that are accurate to within two-hundredths of an inch.
- **Track Loading:** A track loading vehicle is used to give rails a stress test, applying forces close to the strength limits of the rails, track ties, rail fasteners, and stone ballast.
- **Subsurface Flaws:** Ground-penetrating radar is utilized to accurately show potential problem areas in the structural layers below the track's surface. If, and when, any of these inspections and tests identifies any defects along the rails, crews assess the magnitude of defect and make immediate repairs or, for minor defects, Metro-North institutes speed restrictions over selected segments of track until the repairs are made.

TICKET VENDING MACHINES (TVMs)

Metro-North is developing a program to replace the current TVMs with next generation TVMs to be funded in the 2020-2024 Capital Program.

STATION ENHANCEMENT PROGRAM

The Station Enhancement Program continued for the sixth year in 2015. The program provides a cyclical approach to address all station elements and reduce future ongoing maintenance costs. Work includes painting all structures, changing recycling bins (if needed), replacing damaged protective film on windows that prevent scratches from ruining the glass, cleaning the station right-of-way (track), repairing damaged edge boards, replacing concrete benches with more comfortable wire ones, fixing shelter heaters, installing energy-efficient lighting, and power washing all station exterior surfaces, windows and overpasses. In 2015, Metro-North addressed the following stations with the Enhancement Program:

Hudson Line

- Morris Heights
- University Heights
- Spuyten Duyvil
- Marble Hill (lighting only, remainder deferred to 2016)

Harlem Line

- Hartsdale
- Purdy's
- Croton Falls
- Scarsdale
- Southeast

Pascack Valley Line

- Spring Valley

STATION NET LEASING PROGRAM

To reduce railroad costs for station building operations and maintenance and to increase non-fare revenue system-wide, efforts are continuing to net lease stations in conjunction with MTA Real Estate and its broker Cushman Wakefield Properties. The current status of the Net-Leasing program is:

- Ardsley: A 259 year lease was signed on October 28th, 2015. It expires on February 26, 2274.
- Peekskill: MTA Real Estate received five responses to the latest RFP. MTA Real Estate is in the process of evaluating the submissions and scheduling interviews with the proposers.
- Tarrytown: An RFP was advertised on December 31, 2015. MTA is reviewing the submissions.
- Crestwood: There has been no leasing activity at this location.

- Bedford Hills: MTA Real Estate is currently in the process of discussing leasing options with the Town of Bedford for municipal use.
- Bronxville: An RFP will be issued in the 2nd quarter of 2016.
- Poughkeepsie: An RFP will be issued in the 1st half of 2016.

NEW NORTH WHITE PLAINS PARKING FACILITY

On October 5, 2015, Metro-North Railroad opened the newly completed North White Plains Parking Garage located at the southeast corner of Bond Street and Haarlem Avenue, across from the Metro-North North White Plains train station. North White Plains station is one of the busiest stations in Metro-North's service area, serving almost 2,200 customers during the weekday and almost 1,300 riders on the weekend.

The 186,000 square foot, 500 parking space garage, which provides a net additional 391 parking spaces around the station, includes three floors of permit parking and two floors of metered parking, including spaces on the first and second floors that are accessible to disabled customers through the Americans With Disabilities Act (ADA). Electric vehicle charging stations are available on the second floor and scooter parking is available on all floors except for the roof. Bicycle racks and storage are located inside the building.

Numerous community improvements make the area around the garage more pedestrian-friendly. These enhancements include planted landscaping, several new crosswalks, and a new traffic and pedestrian signal at the intersection of Bond Street, Broadway and Otis Avenue. New decorative lighting includes the installation of architectural light poles around the perimeter of the garage with nine additional poles installed on Bond Street and Broadway.

The City of White Plains, with the support of Metro-North, converted Haarlem Avenue to a two-way street from Bond Street to the garage entrance making it easier for Metro-North customers to use the garage from both directions. The garage also has a storefront retail space along Haarlem Avenue that is available to provide customer compatible service. And, there is a new designated and enhanced "Kiss-n-Ride" area at the North White Plains Station that accommodates drop-offs, as well as a taxi queue.

The project, which was funded entirely by a \$41.8 million federal Congestion Mitigation / Air Quality grant and completed under budget, accommodates the increased demand for parking at North White Plains Station as Metro-North ridership continues to grow.

TRANSIT ORIENTED DEVELOPMENT

Metro-North continues to work with relevant parties to encourage and to implement Transit Oriented Development (TOD) projects as appropriate. Two ongoing projects, Harrison and Poughkeepsie, continued in 2015 through the advanced planning stages.

Harrison

Metro-North's first TOD was approved in 2014 by the Board and will incorporate residential, retail and expanded parking adjacent to the Harrison station.

- A Joint Development Agreement was executed with AvalonBay Communities, Inc. (the developer) in March 2015.
- In October 2015 the Town/Village of Harrison approved the Concept design and in December 2015 Metro-North Railroad approved the concept design.
- In December 2015 the developer submitted the Petition for Rezoning to the Town/Village of Harrison, initiating the SEQRA and land use approval process.

Poughkeepsie

- The City of Poughkeepsie adopted the Waterfront Redevelopment Strategy in May 2015 which includes a TOD conceptual plan at Poughkeepsie Station.
- MNR is in discussions with the City of Poughkeepsie and Dutchess County concerning a potential TOD.

Other Locations

- Elsewhere, interest and early planning for Transit Oriented Developments (TODs) have begun in Tarrytown, New Rochelle, White Plains, and Mt. Vernon East. Tarrytown and New Rochelle are in advanced stages of zoning changes to allow denser and more diverse development opportunities near Metro-North stations. The City of White Plains has embarked on a major planning effort for the downtown area with the Metro-North station as a focal point of the study. Metro-North and the City of Mt Vernon have an ongoing relationship regarding several bridge-related Capital Projects within the City and discussions regarding the potential development of vacant land owned by several parties, including the City and the MTA.

STATION ACCESS AND PARKING DEVELOPMENT INITIATIVES – Purdy's / Croton Falls Station Areas

- Metro-North has been evaluating alternatives to resolve the commuter parking shortage in the area which has resulted in up to 250 vehicles parking on roadway shoulders along NYS RT 116 adjacent to Purdy's Station and Croton Falls Road and RT 202 near the Croton Falls Station. Stakeholders in the process include the Towns of North Salem and Somers; New York State Department of Transportation (NYSDOT) Region 8; and the New York City Department of Environmental Protection.

METRO-NORTH INFORMAL CUSTOMER FORUMS

Metro-North continued its series of Customer Forums. In 2015, forums were held at Grand Central Terminal, New Haven Station, Poughkeepsie Station, and at Metro-North's Southeast Station. The forums allow customers to meet with upper level Metro-North management who interact with the company's riders and to their questions, comments and suggestions.

WEST OF HUDSON PARKING FEES

Metro-North continued the reduced parking fees program for another year at its West of Hudson stations to lower the cost of commuting and make the railroad an even better commuting option for residents of Orange and Rockland counties. The pilot program was extended and offers a "12 for 1" annual parking permit, with 12 months of parking available for the cost of just one month – a 91% reduction. This reduces the cost of annual parking from \$235 to just \$20. Daily meter parking fees were also reduced by 55% from \$2.75 a day to \$1.25 a day. Current parking at Metro-North West of Hudson facilities is at approximately 75% of capacity though ridership levels have only increased approximately 5% the past year for all of West of Hudson service.

SERVICE IMPROVEMENTS AND CONNECTING SERVICES

Service Improvements:

In September 2015 Metro-North initiated a new outbound, midday Port Jervis Line train from Hoboken to Middletown to close a nearly three-hour service gap. With this new train most Port Jervis Line customers no longer have to worry about how to travel home between the 1:13 PM train and late afternoon. It is anticipated that this added convenience in the schedule will entice new customers to ride Metro-North.

Connecting Services:

Bronx County

Hudson Rail Link

- Logan Bus Corporation's contract was extended through June 2016.
- Two new buses were ordered in 2015 and are expected to be placed in service in January 2016. Two additional buses will be ordered for delivery later in 2016. Older equipment will be retired.
- A Request for Proposals (RFP) was issued for Hudson Rail Link operations.

Rockland County

Haverstraw-Ossining Ferry

- A funding plan was finalized in December 2014 to continue ferry operations using a mix of Federal funds provided by NYSDOT, Metro-North federally allocated monies, and Metro-North operating budget funds.
- NY Waterway was awarded a four year contract for ferry operations, with options for up to an additional six years.

- A project to reconstruct the Haverstraw ferry dock was delayed due to funding issues and is currently planned for installation in 2017. The bridge connecting the parking lot to the boarding dock was replaced in September 2015.

Orange County

Newburgh-Beacon Ferry

- A funding plan was finalized in December 2014 to continue ferry operations using a mix of Federal funds provided by NYSDOT, Metro-North federally allocated monies, and Metro-North operating budget funds.
- NY Waterway was awarded a four year contract for ferry operations, with options for up to an additional six years.
- Preliminary design on a replacement for the Beacon ferry dock was started. Construction completion date has not yet been determined.

ENTERPRISE ASSET MANAGEMENT

Each of the MTA agencies is investing in Enterprise Asset Management (EAM) systems, which includes substantial investments in both business and technology improvements. During 2015, progress was made in delivering the MNR Gap Assessment. This provided a clear set of actions which will be implemented by Metro-North Railroad in order to deliver a tailored Asset Management Improvement Program. Following the delivery of the Gap assessment the financial plan was updated and approved, and a short-term plan was created and approved by MTA IT Governance and the EAM Sponsor Groups. This short-term plan will implement a cross organizational Computer Maintenance Management System (CMMS) during 2016-18, the implementation of which will significantly improve the opportunities and approach to full lifecycle Asset Management within Metro-North. Following approvals the short-term plan commenced in the 4th Quarter of 2015, with new staff hires specifically recruited to help manage and organize this program, and new systems and consultancy services procurements. The CMMS approach, while providing world class Asset Management capability, is also the precursor to Metro-North's full EAM solution.

GEOGRAPHIC INFORMATION SYSTEM

A Geographic Information System (GIS) is a mapping and planning tool to visually represent data with regard to locations. Metro-North Railroad deployed its first Enterprise GIS in 2014, developing and marketing a uniform set of web mapping viewers designed for all employees, creating a companywide Office of GIS Coordination and promulgating GIS policies and standards. Current advances will enable the rollout of mobile device accessibility, allowing field forces to reference and

share information without printing out hardcopy maps or calling into the office. GIS will be a critical tool to support Enterprise Asset Management.

The GIS Concept of Operations Study (ConOps) was completed last year and resulted in the development of the following four geospatial business process projects moving forward now:

- VTTS/GPS/TILTS Integration: Enterprise GIS will display live train location, vehicle, and crew information.
- Automated Output of Straight Line Diagrams: Provide a method to use GIS data to automatically generate and overlay single line drawings on a web interface such as a track chart.
- Plan Room Integration: Provide access to As-Built drawings in the plan room through the EGIS interface (an EAM funded project).
- GIS Integration Services for Railroad Property Management “Yardi”: Provide electronic GIS access to accurate property lines of Metro-North railroad rights-of-way (ROW), stations, leases, yards, utility easements, encumbrances, and other real estate holdings for all professional, technical, and managerial employees to support normal course of business in New York State.

CAPITAL INITIATIVES

ROLLING STOCK

Purchase of 405 M-8 cars for New Haven Line Service (\$356.1 M, Balance of program (\$746.7 M) is funded by Connecticut Department of Transportation (CTDOT))

- 380 cars in married pairs configuration are in Revenue Service. In June 2015, 25 single cars were placed in service. Three new M-8 cars were added to the order in 2014 and have been completed and are going through functional testing.

GP-35 Locomotive Overhaul (\$11.0 M)

- An in-kind overhaul with complete electrical rewire of six Metro-North GP35 locomotives and the procurement and overhaul of an additional GP35 (total of 7) is underway. The locomotives are in excess of their expected life and are no longer able to perform reliably. The additional GP35 is to replace an existing Metro-North GP8 locomotive. Project is estimated to be complete by mid-2017.

STATIONS

Grand Central Terminal

- **GCT Train Shed Rehabilitation (\$25.9 M)** – A program of priority repairs is underway for the GCT Train Shed. Work includes steel repairs, final paint coat at many locations and replacement of the platform located adjacent to Track 101.
- **GCT Leaks Remediation (\$31.6 M)** - Project to reduce water infiltration from some roadways immediately adjacent to GCT. Completed work includes: roadway and sidewalk work along Vanderbilt Avenue between 42nd and 43rd Street with Vanderbilt Avenue returned to full service. Work in progress includes restoration activities on the 42nd Street bridge abutments at 89 East 42nd Street with lead abatement of the structural members.

Harlem Line

- **Fordham: (\$20.2 M)**

Metro-North is currently making significant improvements at the Fordham Station including doubling the width of the existing outbound platform utilizing property acquired by the MTA from Fordham University, an added stairway, as well as canopy, shelter, lighting, PA, signage, platform edge repair, ramps, tactile warning strips, miscellaneous canopy extensions and expanded video surveillance systems. This project will provide sufficient room for the large number of reverse-peak commuters at Fordham and enhance the pedestrian environment on both platforms.

Work continues on the inbound and outbound platforms and to construct the new stair and canopy. Project completion is anticipated 4th quarter 2016.

- **Harlem Line Stations Project Phase 1 - Design (\$4.1 M)**

Williams Bridge, Woodlawn, Botanical Gardens

This project includes the design for repair of platform structural elements, canopies and stairways to maintain a state of good repair. Work also includes the Botanical Gardens outbound canopy permanent structural improvements. This canopy design will be submitted to SHPO for their review. The Phase I design will be completed by June 2017. Construction of the Harlem Line Station Improvements (Phase I Stations) will begin following the completion of the new CP109 interlocking construction. Station construction will be funded in the 2015-2019 Capital Program is now anticipated to begin in 2017.

Design only for Phase 2 Stations - Mt. Vernon West, Wakefield, Fleetwood, Tuckahoe, and Bronxville - will also be completed for targeted priority repairs and installation of new elevators at Wakefield. Construction will be funded in the 2020-2024 Capital Program and follow the completion of the Phase 1 station construction.

Hudson Line

- **Croton-Harmon (\$19.0 M)**

This 2010-2014 Capital Program project has only final scope elements remaining to improve the Croton-Harmon station including: new lighting fixtures, new ceiling tiles, new wall panels, new ticket office panels, new concession stand panels, new floor tiles and air conditioning throughout the station. Also included are new bathroom upgrades which consist of new fixtures and lighting. Completion of the project is expected by mid-2016.

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

Metro-North has been working with the Village of Tarrytown on an improved traffic pattern for the station area. The design project included the employee parking area south of the station, with construction funded under the operating budget.

Due to ongoing Village planning initiatives and possible new residential and commercial activities in and around the project areas, Metro-North has delayed construction of a revised Depot Plaza area until the Village's planning process is complete. The improved employee lot, funded through the operations budget, was substantially completed in the 4th quarter of 2015.

New Haven Line (NYS Portion) (\$7.3 M)

- **Port Chester Station Elevator (outbound side of Port Chester Station)**

This project provides for the design and construction of a new elevator at the Port Chester station. The elevator will be located where the Port Chester station outbound platform crosses over Westchester Ave. The 90% design is complete. Elevator construction is planned to commence in the 3rd quarter of 2016 with completion in the 3rd quarter of 2017.

- **Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison (\$36.8M)**

This project has rehabilitated critical deteriorated station elements at Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison including the platform superstructure, overpass/underpass, canopies, stairs, ramps, benches and platform amenities. The last scope element, the Mamaroneck bicycle shelter, is now complete as of mid-January 2016 and is available for bike riders.

STRATEGIC FACILITIES

Southeast Station (Replacement of Prospect Hill Road Bridge)

Design for the replacement of the Prospect Hill Road Bridge has commenced. Field investigation is underway which includes: surveys, borings, wetland delineation and environmental investigation. Design completion is expected 4th Quarter 2016 with construction scheduled to begin in 2nd quarter 2017 and end late 2017.

CUSTOMER COMMUNICATIONS IMPROVEMENTS

Metro-North Customer Service Accomplishments and Initiatives included:

- **Real-time Cellular LCD:**

- Monitors/Kiosks installed at stations which utilize the in-house developed Train Time System to display the next nine trains at each station with real-time status, track information and stops for each train.
- In 2015, a total of 26 Cellular LCD kiosks were added across 12 stations (Botanical Garden, Brewster, Chappaqua, Dobbs Ferry, Fleetwood, Goldens Bridge, Mamaroneck, Mount Kisco, North White Plains, Port Chester, Tuckahoe and Yonkers).
- There are now 55 kiosks and 10 monitors in 27 stations.

- **Train Time Mobile App:**

- The Train Time Mobile App for Smartphones provides customers with scheduled train departure and arrival information, track information, real-time train status, service alerts, and service advisories. The app also has info on stations, fares, and connecting services.
- Statistics:
 - In 2015, yearly average usage of approximately 21,000 weekday users and 9,800 weekend users.

- Average usage steadily increasing month to month (highest 26,511 weekday users in Oct and 13,312 weekend users in December).
- In 2015, there were over 185,000 downloads.
- Since the app was released in December 2013, there have been over 363,000 downloads.
- **Ticket Selling:**
 - TIMs 2.0 are iPhone5 replacements of the current hardware units and a Point of Sale (POS) adaption sled that supports debit/credit sales.
 - TIMs 2.0 was fully implemented on all lines by April 2015.

Under the 2010-2014 Capital Program, Metro-North began the design of its Customer Service Initiatives which will result in the replacement of the GCT Customer Information system, enhancements to outlying station customer information, expansion of the CCTV installations and other important initiatives. Work will proceed in a phased approach across multiple capital programs.

SHOPS AND YARDS INVESTMENTS

Harmon Shop and Yard Rehabilitation (\$315.5M in 2010-2014 Capital Program)

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

- Phase I: Yard Infrastructure and Capacity Improvements
- Phase II: MoW Building, Communication Building, Material Distribution Center expansion
- Phase III: Wheel True Facility, Coach and Locomotive Shops
- Phase IV: Yard and Facility Improvements including Priority Repairs to the existing EMU Building until full facility replacement completed

Phase V is underway and includes two stages. Phase V Stage I (funded under the 2010-2014 Capital Program) includes the design-build of a Consist Shop and a new stand-alone Wheel Shop (EMU Annex) which will improve the phasing of the project. Final Design packages for Consist Shop Facility and the EMU Annex are nearing completion. Site clearing and partial demolition of Building 6 continues and EMU Annex foundation construction continues. Site utility work has commenced. Project completion is anticipated by the end of 2017.

Phase V Stage II consists of the design-build of a Running Repair and Support Shops (design-build contract to be funded under the 2015-2019 Capital Program). Preliminary Design has commenced and includes an update to the 2001 Master Plan for Harmon Shops and Yards. Construction is anticipated to begin early to mid-2018.

North White Plains Roofs Replacements (\$6.4 M)

This project includes the replacement of the roofs on the Maintenance of Way (MoW) and Maintenance of Equipment (MoE) facilities at North White Plains and limited work at the Harmon Building #6 Main Shop. All work is complete.

New Haven Line Projects in Connecticut (funded and managed by CTDOT)**New Haven Rail Yard**

- The total revised cost of the New Haven Rail Yard Facilities Improvement program is \$1.25 billion, of which \$511.8 M (Tier 1) is currently funded.
- Renovations to the existing Electrical Multiple Unit (EMU) and the Critical System Replacement (CSR) Shops are complete.
- The Component Change Out Shop (CCO) project is under construction and completion is anticipated in the 1st quarter 2016.
- A revised New Haven Rail Yard Master Plan effort was completed for a 2013 build out and long-term plan. Projects will include a 2-track 10-car consist maintenance facility (Service and Inspection Shop) for the M-8 fleet, West end yard, Car wash, M of W facility, East End Connection, Pedestrian Bridge, etc.
- Independent Wheel True Facility: Complete
- M8 Acceptance yard: Complete
- Diesel Storage Yard: Complete
- MOW Building Demolition: Complete
- M of W project is in construction with anticipated completion is 1st quarter of 2017.
- Central Distribution Warehouse (CDW) is in construction with anticipated completion 1st quarter of 2017.
- Yard Power Upgrade (YPU) is in construction with anticipated completion 1st quarter of 2017.

STRATEGIC MAINTENANCE OF WAY INVESTMENTS

Signal System Replacement (\$54.5 M)

New Haven Line:

This project has three main areas of work:

- Produce a Communications & Signal Strategy/Master Plan to recommend new technologies required to support Metro-North's 2030 operating plan. The new technologies will address issues with future need for increased capacity and reduction in trip times. The plan will provide a benchmark for future designs along with information that can be used to establish future capital projects. The strategy is complete.
- Design and construct a new communications and signal system (CP 212 – CP 229) for the New York State portion of the New Haven Line (extending approximately three miles into Connecticut). This new design incorporated recommendations of the Strategy/Master Plan to optimize block spacing to improve capacities and trip time on this section of the New Haven Line.
 - The section between CP-217 and CP-223 was placed into service on November 20, 2015.
 - The final cutover for the section between CP-223 to CP-229 is being prepared for 1st quarter of 2016.
 - Due to delays caused by a number of priority signal system modifications needed to comply with FRA emergency order 29 to enable adequate advance warning of and adherence to speed restrictions on certain curves and movable bridges the project end date is now mid 2016.
- Design communications, signal and track improvements for the Upper Hudson Line. The communications and signal design shall cover the portion from Croton-Harmon to the division post in Poughkeepsie. The track design shall cover modifications to CP-53, CP-58, CP-72 and a new CP-63 as presented in the 2022 Joint Users study. The estimated useful life of this project is approximately 15 years. The Upper Hudson Line design work is funded by NYSDOT.

Positive Train Control (PTC) (\$ 297.0 M)

Positive Train Control (PTC) is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks. As mandated, completion is anticipated in 2018.

- Metro-North and LIRR PTC Systems Integrator (SI) contract was awarded on November 13, 2013. The SI has commenced elements of Final Design Review (FDR).
- Transponder brackets continue to be installed on New Haven line. Installation testing of the Transponders is ongoing using test trains.

- Delivery of CP 26 and CP33 Wayside Interface Equipment is scheduled for the 1st quarter of 2016. Prototype installation of PTC equipment on one M7 married pair was performed.
- As part of separate contract, Siemens (PHW Inc.) is continuing to furnish ATC and PTC onboard kits for P32 locomotives and cab cars. The force account installation on 17 locomotives and 5 cab cars has been completed.

Harlem Line Capacity Improvements (\$29.9 M)

Metro-North completed a capacity study of the Bronx segment of the railroad. Based on that study, Metro-North is constructing a new interlocking (CP 109) located between Fordham and Botanical Garden Stations to improve capacity and reliability in this key segment of the railroad. The project is anticipated to be complete 2nd quarter 2017.

West of Hudson Signal Improvements (\$67.6 M)

This project includes installation of a new Cab Signal system replacing the existing wayside signal system for the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9). This initiative will incorporate Metro-North's system-wide PTC improvements and enhance the level of safety on the line, provide for more reliable service and provide additional capacity. The project will be complete in mid-2018.

Harlem and Hudson Power Improvements (\$35.7 M)

This project includes various improvements to the DC traction power supply system on the Hudson and Harlem lines to improve reliability and add capacity to the traction power systems to accommodate increasing loads, to improve acceleration to maintain train schedules, and to add redundancy/reliability in the Park Avenue Tunnel. Work includes:

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

86th/110 Streets:

- Submittal process/RFI review and site coordination continue for 86th/110th street substation.
- Continue 110th St. line reactors replacement work. Site excavation work completed.
- Coordination with local utility (ConEd) for feeders location complete. Mobilization at 86th Street is anticipated to commence the 1st quarter of 2016.

Brewster Substation (combined with project to replace 3 DC traction substations damaged by Superstorm Sandy):

- Redesign completed November 2015
- Contractor has commenced mobilization/layout work; closed lower parking within MNR ROW
- Installed negative return conduit duct bank under track #2

Real Estate procurement for Claremont

- Alternative solutions being considered. The engineer of record will perform a feasibility study for the construction of a bridge over MNR tracks at East 171st street.

New Haven Line Traction Power Improvements (New York State) (\$59.0 M)

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

STRUCTURES IMPROVEMENTS

Undergrade Bridge Program: (\$27.2 M East of Hudson)

This program continues previous efforts for the rehabilitation of select undergrade bridges located on the Hudson, Harlem and New Haven Lines in New York State. Scope includes Metro-North Force Account construction, 3rd party consultant design of select undergrade bridges, and 3rd party consultant inspection and load rating of 367 undergrade bridges.

Work in Progress includes:

- Force Account rehabilitation of HU 3.41 over 110th Street
- 3rd party design of Port Chester Bridge replacement at Willet Ave, NH 25.74. 100% design nearing final approval.
- Inspection and Load Rating of 367 bridges: An RFP has been advertised to procure the services of an engineering consultant.

Undergrade Bridge Program (\$7.3 M West of Hudson)

This project provides for design, repairs, rehabilitation or replacement to select undergrade bridges located on the Port Jervis Line. This project includes:

- Construction for the rehabilitation of Bridge JS 51.00 in Highland Mills: Construction is complete.
- Additional design of seven bridges (JS 32.06, JS 33.94, JS 45.40, JS 51.00, JS 63.14, JS 69.77 and SR 86.44). Field inspections completed May 2015. Design based on the results of the field inspection is ongoing. 30% design for the first bridge, JS 63.04, Shea Road, was submitted in December 2015. 30% design for JS 61.56/61.57, Twin Arch Road, is due in early 2016.

Overhead Bridge Program East of Hudson (\$11.5 M)

Project includes Metro-North Force Account bridge repairs as well as plans for full replacements as warranted. Metro-North partnered with the City of Mount Vernon to replace two bridges (with an option for a third bridge) in the 2010-2014 Capital Program. Utilizing approximately \$7 million in Capital Program funds, a \$1.8 million Earmark obtained by the City of Mount Vernon from Representative Eliot Engel, and another Earmark of \$1.3 million from Assemblyman Gary Pretlow, Metro-North has begun the design of replacement bridges at 6th, 10th Avenue, and North 14th Avenue Bridges. Design will also be completed for the Fulton Avenue Bridge as part of the current project. The design elements will be complete by mid-2017 and State Historic Preservation Office (SHPO) review will be required for some of the bridges. Construction will follow based on final construction costs and funding availability.

New Haven Line Traction Power Investments (in Connecticut) (Funded and managed by CTDOT)

Metro-North and CTDOT are working on the remaining catenary work. Work continues on replacing the overhead wire or catenary system that supplies power to the New Haven Line's electric trains. The new "constant tension" system is more reliable and allows trains to take advantage of the maximum speeds on the Line. The Catenary Project is divided into sections in order to run train service while making a full overhead wire replacement. Four sections have been completed. The final phase of construction for the remaining sections is underway with an estimated completion of 2017. This will complete the entire catenary replacement from the New York State line to New Haven.

ENERGY SAVINGS

In August 2015, Metro-North announced that the New York Power Authority had finished \$2.1 million in energy efficiency upgrades at the Metro-North Railroad North White Plains Train Yard. This energy saving project, completed under the Governor's BuildSmart NY program, will save New York State more than \$328,000 in energy costs and remove approximately 1,280 tons of greenhouse gases annually.

The project, which began in fall 2015, instituted a number of comprehensive energy-saving and efficiency improvements at four major buildings throughout the train yard. These improvements included the replacement of several air-handling systems, a new boiler, electric smart meters and a building energy monitoring and management system. This system will give the Metro-North a greater ability to track and curtail its energy use, as well as reduce operation and maintenance costs at the facility.

The New York Power Authority oversaw the project from an initial energy audit through its completion and provided upfront financing. The energy savings resulting from the project will offset Metro-North's payments back to the New York Power Authority.

SUPERSTORM SANDY

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

Superstorm Sandy Restoration Projects

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

Restoration Projects	Cost (\$M)
Rolling Stock Restoration	\$3.3
Right of Way Restoration	\$8.0
Communication & Signal Infrastructure Restoration	\$81.6
Communication & Signal Infrastructure Restoration – Equipment Replacement	\$5.2
Power Infrastructure Restoration	\$160.5
Power Infrastructure Restoration – Substations	\$43.8
Power Infrastructure Restoration - Harlem River Lift Bridge	\$5.1
Power Infrastructure Restoration - Remote Terminal Houses	\$1.3

Superstorm Sandy Resiliency Projects

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

Resiliency Projects	Cost (\$M)
Specialized Equipment	\$6.0
Water Level Monitoring Mitigation	\$0 *
Power and Signal Mitigation	\$50.0
MNR Network Resiliency	\$40.6

*Water Leveling Monitoring Mitigation incorporated into Power & Signal Mitigation Project

The major Sandy work for Metro-North centers on replacing 30+ miles of flooded and damaged infrastructure from the Bronx to Croton-Harmon. In May 2015, Phase I of the two-phased Design-Build contract was awarded for \$164M to replace communications and signal cabling and traction power cables and components, from Greystone (CP-19) to Croton (CP-35.) Phase II from Greystone (CP-19) south to the Bronx (CP5) will commence once Phase one is completed in summer of 2017. The other major Sandy work in 2015 was the continuation of construction begun in 2014 to replace Hudson Line Substations at Riverdale, Tarrytown and Croton-Harmon. Replacement of the Harlem River Lift Bridge AC Facility Houses was completed in August 2015.

IV. PLANNING STUDIES

Penn Station Access

Background:

Metro-North is preparing an Environmental Assessment for the provision of service from the New Haven Line directly to Penn Station New York using Amtrak's existing Hell Gate Line. The project would include some infrastructure improvements on the line within the existing right of way and the purchase of rolling stock.

This proposal also includes the construction of four new intermediate stations within the existing rail rights of way in areas of Eastern Bronx that are not currently served by regional rail service in the vicinity of Co-Op City, Morris Park, Parkchester/Van Nest and Hunts Point in the eastern Bronx.

Metro-North also participated in the MTA-managed Penn Station Operations Study. LIRR, Amtrak and New Jersey Transit are also partners in the study. Service plan outputs from this coordinated simulation effort are being used as inputs into Metro-North's environmental review. Metro-North, Amtrak and CTDOT are discussing future simulations of Hell Gate and New Haven Line operations.

Progress to Date:

- The PSA project has been programmed in the proposed MTA 2015-2019 Capital Program
- A high-level agreement was executed between Amtrak MTA, Metro-North and LIRR to work together to move the project forward.
- The MTA managed Penn Station service plan/simulation study was completed.
- As the agreement with Amtrak has been executed, the Technical Analysis phase was initiated. The work in this phase will refine the prospective operations, confirm the project scope and determine options for acquiring rolling stock.
- The Historic Architectural Resources Background Study documentation is being finalized for distribution to those who have received the Project Initiation Letters

including the FTA, Native American Tribes and the NYC Landmarks Preservation Council.

- MNR participated in the FRA Northeast Corridor Future Tier 1 EIS.

Upcoming Activities:

- The Technical Analyses Phase efforts will continue.
- Additional chapters of the EA will continue to be developed and reviewed as developed by the consultant
- MNR will continue to coordinate with CSX Railroad regarding freight needs in the Hell Gate right-of-way
- MNR will continue to coordinate with the FRA regarding their NEC Future Tier 1 EIS

New NY Bridge Mass Transit Task Force

Background:

Governor Cuomo established a Mass Transit Task Force to identify short, medium and long term transit solutions for the New NY (Tappan Zee) Bridge and the I-287 Corridor in Westchester and Rockland Counties. MTA is a member of the Task Force with support being provided by Metro-North. The Mass Transit Task Force Final Report was issued in February 2014 which includes Final Transit recommendations. The Short-Term improvements include seven bus routes with connections to Tarrytown, White Plains and Yonkers. The proposed BRT system will serve east/west travel markets between the two counties by providing connections to key regional destinations, including connections to existing transit and all five Metro-North rail lines.

Progress to Date:

On June 2015, NYSDOT updated the MTTF members on the progress of the Regional BRT System Roll plan and the White Plains Station Improvements and Redevelopment. NYSDOT is managing the project in partnership with other agencies and Rockland County. Metro-North will continue to support the Mass Transit Task Force for implementation of the recommendations.

West of Hudson Regional Transit Access Study

Background:

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

Progress to Date:

Metro-North remains committed to preserving the right-of-way needed to provide train service in the future to Stewart International Airport. It is anticipated that the Feasibility Study will be completed in 2016.

Port Jervis Line Capacity Improvements Project

Background:

Metro-North is evaluating operating and capital improvement strategies to improve rail service on the Port Jervis Line (PJL). Capacity restrictions on the line, which is mostly single-track with a single yard located 95 miles away from Hoboken terminal, limit the service improvements that can be provided to Orange County residents. Capital projects to support implementation of an improved service strategy include constructing a new passenger train yard mid-way along the Line to store additional trains and provide track capacity improvements to the PJL. The two capital projects will also allow Orange County residents to attain the full benefits of any potential future trans-Hudson connection.

Progress to Date:

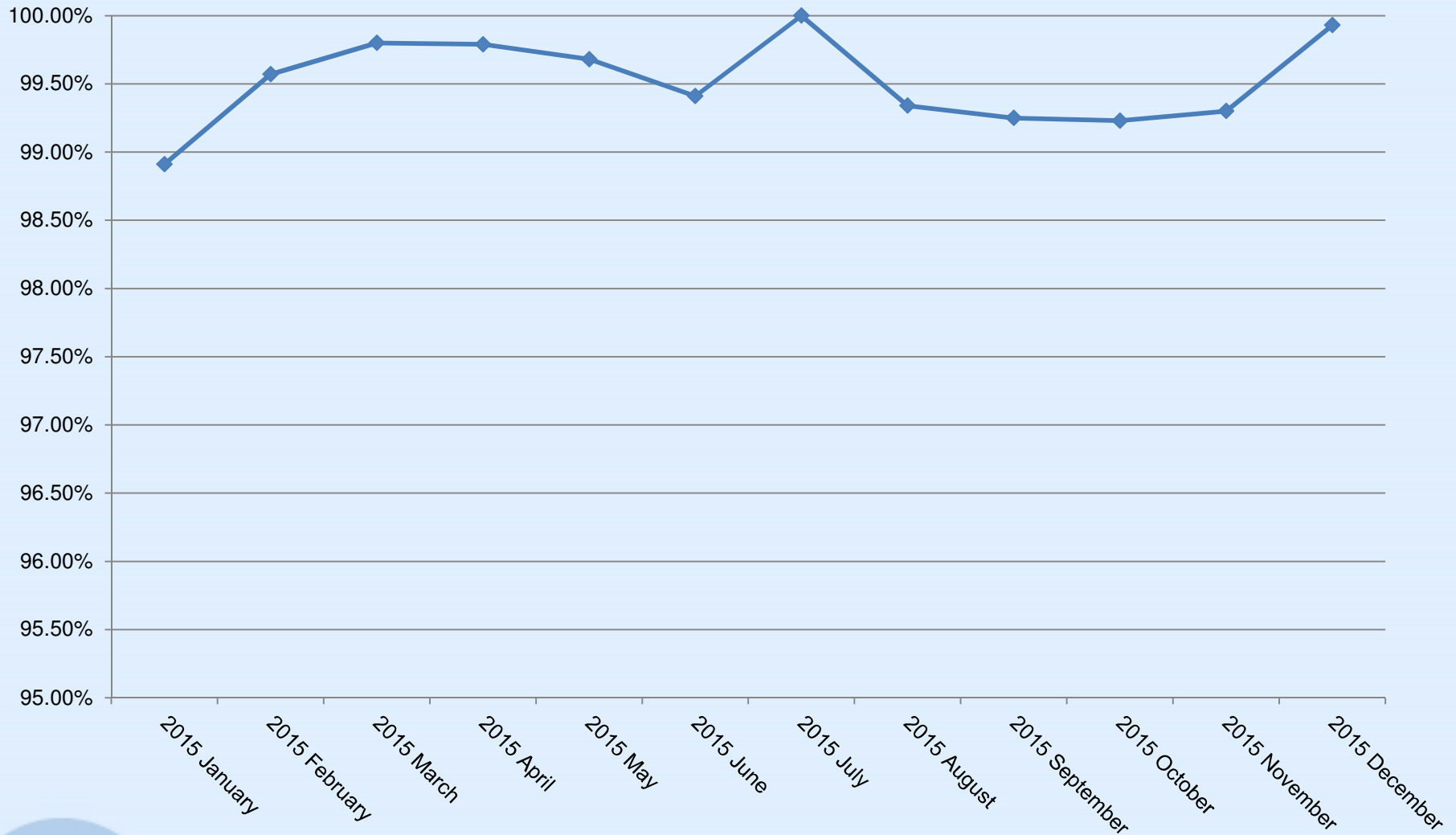
Metro-North has identified several potential locations to construct a Mid-Point Yard along the line and is evaluating a narrowed set of alternatives. At the same time Metro-North is completing the identification of potential track capacity improvements on the PJL between Sloatsburg and Middletown which will complement the Mid-Point Yard. A strategy report for making the PJL operating and capital improvements will be issued in Spring 2016.

Metro-North Railroad Elevator/Escalator

Year-End Report
2015



Passenger Elevator Availability



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

MTA Metro-North Railroad

2015 Elevator Availability by Station – Hudson Line

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



2015 Elevator Availability by Station – Hudson Line

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



2015 Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	99%	MOUNT KISCO	150I	100%
BREWSTER	162I	98%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	99%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	100%	PURDYS	158P	100%
CROTON FALLS	160I	99%	PURDYS	158I	99%
FLEETWOOD	120N	100%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	99%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	99%
HAWTHORNE	142P	100%	WHITE PLAINS	132I	100%



2015 Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218T	100%
GREENWICH	218W	96%
HARRISON	212E	100%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	100%
MOUNT VERNON EAST	202W	100%
NEW ROCHELLE	206E	99%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

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



2015 Escalator Availability

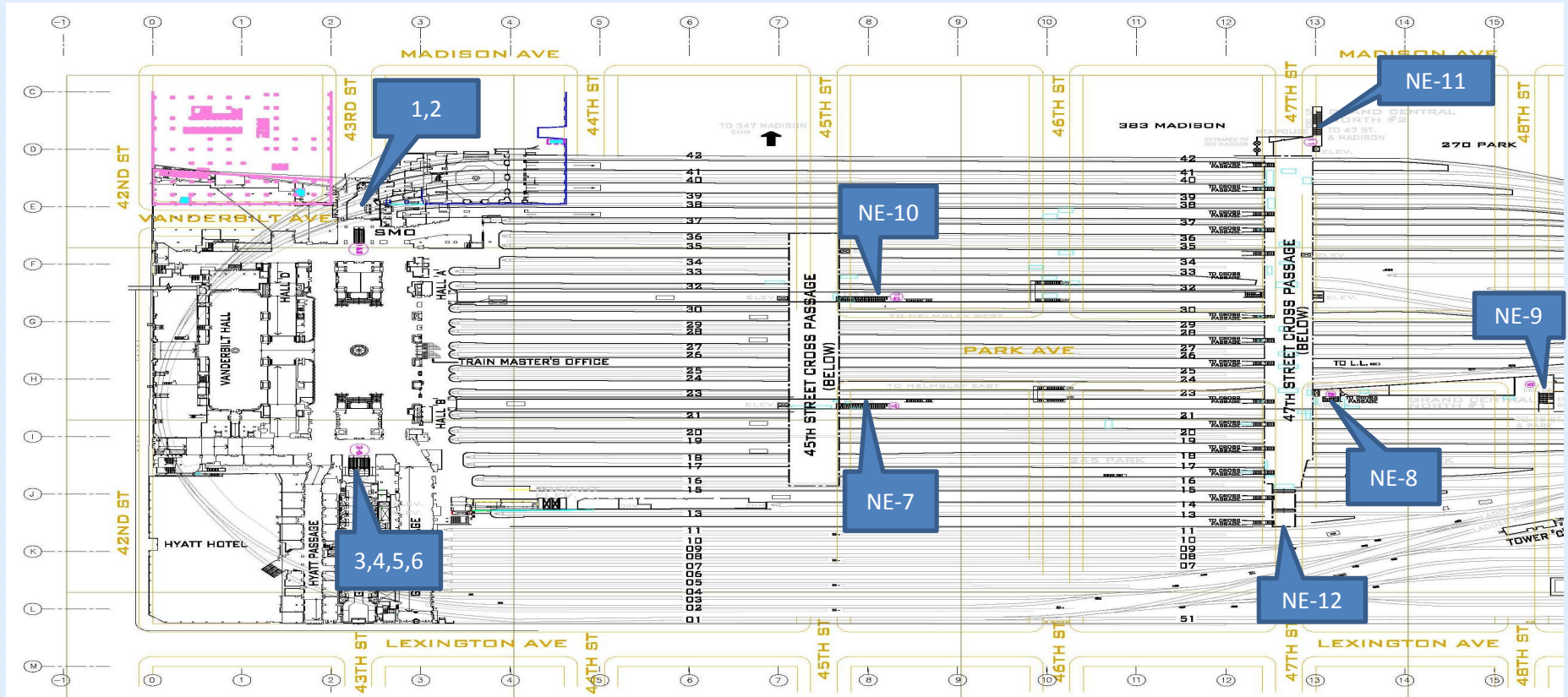
Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	98%	NE-8	47th ST Cross Passage to East Spine	96%
2	West Side near Transit Museum	99%	NE-9	East Spine to 48th ST and Park	97%
3	East Side near Market	98%	NE-10	45th ST Cross Passage to West Spine	98%
4	East Side near Market	98%	NE-11	47th ST Cross Passage to 47th and Madison	91%
5	East Side near Market	96%	NE-12	245 Park Ave	97%
6	East Side near Market	95%	N	White Plains	100%
NE-7	45th ST Cross Passage to East Spine	97%	S	White Plains	100%

Notes:

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



Grand Central Escalator Map



2015 - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Mount Kisco	0	0	2
Morris Heights	0	0	1
Mount Vernon West	0	0	1
New Haven	0	0	5
Brewster	0	0	2
Croton-Harmon	0	0	6
New Rochelle	0	0	6
Ossining	0	0	4
Hastings-On-Hudson	0	0	3
Tarrytown	0	0	6
Larchmont	0	0	1

Definitions:

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

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2015.

2015 - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Fordham	0	0	3
Fairfield Metro	0	0	1
Goldens Bridge	0	0	2
Yankees-E 153 rd St	0	0	3
Harlem – 125 th St	0	0	9
Stamford	0	0	1
Katonah	0	0	1
Rye	0	0	2

2015 - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
GCT	0	7
New Haven	1	2

Definitions:

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

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2015.



2016 YTD Totals

Maintenance of Way Division

(Track, Structures, Stations & Facilities)



2016 Track Work*

Surfacing

- ❖ GCT – 11,616 feet
- ❖ Hudson – 10,032 feet
- ❖ Harlem – 5,280 feet
- ❖ New Haven – 8,750 feet
- ❖ Total 2016 to date – 35,678 feet (6.76 miles)
- ❖ Total in 2015 – 147.96 miles

Switch Renewal

- ❖ GCT – 5 switches
- ❖ Total 2016 to date – 5 switches
- ❖ Total in 2015 – 50 switches

GCT Station Track Rehabilitation

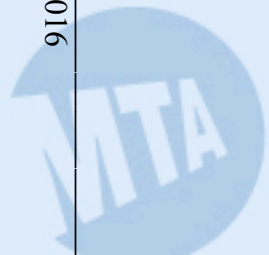
- ❖ Completed:
 - Track 38 – 800 ft. rail, 400 block ties & plates

Welds

- ❖ Hudson – 116 joints
- ❖ Harlem – 62 joints
- ❖ New Haven – 73 joints
- ❖ Total 2016 to date – 251 joints
- ❖ Total in 2015 – 1,529

Rail Vac

- ❖ GCT – 102 ties
- ❖ Harlem – 42 ties
- ❖ Total 2016 to date – 144 ties
- ❖ Total in 2015 – 5,443 ties



2016 Automated Inspection Work

Sperry Rail

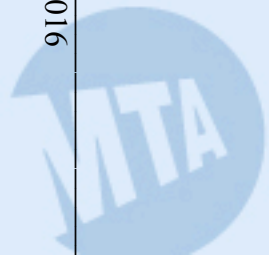
- ❖ 1st run - field survey 11% complete, 22 defects corrected

Mermec Geometry Car

- ❖ Field survey scheduled to begin 2nd Quarter 2016

Track Loading Vehicle

- ❖ Field survey scheduled to begin 2nd Quarter 2016



2016 Structures Work

Overhead Bridge Program

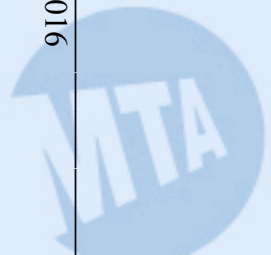
- ❖ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load barring supports, and timber deck replacements.
- ❖ Port Jervis
 - Bridge Walkway (MP 86.44 SR – 80% complete)
- ❖ Harlem
 - Bridge Walkway (MP 72.41 – 25% complete)

Timber Replacement Program

- ❖ Port Jervis – MP 86.44 SR, 1 deck (80% complete)
- ❖ New Haven
 - Sachem Rd. (MP 29.48, Trk 2 – 100% complete)
 - Cos Cob Bridge “spot” timbers (CP 230, Trk 2 – 100% Complete)
 - Tomac Ave. (MP 31.62 Trk 2 – 100% Complete)
 - Seaview Ave (MP 56.77, Track 6 – 100% Complete)

Walk Bridge (New Haven)

- ❖ Continued from 2015
- ❖ Replacement of center pivot pier roller shafts completed (90 of 90 installed)



2016 Structures Work

Direct Fixation Fastener & Pad Repair

- ❖ Park Avenue Viaduct – replaced approximately 134 failed concrete inserts
- ❖ GCT Trainshed – replaced 126 direct fixation pads on 2 tracks

Graffiti Removal Program

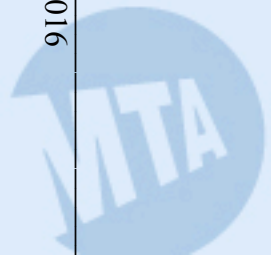
- ❖ Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

S-Program (New Haven – CDOT)

- ❖ Greenwich Avenue (MP 32.81) - Steel repairs 100% complete
- ❖ Franklin Street (MP 40.89) - Steel Repairs 90% complete
- ❖ East Main Street (MP 34.17) – Steel Repairs 60% complete
- ❖ Hamilton Avenue (MP 34.72) - Steel repairs 50% complete
- ❖ SAGA Bridge (MP 44.32, Trk 3) – Steel Repairs 100% Complete

Railroad Maintenance Memorandum Items (New Haven - CDOT)

- ❖ Completed various (minor) steel and/or concrete repairs



2016 Track Program Goals

Ties

- ❖ Hudson – 14,600 ties
- ❖ New Haven – 30,200 ties
- ❖ Total for 2016 – 44,800 ties

Rail

- ❖ Hudson – 8,553 feet (1.62 miles)
- ❖ Harlem – 2,323 feet (0.44 miles)
- ❖ New Haven – 32,630 feet (6.18 miles)
- ❖ Total for 2016 – 8.24 miles

Surfacing

- ❖ Hudson – 44 miles
- ❖ New Haven – 47 miles
- ❖ Total for 2016 – 91 miles

Switch Renewal

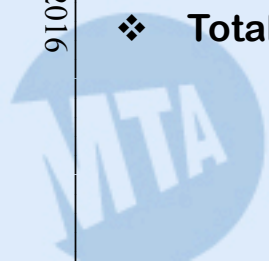
- ❖ Hudson – 11 switches
- ❖ Harlem – 14 switches
- ❖ New Haven – 27 switches
- ❖ Total for 2016 – 52 switches

Grade Crossings

- ❖ Hudson – 6 crossings
- ❖ Harlem – 9 crossings
- ❖ New Haven – 9 crossings
- ❖ Total for 2016 – 24 crossings

Welds

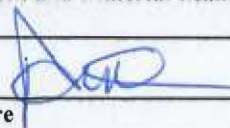
- ❖ Systemwide – 1,600





Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements						Date March 14, 2016	
Department Procurement and Material Management						Vendor Name Various	
Department Head Name Alfred Muir, Sr. Director						Contract Number Various	
Department Head Signature 						Contract Manager Name Various	
Project Manager Name						Table of Contents Ref #	
Board Action							
Order	To	Date	Approval	Info	Other		
1	MNR Comm. Mtg.	3/21/16	X				
2	MTA Board Mtg.	3/23/16	X				
Internal Approvals							
			Approval			Approval	
X			President		X	V.P. Planning	
X			Executive V.P.		X	V.P. Capital Programs	
X			V.P. Operations		X	V.P. & General Counsel	
X			V.P. Finance & IT				
Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
_____	_____	_____	_____	_____	_____	_____	_____

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts <ul style="list-style-type: none"> Ansaldo STS USA, Inc. \$124,347 	1	\$124,347
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:	1	\$124,347

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	1	TBD
	• Request to Use RFP Process		
Schedule C:	Competitive Requests for Proposals	1	\$4,432,388
	• Plasser American Corporation \$4,432,388		
<u>Schedules Requiring Majority Vote</u>			
Schedule G:	Miscellaneous Service Contracts	2	\$3,765,500
	• East Coast Railroad Services (MNR) \$2,675,030		
	• National Waste Services (LIRR) \$1,090,470		
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$1,851,439
	• WSB Parsons Brinkerhoff, Inc. \$1,851,439		
SUB TOTAL:		5	\$10,049,327
TOTAL:		6	\$10,173,674

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

MARCH 2016

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

1. Ansaldo STS USA, Inc. \$124,347(not-to-exceed) Staff Summary Attached
Purchase of OEM Cab Signal Replacement Parts

Approval is requested to award a non-competitive purchase contract for up to a three year period to Ansaldo STS USA, Inc. ("Ansaldo"). Ansaldo is the Original Equipment Manufacturer (OEM) for various cab signal replacement parts and components for MNR's M-7 railcars. The parts included in this agreement have been fully vetted to reflect only those materials that cannot be acquired from other sources. They include but are not limited to: printed circuit boards, relays, transformers and track signal receivers; which are essential to maintaining the M-7 cab signal system in a state of good repair.

This is a requirement-based purchase agreement and MNR is not obligated to generate a minimum amount of purchase orders. The purchase agreement will eliminate the need and expense of individually advertising prospective procurements, reduce administrative costs and possible procurement lead times for separate purchase orders and expedite material delivery. Ansaldo will be required to maintain tooling and manufacturing capabilities necessary to produce the parts for the duration of this agreement

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

The purchase agreement will have fixed pricing for the three year term. The total not to exceed for the three year period is \$124,347 and it is to be funded by the MNR Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: A

Vendor Name (& Location) Ansaldo STS USA, Inc.
Description Purchase Agreement for OEM Replacement Parts
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/OEM

Contract Number 9690-A	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$124,347 (not to exceed)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	
Contract Manager: Maria Brancaccio-Stoto – Manager, Operations Procurement	

Discussion:

Approval is requested to award a non-competitive purchase contract for up to a three year period to Ansaldo STS USA, Inc. ("Ansaldo"). Ansaldo is the Original Equipment Manufacturer (OEM) for various cab signal replacement parts and components for MNR's M-7 railcars. The parts included in this agreement have been fully vetted to reflect only those materials that cannot be acquired from other sources. They include but are not limited to: printed circuit boards, relays, transformers and track signal receivers which are essential to maintaining the M-7 cab signal system in a state of good repair.

This is a requirement-based purchase agreement and MNR is not obligated to generate a minimum amount of purchase orders. The purchase agreement will eliminate the need and expense of individually advertising prospective procurements, reduce administrative costs and procurement lead times for separate purchase orders and expedite material delivery. Ansaldo will be required to maintain tooling and manufacturing capabilities necessary to produce the parts for the duration of this agreement.

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

The purchase agreement will have fixed pricing for the three year term. The total not to exceed for the three year period is \$124,347 and it is to be funded by the MNR Operating Budget.

MARCH 2016

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	<u>Staff Summary Attached</u>
Powered Continuous Work Platform with a Steel Track Excavator		

Request for MTA Board approval to use the competitive Request for Proposal (RFP) process to solicit and evaluate proposals from prospective railcar manufacturers (MofW) for the design, manufacture, and delivery of one Powered Continuous Work Platform (PCWP) with a Steel Track Excavator.

A PCWP is a nine car articulated consist, suitable for hauling and distributing ballast, maintenance of way materials and rails up to 250 ft. in length. A brief description is as follows:

- An enclosed weather tight powered platform housing an operator's cab with full consist operational controls, HVAC and occupant capacity of two with additional jump seat. Diesel engine /alternator gen set present in separate enclosure.
- Diesel engine meeting all federal emissions standards.
- Consist shall be equipped with braking system designed to meet the current requirements of the AAR (Association of American Railroads).
- Rear gondola will have provisions to incorporate a removable rear operator's cab. This cab will provide a point of control through a remote, as well as necessary safe operational controls and displays that will be train lined with a removable plug in connection to the removable rear cab.

In order to ensure the selection of the contractor with the necessary experience and expertise it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement is to be funded by MNR Operating Budget.

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

2. Plasser American Corporation \$4,432,388 (not-to-exceed) Staff Summary Attached
Purchase of Two Catenary Maintenance Vehicles

Approval is requested to award a 24-month competitively solicited RFP (four proposals received) contract to the firm, Plasser American Corporation (Plasser), to design, build and deliver two Catenary Maintenance Vehicles (CMV). This award includes authorization to exercise options to provide a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser). In addition, Plasser shall supply certain spare parts for the long term maintenance of the vehicles.

The CMV is used to perform continuous maintenance as well as emergency repairs on MNR's New Haven Catenary System. The inspection and maintenance activities are critical to ensuring the safety and reliability of the AC high voltage overhead traction power system. The CMV is an on-track, self-propelled vehicle with a vertically raised and lowered work platform. The CMV also transports MNR staff and materials that are performing catenary inspections during both energized and de-energized conditions. With the exercised options, the CMVs will be further enhanced with unique features such as an extended single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser). The new CMVs will replace the existing CMVs which have reached the end of their useful life. The CMV's will be maintained by MNR's Maintenance of Way (MofW) Power Department.

MNR received Board approval to use the Request for Proposal (RFP) process for this procurement at the March 2015 MTA Board meeting. On September 15th 2015, RFP No. 9663-A was advertised in the New York State Contract Reporter, Railway Age, Progressive Railroading, and posted on the MNR website. On October 30th 2015, four technical and cost proposals were received from the firms: Harsco Rail, Inc., Tesmec USA, Inc., Plasser American Corporation, and Geismar Modern Track Machinery, Inc.

Accordingly, it is recommended that the Board approve the selection of Plasser American Corporation design, build and delivery of two Catenary Maintenance Vehicles (CMV) which includes the exercising of options to provide a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser), and supply of spare parts and consumables. Plasser's final BAFO cost of \$4,432,388 is 1.5% lower than the Engineers estimate and \$782,252 less than their initial proposal. In addition, Plasser's final price was 20.5% lower than the next lowest proposer (Geismar). This price is considered fair and reasonable. This procurement is to be funded by MNR's Operating Budget.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

3. **East Coast Railroad Services (MNR) \$2,675,030 (not-to-exceed)**
National Waste Services (LIRR) \$1,090,470 (not-to-exceed)
Disposal of Ties, Ties Stubs & other Wooden Items

Approval is requested, by Metro North Railroad (MNR) and Long Island Rail Road (LIRR) to award two individual five year, competitively solicited, miscellaneous service contracts (RFQ process, four bids received MNR and five Bids received LIRR) to East Coast Railroad Services (MNR) and National Waste Services (LIRR) for the on-going removal and lawful disposal of railroad ties and stubs throughout MNR's and LIRR's operating territories. The solicitation was structured to permit bids based on service territory, wherein a contractor could elect to bid or not bid on specific territories. Bid results yielded low bids from East Coast Railroad Services for MNR and National Waste Services for LIRR. For each award, the firm will be required to provide debris containers as needed on-site throughout the operating territories to accommodate track right-of-way projects.

MNR/ East Coast Railroad Services (ECRS) - ECRS shall remove, transport and dispose of wooden ties to multiple MNR pre-approved disposal sites. ECRS is the incumbent contractor for these services. There unit prices reflect a slight increase which is attributable to an increase in hauling and disposal fees to the disposal site. ECRS' pricing was 70% less than the second lowest bidder. The proposed pricing is considered fair and reasonable.

LIRR/National Waste Services (National Waste) - National Waste shall remove, transport and dispose of wooden ties in one of two landfills located on Long Island. National Waste's bid price of \$3.34 per tie represents a 46% decrease in LIRR's current contract cost of \$6.18 per tie. National Waste's proposed pricing is less than 1% lower than ECRS (LIRR locations) - the next lowest bidder and is considered fair and reasonable. The unit prices shall remain firm for the duration of both agreements

The total award of these contracts is not-to-exceed \$2,675,030 for MNR and \$1,090,470 for LIRR and is to be funded by each Railroad's Operating Budget.

H. Modifications to Personal/Miscellaneous Service Contracts

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

4. **WSB Parsons Brinkerhoff, Inc. \$1,851,439 Staff Summary Attached**
MIS/EIS for MNR Penn Station Access

Approval is requested for additional funding in the amount of \$1,851,439 for a contract modification to an existing, competitively solicited, personal service contract with WSP Parsons Brinkerhoff, Inc. ("PB"). This contract is for the planning and engineering services required to prepare a Major Investment Study (Alternatives Analysis) and Federal Environmental documentation for MNR's Penn Station Access project ("Project"). The Project, which includes the construction of four new stations in the Bronx, will provide direct rail service along Amtrak's Hell Gate Line to Penn Station, NY (PSNY). The Project will improve network resiliency through an alternative New Haven Line connection to Manhattan in the event

of future service disruptions, severe weather events and other emergencies, and will substantially reduce travel times for people traveling by public transportation between Manhattan's West Side and areas within Metro-North's east of Hudson service territory. It will also allow for direct rail service for East Bronx residents to jobs on Manhattan's West Side and along the NHL in Westchester and Connecticut and introduce easier access to East Bronx employers from communities along the New Haven Line in Westchester and Connecticut and from the West Side of Manhattan.

Upon award in 1998, PB began the initial planning and data collection in connection with the federal environmental review under the National Environmental Policy Act ("NEPA"). A Comparative Screening Report, which narrowed the planning effort to four alternatives for new services to PSNY, was issued in 2002. From 2002 to 2007, environmental analyses for the four alternatives were performed and documented. Upon review of this draft document, and considering that the proposed service and stations fell within Amtrak's existing rail Right Of Way, FTA requested that MNR prepare an Environmental Assessment instead of an EIS. Shortly after, in 2009, a multi-agency operations simulation of the PSNY complex and its approaches was launched. This effort was managed by the MTA and completed in 2015. While the Penn Station Operations Simulations occurred, MNR in parallel, concentrated its efforts on performing planning and environmental work for the New Haven Line service to PSNY and the four new stations in the Eastern Bronx.

To date, MNR has identified potential infrastructure improvements (mostly on the Hell Gate Line) to allow for MNR New Haven Line service into PSNY and to construct the four new Bronx Stations. The recently completed MTA Penn Station Operations Study confirmed the ability to operate MNR service into PSNY in conjunction with initiation of LIRR East Side Access service, currently projected for 2022. In late 2015, MTA, MNR and LIRR executed an agreement with Amtrak to work together to verify the required infrastructure improvements along Amtrak's right of way and confirm the Amtrak and MNR services that can be run on the Hell Gate and New Haven Lines.

Now that MNR has obtained Amtrak's agreement to cooperate in finalizing the scope of the necessary infrastructure improvements, MNR requires PB to perform the following tasks in order to bring the planning and environmental review process to a close: prepare topographic surveys and mapping; perform right-of-way and bridge inspections and assessments; verify alignments; confirm station platform locations in light of other infrastructure improvements required in the right-of way; perform property assessments; and refine ridership forecasts. Using the solidified scope of work and working with the agencies, PB will prepare a Project Implementation Plan, which will include conceptual construction staging, contract packaging concepts, a refined project cost estimate and schedule using the solidified scope of work. Lastly, a study of Transit Oriented Development and Value Capture opportunities will be prepared for the new Bronx Stations.

The total cost of this work, which is not to exceed \$1,851,439, has been reviewed and found to be fair and reasonable for the level of effort required. The technical service described above is expected to be completed in early 2017 and the environmental review process, include all legally required opportunities for public comment, is expected to be completed by January 31, 2018, thus requiring an extension of the PB contract. The current contract completion date of December 31, 2016 will be extended thirteen months to January 31, 2018.

The total cost of this agreement, in the not to exceed amount of \$1,851,439 is to be funded by the Capital Program Budget.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-21-16	X		
2	MTA Board Mtg.	3-23-16	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. Planning		
X	V.P. Operations	X	Acting V.P. & General Counsel		
X	V.P. Capital Programs				
X	V.P. Finance & IT				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP process to solicit proposals for a Powered Continuous Work Platform with a Steel Track Excavator	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to use the competitive Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for the design, manufacture, and delivery of one Powered Continuous Work Platform (PCWP) with a Steel Track Excavator.

II. DISCUSSION:

This project consists of the design, manufacture and delivery of one Powered Continuous Work Platform (PCWP) with a Steel Track Excavator for the majority of MNR's operational railroad corridor. A PCWP is a nine platform articulated consist, suitable for hauling and distributing ballast, maintenance of way materials and rails up to 250 ft. in length which complies with clearance restrictions on MNR territory without interference to electrical operations. The Steel Track Excavator, a component of the PCWP, will have a reduced tail swing design that allows the PCWP to work in the MNR locations with minimum disruption to railroad traffic. The PCWP and Steel Track Excavator will be capable of negotiating all of MNR's track, tunnels, and structures, and stay within the dynamic envelope. The PCWP with a Steel Track Excavator will conform to all MNR restrictions regarding height, width, curvature and weight and is capable of performing all work functions throughout the majority of MNR locations.

Requirements of the PCWP include:

- An enclosed weather tight powered platform housing an operator's cab with full consist operational controls, HVAC and occupant capacity of two with additional jump seat. Diesel engine /alternator gen set present in separate enclosure.
- Diesel engine meeting all federal emissions standards.
- Consist shall be equipped with braking system designed to meet the current requirements of the AAR (Association of American Railroads).
- Rear gondola will have provisions to incorporate a removable rear operator's cab. This cab will provide a point of control through a remote, as well as necessary safe operational controls and displays that will be train lined with a removable plug in connection to the removable rear cab.

Staff Summary

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

III. D/M/WBE INFORMATION:

TBD. The Contractor shall be required to comply with goals determined by DDCR.

IV. IMPACT ON FUNDING:

Federal Funds

V. ALTERNATIVES:

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

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-21-16	x		
2	MTA Board Mtg.	3-23-16	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President				
X	V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT	X	Acting V.P. & General Counsel		
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Plasser American Corporation	Contract Number 9663-A
Description Purchase of Two Catenary Maintenance Vehicles	
Total Amount \$4,432,388	
Contract Term (including Options, if any) 24 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 24-month competitively solicited RFP (four proposals received) contract to the firm, Plasser American Corporation (Plasser), to design, build and deliver two Catenary Maintenance Vehicles (CMV). This award includes authorization to exercise options to provide a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser). In addition, Plasser shall supply certain spare parts for the long term maintenance of the vehicles.

II. DISCUSSION:

The objective of this program is to design, build and deliver two CMVs with associated features exercised under the available options. The CMV is used to perform close inspections and continuous maintenance as well as emergency repairs on MNR's New Haven Catenary System. The inspections and maintenance activities are critical to ensuring the safety and reliability of the New Haven Line's AC high voltage overhead traction power system. The CMV is an on-track, self-propelled vehicle with a telescopic raised and lowered work platform to which is attached a crane mounted lift bucket. The CMV also transports MNR staff and material in performing catenary inspection during both energized and de-energized conditions. With the exercised options, the CMVs will be further enhanced with unique features such as a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser) for increased staff safety and a supply of spare parts. The new CMVs will replace the existing CMVs which have reached the end of their useful life. The CMVs will be maintained by MNR's Maintenance of Way (MofW) Power Department.

At the March 2015 Board meeting, MNR received approval to use the Request for Proposal (RFP) process for this procurement. On September 15th 2015, RFP No. 9663-A was advertised in the New York State Contract Reporter, Railway Age, Progressive Railroading, and posted on the MNR website. On October 30th 2015, four technical and cost proposals were received from the firms: Harsco Rail, Inc., Tesmec USA, Inc., Plasser American Corporation, and Geismar Modern Track Machinery, Inc.

A Selection Committee comprised of seven members representing MNR's Power, Track and Structures and Procurement & Material Management Departments evaluated the proposals using a two phase approach. The criteria in order of importance for selection established in the RFP were as follows:

Phase 1

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

Phase 2

1. Technical Merit
2. Cost

During the Phase 1 evaluations, presentations were made by each of the proposers including a question and answer period based on previously prepared questions. Each committee member scored the proposers against the Phase 1 criteria. Based upon numerical overall evaluations of the proposals, a “shortlist” was established and the following three firms were selected to participate in Phase 2; and asked to provide full Technical and Commercial proposals:

1. Tesmec USA, Inc.
2. Plasser American Corporation
3. Geismar Modern Track Machinery, Inc.

After reviewing the Phase 2 proposals, the Selection Committee unanimously agreed that although all contractors could perform the scope of work as provided in the contract and their proposals met the requirement of the RFP, Plasser provided the best value to MNR. Plasser’s cost is \$1,127,882 (20.38%) lower than the second lowest proposer (Geismar). Further, Plasser’s proposal was within the MofW Power Department’s estimated budget which allowed for execution of available options. Plasser was able to clearly demonstrate to the committee their ability to successfully complete all requirements within the 24 month schedule.

Accordingly, it is recommended that the Board approve the selection of Plasser American Corporation for the design, build and delivery of two Catenary vehicles, miscellaneous support systems (hydraulic, de-icing and degreaser), and supply of spare parts and consumables.

III. D/M/WBE INFORMATION:

The MTA Office of Civil Rights has established a 0% MBE and 0% WBE goal for this contract.


IV. IMPACT ON FUNDING: The total cost for this procurement is not to exceed \$4,432,388 and is to be funded by MNR’s Operating Budget.

V. ALTERNATIVES:

MNR does not have the manufacturing capability to design, build and deliver these unique vehicles.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) WSP Parsons Brinckerhoff, Inc.		Contract Number 9388	AWO/Modification # 16
Description MIS/EIS for MNR Penn Station Access		Original Amount: \$2,884,647.00	
Contract Term (including Options, if any) 1998- 2016		Prior Modifications: \$3,513,175.00	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$6,397,822.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$1,851,439	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 29%	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director 		% of Modifications (including This Request) to Original Amount: 186%	

Discussion:

Approval is requested for additional funding in the amount of \$1,851,439 for a contract modification to an existing, competitively solicited, personal service contract with WSP Parsons Brinckerhoff, Inc. ("PB"). This contract is for the planning and engineering services required to prepare a Major Investment Study (Alternatives Analysis) and Federal Environmental documentation for MNR's Penn Station Access project ("Project"). The Project, which includes the construction of four new stations in the Bronx, will provide direct rail service along Amtrak's Hell Gate Line to Penn Station, NY (PSNY). The Project will improve network resiliency through an alternative New Haven Line connection to Manhattan in the event of future service disruptions, severe weather events and other emergencies, and will substantially reduce travel times for people traveling by public transportation between Manhattan's West Side and areas within Metro-North's east of Hudson service territory. It will also allow for direct rail service for East Bronx residents to jobs on Manhattan's West Side and along the NHL in Westchester and Connecticut and introduce easier access to East Bronx employers from communities along the New Haven Line in Westchester and Connecticut and from the West Side of Manhattan.

Upon award in 1998, PB began the initial planning and data collection in connection with the federal environmental review under the National Environmental Policy Act ("NEPA"). A Comparative Screening Report, which narrowed the planning effort to four alternatives for new services to PSNY, was issued in 2002. From 2002 to 2007, environmental analyses for the four alternatives were performed and documented. Upon review of this draft document, and considering that the proposed service and stations fell within Amtrak's existing rail Right Of Way, FTA requested that MNR prepare an Environmental Assessment instead of an EIS. Shortly after, in 2009, a multi-agency operations simulation of the PSNY complex and its approaches was launched. This effort was managed by the MTA and completed in 2015. While the Penn Station Operations Simulations occurred, MNR in parallel concentrated its efforts on performing planning and environmental work for the New Haven Line service to PSNY and the four new stations in the Eastern Bronx.

To date, MNR has identified potential infrastructure improvements (mostly on the Hell Gate Line) to allow for MNR New Haven Line service into PSNY and to construct the four new Bronx Stations. The recently completed MTA Penn Station Operations Study confirmed the ability to operate MNR service into PSNY in conjunction with initiation of LIRR East Side Access service, currently projected for 2022. In late 2015, MTA, MNR and LIRR executed an agreement with Amtrak to work together to verify the required infrastructure improvements along Amtrak's right of way and confirm Amtrak and MNR services that can be run on the Hell Gate and New Haven Lines.

Now that MNR has obtained Amtrak's agreement to cooperate in finalizing the scope of the necessary infrastructure improvements, MNR requires PB to perform the following tasks in order to bring the planning and environmental review process to a close: prepare topographic surveys and mapping; perform right-of-way and bridge inspections and

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

assessments; verify alignments; confirm station platform locations in light of other infrastructure improvements required in the right-of way; perform property assessments; and refine ridership forecasts. Using the solidified scope of work and working with the agencies, PB will prepare a Project Implementation Plan, which will include conceptual construction staging, contract packaging concepts, a refined project cost estimate and schedule using the solidified scope of work. Lastly, a study of Transit Oriented Development and Value Capture opportunities will be prepared for the new Bronx Stations.

The total cost of this work, which is not to exceed \$1,851,439, has been reviewed and found to be fair and reasonable for the level of effort required. The technical service described above is expected to be completed in early 2017 and the environmental review process, include all legally required opportunities for public comment, is expected to be completed by January 31, 2018, thus requiring an extension of the PB contract. The current contract completion date of December 31, 2016 will be extended thirteen months to January 31, 2018.

The total cost of this agreement, in the not to exceed amount of \$1,851,439 is to be funded by the Capital Program Budget.



Metro-North Railroad

Operations Report



MONTHLY OPERATING REPORT

February 2016

Date Issued:
Friday, March 04, 2016

Performance Summary			2016 Data			2015 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
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%	95.3%	94.8%	86.7%	89.9%
		AM Peak	93.0%	92.3%	89.1%	75.6%	80.3%
		AM Reverse Peak	93.0%	98.7%	96.4%	82.7%	86.9%
		PM Peak	93.0%	93.9%	95.6%	87.3%	91.0%
		Total Peak	93.0%	93.9%	92.9%	81.4%	85.7%
		Off Peak Weekday	93.0%	95.1%	94.8%	86.9%	89.7%
		Weekend	93.0%	97.9%	97.5%	94.4%	95.9%
	Hudson Line	Overall	93.0%	97.1%	96.3%	92.1%	93.4%
		AM Peak	93.0%	93.2%	90.4%	82.5%	83.4%
		AM Reverse Peak	93.0%	99.5%	98.8%	93.3%	93.9%
		PM Peak	93.0%	96.9%	97.7%	94.6%	96.2%
		Total Peak	93.0%	95.5%	94.5%	88.9%	90.1%
		Off Peak Weekday	93.0%	97.7%	97.2%	91.9%	93.8%
		Weekend	93.0%	98.7%	97.6%	97.4%	97.4%
	Harlem Line	Overall	93.0%	95.0%	95.1%	85.6%	90.3%
		AM Peak	93.0%	92.3%	89.2%	76.6%	82.3%
		AM Reverse Peak	93.0%	98.7%	96.0%	83.9%	87.3%
		PM Peak	93.0%	92.1%	95.0%	83.0%	90.2%
		Total Peak	93.0%	93.3%	92.7%	80.5%	86.4%
		Off Peak Weekday	93.0%	95.2%	95.8%	85.8%	90.5%
		Weekend	93.0%	97.8%	97.7%	94.0%	95.5%
	New Haven Line	Overall	93.0%	94.5%	93.6%	84.4%	87.6%
		AM Peak	93.0%	91.8%	88.2%	70.4%	76.7%
		AM Reverse Peak	93.0%	98.3%	95.5%	75.9%	82.8%
		PM Peak	93.0%	93.5%	94.8%	86.2%	88.2%
		Total Peak	93.0%	93.5%	92.0%	77.6%	82.3%
		Off Peak Weekday	93.0%	93.6%	92.7%	85.0%	86.9%
		Weekend	93.0%	97.6%	97.3%	93.0%	95.3%
Operating Statistics							
	Trains Scheduled			18,276	36,760	17,594	36,092
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			17.2	13.7	13.0	12.2
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	228	370	547	712
	Trains Canceled		220	35	49	102	129
	Trains Terminated		220	25	56	89	123
	Percent of Scheduled Trips Completed		99.7%	99.7%	99.7%	98.9%	99.3%
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%	99.6%	99.6%	99.2%	99.4%
		AM Peak	99.8%	99.5%	99.3%	98.3%	98.9%
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	100.0%
		PM Peak	99.8%	99.0%	99.0%	97.2%	97.6%
		Total Peak	99.8%	99.4%	99.3%	98.1%	98.5%
		Off Peak Weekday	99.8%	99.8%	99.8%	99.8%	99.8%
		Weekend	99.8%	99.8%	99.8%	100.0%	100.0%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.9%	99.9%
		PM Peak	99.8%	100.0%	99.9%	99.2%	99.3%
	Harlem Line	AM Peak	99.8%	99.3%	99.0%	97.9%	98.5%
		PM Peak	99.8%	98.9%	98.7%	97.6%	98.0%
	New Haven Line	AM Peak	99.8%	99.4%	99.0%	97.7%	98.5%
		PM Peak	99.8%	98.4%	98.6%	95.6%	96.2%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	January	2016 Data YTD thru February		2015 Data YTD thru February		YTD 2016 Vs 2015
Engineering (Scheduled)	3.6%	133	86	219	168	314	-95
Engineering (Unscheduled)	17.5%	744	415	1,159	2,379	3,368	-2,209
Maintenance of Equipment	13.9%	327	331	658	1,019	1,430	-772
Transportation	2.3%	49	54	104	50	76	28
Capital Projects	0.8%	5	18	23	0	0	23
Weather and Environmental	5.1%	459	120	579	648	800	-221
Police	51.9%	76	1,233	1,310	238	412	898
Customers	3.5%	93	82	175	120	193	-18
Other	1.5%	111	36	147	222	601	-454
3rd Party Operations	0.0%	2	1	3	0	0	3
TOTAL	100.0%	1,999	2,376	4,377	4,844	7,194	-2,817

HUDSON LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2016 Vs 2015
Engineering	24.7%	136	64	200	300	500	-300
Maintenance of Equipment	28.6%	62	74	136	174	290	-154
Transportation	4.6%	7	12	19	2	8	11
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	8.1%	156	21	177	80	94	83
Police	27.4%	12	71	83	36	51	32
Customers	4.6%	17	12	29	31	40	-11
Other	1.9%	36	5	41	16	70	-29
3rd Party Operations	0.0%	1	0	1	0	0	1
TOTAL	100.0%	427	259	686	639	1,053	-367

HARLEM LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2016 Vs 2015
Engineering	16.5%	208	137	345	811	995	-650
Maintenance of Equipment	13.3%	74	110	184	319	423	-239
Transportation	1.0%	13	8	21	12	14	7
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	5.3%	111	44	155	162	203	-48
Police	58.8%	23	488	512	83	178	334
Customers	3.7%	19	31	50	36	49	1
Other	1.4%	2	12	14	110	188	-174
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	450	830	1,281	1,533	2,050	-769

NEW HAVEN LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2016 Vs 2015
Engineering	17.8%	400	214	614	1,267	1,873	-1,259
Maintenance of Equipment	12.3%	190	147	337	526	718	-381
Transportation	2.8%	29	34	63	36	54	9
Capital Projects	1.5%	4	18	22	0	0	22
Weather and Environmental	4.6%	192	55	248	406	503	-255
Police	56.2%	41	674	715	119	184	531
Customers	3.3%	57	39	96	53	105	-9
Other	1.5%	73	18	92	95	343	-251
3rd Party Operations	0.1%	1	1	2	0	0	2
TOTAL	100.0%	987	1,200	2,189	2,502	3,780	-1,591



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

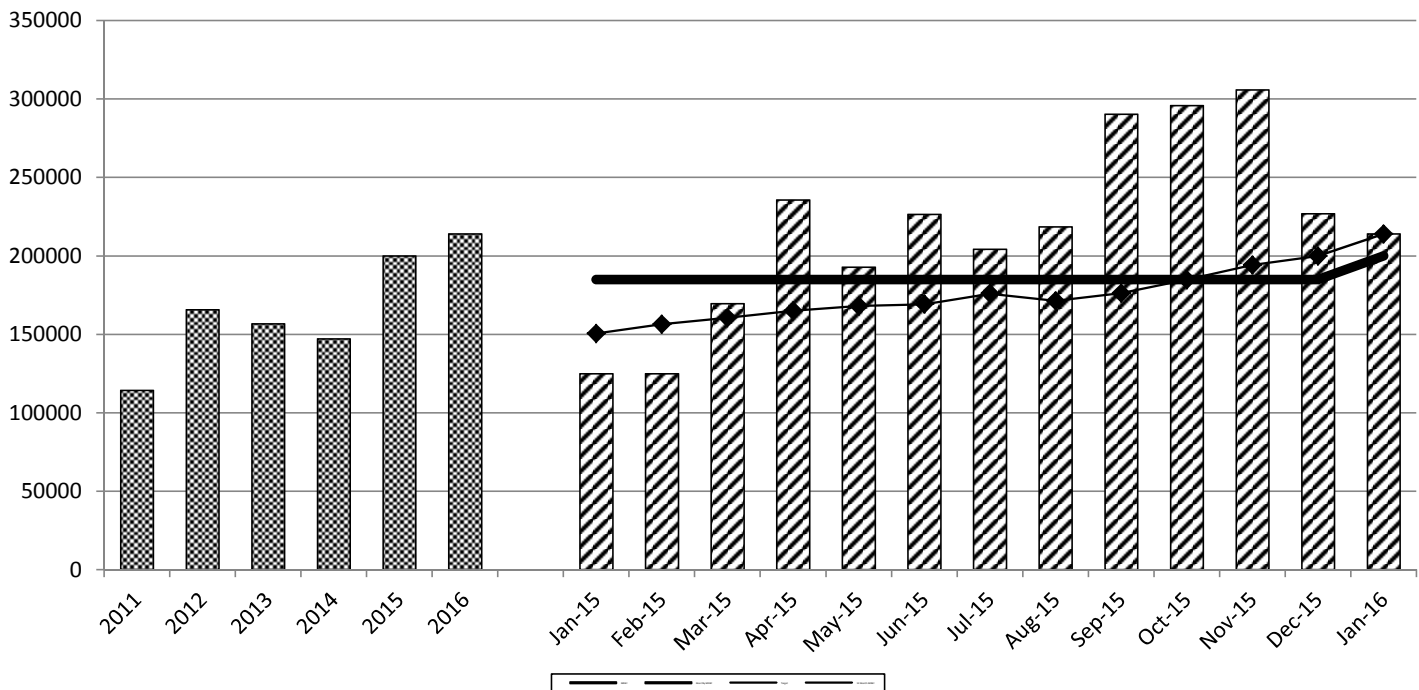
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
02/01	Mon	Trespasser struck at Botanical Gardens on track 3.	0	0	0	0	0	0	93	22	1	71	8	3	164	30	4
02/02	Tue	Train 1707 disabled on track 2 within CP5 Interlocking, unable to recover from an emergency brake application.	13	0	1	1	0	0	5	0	0	1	0	0	20	0	1
02/09	Tue	Train 1831 disabled on track E on the Upper Level.	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
02/11	Thu	Train 963 disabled on track 1 at 125th Street.	0	0	0	0	0	0	11	0	0	5	0	0	16	0	0
02/16	Tue	Third rail failure on track 4 at Fordham.	29	0	0	2	0	0	0	0	0	5	0	0	36	0	0
02/24	Wed	Due to very strong winds, multiple trees fouling service on all three lines.	0	0	0	0	0	0	1	0	0	22	0	1	23	0	1
02/25	Thu	Due to very strong winds, multiple trees fouling service on all three lines.	0	0	0	2	0	0	0	0	0	8	0	0	10	0	0
TOTAL FOR MONTH			62	0	1	5	0	0	110	22	1	112	8	4	289	30	6
															325		

	Equip- ment Type	Total Fleet Size	2016 Data						2015 Data		
			MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
Mean Distance Between Failures	M2	36	20,000	22,254	3	3	22,254	40,747	27,651	11	27,651
	M8	405	300,000	496,972	8	5	496,972	302,647	213,368	11	213,368
	M3	138	135,000	43,493	2	6	43,493	137,629	90,410	3	90,410
	M7	334	460,000	400,047	4	5	400,047	516,240	389,882	5	389,882
	Coach	210	295,000	462,119	5	3	462,119	355,064	153,592	9	153,592
	P-32	31	30,000	26,120	6	7	26,120	25,703	13,937	13	13,937
	BL-20	12	13,000	39,200	3	1	39,200	18,070	9,829	4	9,829
	Fleet	1166	200,000	214,040	31	30	214,040	213,515	115,619	56	115,619
	M2/8		200,000	318,952	11	8	318,952	229,689	120,510	22	120,510
	M3/7		320,000	205,563	6	11	205,563	383,215	277,580	8	277,580
	Diesel/Coach		120,000	146,218	14	11	146,218	122,019	61,647	26	61,647

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 2011 - 2016



West of Hudson Performance Summary			2016 Data			2015 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
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%	97.0%	96.6%	90.5%	91.7%
		AM Peak	95.5%	95.0%	95.1%	88.7%	91.2%
		PM Peak	95.5%	98.5%	97.4%	86.2%	88.7%
		Total Peak	95.5%	96.7%	96.2%	87.5%	90.0%
		Off Peak Weekday	95.5%	97.7%	97.4%	91.1%	92.2%
		Weekend	95.5%	95.9%	95.6%	93.6%	92.9%
	Pascack Line	Overall	96.5%	97.3%	97.2%	92.2%	92.9%
	Valley Line	AM Peak	96.5%	96.9%	96.2%	93.4%	94.1%
		PM Peak	96.5%	98.6%	98.9%	85.0%	86.5%
		Total Peak	96.5%	97.7%	97.4%	89.5%	90.5%
		Off Peak Weekday	96.5%	98.1%	98.2%	92.6%	93.9%
		Weekend	96.5%	95.4%	95.2%	94.9%	93.9%
	Port Jervis Line	Overall	95.0%	96.4%	95.7%	88.0%	89.8%
		AM Peak	95.0%	92.5%	93.6%	82.5%	87.3%
		PM Peak	95.0%	98.3%	95.7%	87.7%	91.2%
		Total Peak	95.0%	95.4%	94.7%	85.1%	89.3%
		Off Peak Weekday	95.0%	97.0%	96.2%	88.7%	89.6%
		Weekend	95.0%	96.9%	96.4%	91.5%	91.3%
Operating Statistics	Trains Scheduled			1,610	3,197	1,542	3,167
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			17.3	19.5	16.2	18.2
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	24	55	48	98
	Trains Canceled		60	2	5	7	15
	Trains Terminated		60	0	5	4	14
	Percent of Scheduled Trips Completed		99.4%	99.9%	99.7%	99.3%	99.1%

FEBRUARY 2016 STANDEE REPORT

East of Hudson

			FEB 2015	YTD 2015	FEB 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	39	25	4	9
		Total Standees	39	25	4	9
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	68	39	11	32
		Total Standees	68	39	11	32
	EAST OF HUDSON TOTAL - AM PEAK		107	64	15	41
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	4	6	0	0
		Total Standees	4	6	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	50	40	13	20
		Total Standees	50	40	13	20
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	72	79	64
		Total Standees	79	72	79	64
	EAST OF HUDSON TOTAL - PM PEAK		133	118	92	84

West of Hudson

			JAN 2015	YTD 2015	JAN 2016	YTD 2016
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	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%.

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

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF February 2016

Elevator Availability	2016		2015	
	February	Year to Date	February	Year to Date
Grand Central Terminal	99.56%	98.59%	100.00%	97.08%
Harlem	100.00%	99.89%	99.05%	99.39%
Hudson	99.08%	99.42%	99.46%	99.62%
New Haven	99.31%	99.54%	100.00%	100.00%
Overall Average	99.49%	99.36%	99.63%	99.02%

Escalator Availability	2016		2015	
	February	Year to Date	February	Year to Date
Grand Central Terminal	98.00%	94.83%	94.08%	96.79%
White Plains	100.00%	100.00%	100.00%	99.25%
Overall Average	99.00%	97.42%	97.04%	98.02%



Metro-North Railroad

Financial Report



FINANCIAL STATEMENTS
MONTH ENDED: JANUARY 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
JANUARY 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ in millions)**

SUMMARY

Overall January Non-Reimbursable (Operating) results were favorable with a \$2.3 million (3.2%) lower net operating deficit as compared to the Adopted Budget. Operating Revenues were \$1.2 million higher than the Adopted Budget reflecting higher net GCT revenues (\$0.6 million) as well as higher GCT digital advertising (\$0.5 million). Total Operating Expenses for January were \$1.1 million lower than the Adopted Budget primarily due to favorable energy rates (\$3.1 million) and timing of expenses for contracted maintenance and professional services (\$2.8 million) largely offset by the timing of capitalization of assets (\$4.4 million) and higher rolling stock material usage (\$1.6 million).

Results for the month include the financial impact of \$2.4 million for Winter Storm Jonas. MNR implemented a system-wide shut-down on the afternoon of January 23rd to mid-day January 24th resulting in an estimated loss of \$1.5 million in farebox revenue based on 151,000 fewer non-commutation ticket sales. Expenses over the three days (Friday through Sunday) for preparation and cleanup reflect \$2.1 million in overtime and fringe costs, as well as non-labor costs of \$0.2 million for snow removal and de-icing materials.

Reimbursable results (Capital and Other Reimbursements) of \$8.8 million were \$8.1 million lower than the Adopted Budget primarily due to scheduling changes for several capital projects (Turnout Replacement Programs, Positive Train Control and Network Infrastructure Replacement).

REVENUE/RIDERSHIP

- **Farebox Revenue** – \$0.1 million (0.2%) lower than the Adopted Budget reflecting both lower non-commutation ridership and non-commutation yield per passenger primarily due to Winter Storm Jonas partially offset by higher commutation ridership.
 - Total ridership for January of 6.5 million was 0.1% above the Adopted Budget and 2.4% higher than 2015.
 - East of Hudson Ridership of 6.3 million was on target to the Adopted Budget and 2.5% higher than 2015.
 - East of Hudson commutation ridership of 3.8 million was 0.7% higher than the Adopted Budget and 1.5% higher than January 2015.
 - East of Hudson non-commutation ridership of 2.6 million was 0.7% below the Adopted Budget. Compared to January 2015, non-commutation ridership was 4.0% higher.
 - West of Hudson ridership of 0.1 million was 2.3% lower than the Adopted Budget. Compared to January 2015, ridership was 3.3% lower.
- **Other Operating Revenue** – \$1.3 million above the Adopted Budget primarily due to higher GCT retail revenue (\$0.6 million) and an increase in digital advertising in GCT (\$0.5 million).

OPERATING EXPENSES

Total Expenses – \$128.5 million were \$1.1 million (0.8%) lower than the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) were \$0.7 million (1.0%) higher than the Adopted Budget in January driven by:

- **Payroll** – \$1.1 million above the Adopted Budget primarily due to reallocation of forces to operations as a result of capital activity scheduling changes as well as higher than budgeted payouts related to unused vacation and sick time for retirees.
- **Overtime** – \$0.7 million below the Adopted Budget due to fewer winter weather events than budgeted (\$0.5 million) and improved employee availability for train service coverage (\$0.2 million). These favorable results were reduced by overtime requirements for Winter Storm Jonas.

Non-Labor Expenses (including Depreciation and Other Non-Cash Liability Adjustments) were \$1.8 million (3.0%) lower than the Adopted Budget in January due to:

- **Electric Power** – \$2.3 million below the Adopted Budget primarily due to lower rates.
- **Fuel** – \$0.9 million below the Adopted Budget due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – \$2.0 million below the Adopted Budget primarily due to timing of expenses for maintenance contracts (\$0.9 million) and ferry services (\$0.2 million) as well as lower expenditures for GCT utilities (\$0.6 million).
- **Professional Services** – \$0.9 million below the Adopted Budget primarily due to timing differences for consulting services (\$0.4 million), outside training, legal fees, engineer services and medical exams (\$0.5 million).
- **Materials & Supplies** – \$1.6 million above the Adopted Budget primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs (\$1.2 million) as well as a misclassification of expenses for capital activity which will be corrected next month (\$0.4 million).
- **Other Business Expenses** – \$1.2 million below the Adopted Budget primarily due to lower NJT subsidy payments due to inflationary adjustments combined with higher ridership (\$0.7 million) and higher Amtrak recoveries (\$0.3 million).
- **Depreciation and Other Non-Cash Liability Adjustments** – \$4.0 million higher than the Adopted Budget due to the timing of the capitalization of assets (\$4.4 million) partially offset by the timing of projects requiring environmental remediation (\$0.4 million).

CASH DEFICIT SUMMARY

- The Cash Deficit for January of \$28.4 million was \$35.6 million favorable to the Adopted Budget. This is mainly due to timing of expenditures for passenger injury settlements, capital projects and operations.

FINANCIAL PERFORMANCE MEASURES

The performance indicators for January primarily reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 64.1% through January was 6.6% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$14.96 for the period was \$1.38 lower than the Adopted Budget.
- Revenue per Passenger of \$8.48 for the period was \$0.02 below the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
January 2016
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$53.333	\$53.214	(\$0.119)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$53.333	\$53.214	(\$0.119)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.844	6.180	1.336	27.6	0.000	0.000	0.000	-	4.844	6.180	1.336	27.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.841	3.519	(6.322)	(64.2)	9.841	3.519	(6.322)	(64.2)
CDOT	0.000	0.000	0.000	-	5.707	3.440	(2.267)	(39.7)	5.707	3.440	(2.267)	(39.7)
Other	0.000	0.000	0.000	-	1.304	1.830	0.526	40.3	1.304	1.830	0.526	40.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.852	8.789	(8.063)	(47.8)	16.852	8.789	(8.063)	(47.8)
Total Revenue/Receipts	\$58.178	\$59.394	\$1.217	2.1	\$16.852	\$8.789	(\$8.063)	(47.8)	\$75.030	\$68.184	(\$6.846)	(9.1)
Expenses												
<i>Labor:</i>												
Payroll	\$38.486	\$39.632	(\$1.145)	(3.0)	\$2.658	\$2.331	\$0.327	12.3	\$41.144	\$41.963	(\$0.819)	(2.0)
Overtime	8.772	8.122	0.650	7.4	1.094	0.921	0.174	15.9	9.867	9.043	0.824	8.3
Health and Welfare	8.736	8.576	0.160	1.8	0.845	0.666	0.180	21.2	9.581	9.241	0.339	3.5
OPEB Current Payment	2.274	2.411	(0.138)	(6.1)	0.000	0.000	0.000	-	2.274	2.411	(0.138)	(6.1)
Pensions	7.528	7.515	0.012	0.2	0.559	0.462	0.097	17.4	8.087	7.977	0.110	1.4
Other Fringe Benefits	9.586	8.815	0.771	8.0	0.652	0.542	0.110	16.9	10.238	9.357	0.882	8.6
Reimbursable Overhead	(3.548)	(2.509)	(1.038)	(29.3)	3.258	2.393	0.865	26.5	(0.290)	(0.116)	(0.174)	(59.9)
Total Labor	\$71.834	\$72.562	(\$0.728)	(1.0)	\$9.066	\$7.314	\$1.752	19.3	\$80.900	\$79.876	\$1.024	1.3
<i>Non-Labor:</i>												
Electric Power	\$8.140	\$5.872	\$2.268	27.9	\$0.000	\$0.000	\$0.000	-	\$8.140	\$5.872	\$2.268	27.9
Fuel	1.870	0.998	0.873	46.7	0.000	0.000	0.000	-	1.870	0.998	0.873	46.7
Insurance	1.662	1.533	0.129	7.7	0.175	0.211	(0.037)	(20.9)	1.837	1.745	0.092	5.0
Claims	0.092	0.007	0.086	92.8	0.000	0.000	0.000	-	0.092	0.007	0.086	92.8
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	9.351	7.341	2.011	21.5	0.730	0.664	0.066	9.0	10.081	8.005	2.076	20.6
Professional Service Contracts	3.148	2.275	0.873	27.7	1.209	0.549	0.660	54.6	4.357	2.824	1.533	35.2
Materials & Supplies	6.648	8.264	(1.615)	(24.3)	5.636	0.015	5.621	99.7	12.284	8.278	4.005	32.6
Other Business Expenses	1.188	0.034	1.155	97.2	0.037	0.036	0.001	1.6	1.225	0.070	1.155	94.3
Total Non-Labor	\$32.100	\$26.322	\$5.778	18.0	\$7.786	\$1.476	\$6.311	81.0	\$39.886	\$27.798	\$12.089	30.3
<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 Adjs.	\$103.934	\$98.884	\$5.050	4.9	\$16.852	\$8.789	\$8.063	47.8	\$120.786	\$107.673	\$13.113	10.9
Depreciation	19.508	23.921	(4.413)	(22.6)	0.000	0.000	0.000	-	19.508	23.921	(4.413)	(22.6)
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	0.417	0.000	0.417	100.0	0.000	0.000	0.000	-	0.417	0.000	0.417	100.0
Total Expenses	\$129.551	\$128.498	\$1.053	0.8	\$16.852	\$8.789	\$8.063	47.8	\$146.404	\$137.287	\$9.116	6.2
Net Surplus/(Deficit)	(\$71.374)	(\$69.104)	\$2.270	3.2	\$0.000	(\$0.000)	(\$0.000)	-	(\$71.374)	(\$69.104)	\$2.270	3.2
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.508	23.921	4.413	22.6	0.000	0.000	0.000	-	19.508	23.921	4.413	22.6
Operating/Capital	(5.381)	(1.629)	3.752	69.7	0.000	0.000	0.000	-	(5.381)	(1.629)	3.752	69.7
Other Cash Adjustments	(6.781)	18.383	25.164	*	0.000	0.000	0.000	-	(6.781)	18.383	25.164	*
Total Cash Conversion Adjustments	\$7.345	\$40.675	\$33.329	*	\$0.000	\$0.000	\$0.000	-	\$7.345	\$40.675	\$33.329	*
Net Cash Surplus/(Deficit)	(\$64.028)	(\$28.429)	\$35.599	55.6	\$0.000	(\$0.000)	(\$0.000)	-	(\$64.028)	(\$28.429)	\$35.599	55.6

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
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$53.333	\$53.214	(\$0.119)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$53.333	\$53.214	(\$0.119)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.844	6.180	1.336	27.6	0.000	0.000	0.000	-	4.844	6.180	1.336	27.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.841	3.519	(6.322)	(64.2)	9.841	3.519	(6.322)	(64.2)
CDOT	0.000	0.000	0.000	-	5.707	3.440	(2.267)	(39.7)	5.707	3.440	(2.267)	(39.7)
Other	0.000	0.000	0.000	-	1.304	1.830	0.526	40.3	1.304	1.830	0.526	40.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.852	8.789	(8.063)	(47.8)	16.852	8.789	(8.063)	(47.8)
Total Revenue/Receipts	\$58.178	\$59.394	\$1.217	2.1	\$16.852	\$8.789	(\$8.063)	(47.8)	\$75.030	\$68.184	(\$6.846)	(9.1)
Expenses												
<i>Labor:</i>												
Payroll	\$38.486	\$39.632	(\$1.145)	(3.0)	\$2.658	\$2.331	\$0.327	12.3	\$41.144	\$41.963	(\$0.819)	(2.0)
Overtime	8.772	8.122	0.650	7.4	1.094	0.921	0.174	15.9	9.867	9.043	0.824	8.3
Health and Welfare	8.736	8.576	0.160	1.8	0.845	0.666	0.180	21.2	9.581	9.241	0.339	3.5
OPEB Current Payment	2.274	2.411	(0.138)	(6.1)	0.000	0.000	0.000	-	2.274	2.411	(0.138)	(6.1)
Pensions	7.528	7.515	0.012	0.2	0.559	0.462	0.097	17.4	8.087	7.977	0.110	1.4
Other Fringe Benefits	9.586	8.815	0.771	8.0	0.652	0.542	0.110	16.9	10.238	9.357	0.882	8.6
Reimbursable Overhead	(3.548)	(2.509)	(1.038)	(29.3)	3.258	2.393	0.865	26.5	(0.290)	(0.116)	(0.174)	(59.9)
Total Labor	\$71.834	\$72.562	(\$0.728)	(1.0)	\$9.066	\$7.314	\$1.752	19.3	\$80.900	\$79.876	\$1.024	1.3
<i>Non-Labor:</i>												
Electric Power	\$8.140	\$5.872	\$2.268	27.9	\$0.000	\$0.000	\$0.000	-	\$8.140	\$5.872	\$2.268	27.9
Fuel	1.870	0.998	0.873	46.7	0.000	0.000	0.000	-	1.870	0.998	0.873	46.7
Insurance	1.662	1.533	0.129	7.7	0.175	0.211	(0.037)	(20.9)	1.837	1.745	0.092	5.0
Claims	0.092	0.007	0.086	92.8	0.000	0.000	0.000	-	0.092	0.007	0.086	92.8
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	9.351	7.341	2.011	21.5	0.730	0.664	0.066	9.0	10.081	8.005	2.076	20.6
Professional Service Contracts	3.148	2.275	0.873	27.7	1.209	0.549	0.660	54.6	4.357	2.824	1.533	35.2
Materials & Supplies	6.648	8.264	(1.615)	(24.3)	5.636	0.015	5.621	99.7	12.284	8.278	4.005	32.6
Other Business Expenses	1.188	0.034	1.155	97.2	0.037	0.036	0.001	1.6	1.225	0.070	1.155	94.3
Total Non-Labor	\$32.100	\$26.322	\$5.778	18.0	\$7.786	\$1.476	\$6.311	81.0	\$39.886	\$27.798	\$12.089	30.3
<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 Adjs.	\$103.934	\$98.884	\$5.050	4.9	\$16.852	\$8.789	\$8.063	47.8	\$120.786	\$107.673	\$13.113	10.9
Depreciation	19.508	23.921	(4.413)	(22.6)	0.000	0.000	0.000	-	19.508	23.921	(4.413)	(22.6)
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	0.417	0.000	0.417	100.0	0.000	0.000	0.000	-	0.417	0.000	0.417	100.0
Total Expenses	\$129.551	\$128.498	\$1.053	0.8	\$16.852	\$8.789	\$8.063	47.8	\$146.404	\$137.287	\$9.116	6.2
Net Surplus/(Deficit)	(\$71.374)	(\$69.104)	\$2.270	3.2	\$0.000	(\$0.000)	(\$0.000)	-	(\$71.374)	(\$69.104)	\$2.270	3.2
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.508	23.921	4.413	22.6	0.000	0.000	0.000	-	19.508	23.921	4.413	22.6
Operating/Capital	(5.381)	(1.629)	3.752	69.7	0.000	0.000	0.000	-	(5.381)	(1.629)	3.752	69.7
Other Cash Adjustments	(6.781)	18.383	25.164	*	0.000	0.000	0.000	-	(6.781)	18.383	25.164	*
Total Cash Conversion Adjustments	\$7.345	\$40.675	\$33.329	*	\$0.000	\$0.000	\$0.000	-	\$7.345	\$40.675	\$33.329	*
Net Cash Surplus/(Deficit)	(\$64.028)	(\$28.429)	\$35.599	55.6	\$0.000	(\$0.000)	(\$0.000)	-	(\$64.028)	(\$28.429)	\$35.599	55.6

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
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
JANUARY 2016
(\$ in millions)

		Current Month vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$1.336	27.6%	Primarily reflects higher net GCT revenues and an increase in digital advertising in GCT.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$8.063)	(47.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.145)	(3.0%)	Primarily reflects the reallocation of forces to operations as a result of capital activity scheduling changes as well as higher than budgeted retiree payouts related to unused vacation and sick time.
	Reimb	\$0.327	12.3%	Reflects lower project activity for Positive Train Control projects and GCT Turnout Replacement Program.
OVERTIME	Non-Reimb	\$0.650	7.4%	See overtime tables.
	Reimb	\$0.174	15.9%	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.180	21.2%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.138)	(6.1%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.097	17.4%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.771	8.0%	Primarily due to lower employee claims for the period.
	Reimb	\$0.110	16.9%	Reflects lower project activity.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
JANUARY 2016
(\$ in millions)

		Current Month vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.038)	(29.3%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the following projects: GCT Turnout Replacement Program, Positive Train Control and Cylcal Track Program.
	Reimb	\$0.865	26.5%	
ELECTRIC POWER	Non-Reimb	\$2.268	27.9%	Primarily due to lower rates.
FUEL	Non-Reim	\$0.873	46.7%	Reflects lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.129	7.7%	Reflects lower insurance premiums.
	Reimb	(\$0.037)	(20.9%)	Reflects higher activity for the following projects: Power Infrastructure Restoration, Harmon Shop Improvements and East Bridgeport Yard Improvements.
CLAIMS	Non-Reimb	\$0.086	92.8%	Primarily due to lower current period claims payments.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.011	21.5%	Primarily due to the timing of expenses for maintenance contracts and ferry services as well as lower expenditures for GCT utilities reflecting the use of energy efficient electrical chillers.
	Reimb	\$0.066	9.0%	Primarily reflects lower activity for the NHL Stamford Real Time Information System project.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
JANUARY 2016
(\$ in millions)

		Current Month vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.873	27.7%	Primarily due to timing differences for consulting services, outside training, legal fees, engineer services and medical exams.
	Reimb	\$0.660	54.6%	Primarily reflects lower activity for CDOT Non-M8 Rolling Stock Cameras, NHL Stamford Real Time Information System project and Waterbury Branch Signaling Upgrade.
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.615)	(24.3%)	Higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs as well as a misclassification of expenses for capital activity which will be corrected next month.
	Reimb	\$5.621	99.7%	Reflects lower activity for the following projects: CT Track Program, Positive Train Control, Turnout Replacement Programs and Network Infrastructure Replacement.
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.155	97.2%	Reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership as well as higher Amtrak recoveries.
DEPRECIATION	Non-Reimb	(\$4.413)	(22.6%)	Reflects the timing of the capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.417	100.0%	Primarily due to timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$3.752	69.7%	Reflects lower activity for the following projects: Furniture for CCO Shop, Snow Fighting Equipment and the Cameras/Audio for Non-M8 Fleet as well as the timing of payments for the Upgrade of the Locomotive Simulator.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	63,308	\$ 3.837	62,069	\$ 3.600	1,239	\$ 0.237 2.0% 6.2%	63,308	\$ 3.837	62,069	\$ 3.600	1,239	\$ 0.237 2.0% 6.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ - - -	0	\$ -	0	\$ -	0	\$ - - -
<u>Programmatic/Routine Maintenance</u>	31,293	\$ 1.674	33,231	\$ 1.832	(1,938)	\$ (0.158) -6.2% -9.4%	31,293	\$ 1.674	33,231	\$ 1.832	(1,938)	\$ (0.158) -6.2% -9.4%
<u>Unscheduled Maintenance</u>	940	\$ 0.050	600	\$ 0.030	340	\$ 0.020 36.2% 40.0%	940	\$ 0.050	600	\$ 0.030	340	\$ 0.020 36.2% 40.0%
<u>Vacancy/Absentee Coverage</u> ²	22,042	\$ 1.212	20,779	\$ 1.085	1,263	\$ 0.127 5.7% 10.5%	22,042	\$ 1.212	20,779	\$ 1.085	1,263	\$ 0.127 5.7% 10.5%
<u>Weather Emergencies</u>	35,923	\$ 2.000	27,079	\$ 1.491	8,844	\$ 0.509 24.6% 25.5%	35,923	\$ 2.000	27,079	\$ 1.491	8,844	\$ 0.509 24.6% 25.5%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ - - -	0	\$ -	0	\$ -	0	\$ - - -
<u>Other</u> ⁴	0	\$ 0.000	0	\$ 0.084	0	\$ (0.084) - *	0	\$ 0.000	0	\$ 0.084	0	\$ (0.084) - *
Subtotal	153,506	\$ 8.773	143,758	\$ 8.122	9,748	\$ 0.651 6.4% 7.4%	153,506	\$ 8.773	143,758	\$ 8.122	9,748	\$ 0.651 6.4% 7.4%
REIMBURSABLE OVERTIME	19,565	\$ 1.094	16,468	\$ 0.921	3,097	\$ 0.173 15.8% 15.8%	19,565	\$ 1.094	16,468	\$ 0.921	3,097	\$ 0.173 15.8% 15.8%
TOTAL OVERTIME	173,071	\$ 9.867	160,226	\$ 9.043	12,845	\$ 0.824 7.4% 8.4%	173,071	\$ 9.867	160,226	\$ 9.043	12,845	\$ 0.824 7.4% 8.4%

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
February Financial Plan - 2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January			January Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	1,239	\$0.237	Higher staff availability due to recently graduated conductor classes available for service coverage.	1,239	\$0.237	Higher staff availability due to recently graduated conductor classes available for service coverage.
	2.0%	6.2%		2.0%	6.2%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(1,938)	(\$0.158)	Higher requirements for infrastructure repair, rail testing and maintenance in GCT.	(1,938)	(\$0.158)	Higher requirements for infrastructure repair, rail testing and maintenance in GCT.
	-6.2%	-9.4%		-6.2%	-9.4%	
<u>Unscheduled Maintenance</u>	340	\$0.020		340	\$0.020	
	36.2%	40.0%		36.2%	40.0%	
<u>Vacancy/Absentee Coverage</u> ²	1,263	\$0.127	Lower vacation, sick and vacancy coverage requirements.	1,263	\$0.127	Lower vacation, sick and vacancy coverage requirements.
	5.7%	10.5%		5.7%	10.5%	
<u>Weather Emergencies</u>	8,844	\$0.509	Fewer winter weather events than budgeted. Results for the month included \$1.5 million of overtime requirements for the preparation, coverage and clean-up for Winter Storm Jonas.	8,844	\$0.509	Fewer winter weather events than budgeted. Results for the month included \$1.5 million of overtime requirements for the preparation, coverage and clean-up for Winter Storm Jonas.
	24.6%	25.5%		24.6%	25.5%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u>	0	(\$0.084)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$0.084)	Reflects timing differences related to payroll and calendar cutoff dates.
	-	*		-	*	
Subtotal	9,748	\$0.651		9,748	\$0.651	
	6.4%	7.4%		6.4%	7.4%	
REIMBURSABLE OVERTIME	3,097	\$0.173	Primarily due to lower activity for the GCT Turnout Replacement Program.	3,097	\$0.173	Primarily due to lower activity for the GCT Turnout Replacement Program.
	15.8%	15.8%		15.8%	15.8%	
TOTAL OVERTIME	12,845	\$0.824		12,845	\$0.824	

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

MTA METRO-NORTH RAILROAD
2016 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	January 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$53.740	\$51.862	(\$1.878)	(3.5)	\$53.740	\$51.862	(\$1.878)	(3.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.560	6.676	0.116	1.8	6.560	6.676	0.116	1.8
<i>Capital & Other Reimbursements:</i>								
MTA	17.036	20.513	3.477	20.4	17.036	20.513	3.477	20.4
CDOT	5.707	4.427	(1.280)	(22.4)	5.707	4.427	(1.280)	(22.4)
Other	1.631	2.021	0.390	23.9	1.631	2.021	0.390	23.9
Total Capital and Other Reimbursements	24.374	26.961	2.587	10.6	24.374	26.961	2.587	10.6
Total Receipts	\$84.674	\$85.499	\$0.825	1.0	\$84.674	\$85.499	\$0.825	1.0
Expenditures								
<i>Labor:</i>								
Payroll	\$40.258	\$40.927	(\$0.669)	(1.7)	\$40.258	\$40.927	(\$0.669)	(1.7)
Overtime	9.377	8.944	0.433	4.6	9.377	8.944	0.433	4.6
Health and Welfare	9.908	16.705	(6.797)	(68.6)	9.908	16.705	(6.797)	(68.6)
OPEB Current Payment	2.274	2.346	(0.072)	(3.2)	2.274	2.346	(0.072)	(3.2)
Pensions	8.207	8.469	(0.262)	(3.2)	8.207	8.469	(0.262)	(3.2)
Other Fringe Benefits	9.913	11.574	(1.661)	(16.8)	9.913	11.574	(1.661)	(16.8)
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	\$79.937	\$88.965	(\$9.028)	(11.3)	\$79.937	\$88.965	(\$9.028)	(11.3)
<i>Non-Labor:</i>								
Electric Power	\$8.271	\$2.278	\$5.993	72.5	\$8.271	\$2.278	\$5.993	72.5
Fuel	1.870	0.813	1.057	56.5	1.870	0.813	1.057	56.5
Insurance	6.811	2.688	4.123	60.5	6.811	2.688	4.123	60.5
Claims	16.426	0.200	16.226	98.8	16.426	0.200	16.226	98.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.648	5.464	6.184	53.1	11.648	5.464	6.184	53.1
Professional Service Contracts	6.627	2.740	3.887	58.7	6.627	2.740	3.887	58.7
Materials & Supplies	13.122	7.921	5.201	39.6	13.122	7.921	5.201	39.6
Other Business Expenditures	3.991	2.859	1.132	28.4	3.991	2.859	1.132	28.4
Total Non-Labor	\$68.766	\$24.963	\$43.803	63.7	\$68.766	\$24.963	\$43.803	63.7
<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	\$148.703	\$113.928	\$34.775	23.4	\$148.703	\$113.928	\$34.775	23.4
Net Cash Deficit (excludes Opening Cash Balance)	(\$64.028)	(\$28.429)	\$35.599	55.6	(\$64.028)	(\$28.429)	\$35.599	55.6
Subsidies								
MTA	53.156	8.706	(44.450)	(83.6)	53.156	8.706	(44.450)	(83.6)
CDOT	10.870	16.379	5.509	50.7	10.870	16.379	5.509	50.7
Total Subsidies	\$64.026	\$25.085	(\$38.941)	(60.8)	\$64.026	\$25.085	(\$38.941)	(60.8)
Cash Timing and Availability Adjustment	\$0.000	\$3.344	\$3.344	-	\$0.000	\$3.344	\$3.344	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	(1.878)	(3.5%)	Timing of cash in transit.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	3.477	20.4%	Higher cash receipts due to timing of cash receipts partially offset by lower capital related project activity.
CDOT	(1.280)	(22.4%)	Lower cash receipts due to lower capital related project activity partially offset by timing of cash receipts.
OTHER	0.390	23.9%	Higher cash receipts due to higher capital related project activity partially offset by timing of cash receipts.
HEALTH & WELFARE	(6.797)	(68.6%)	Payments for NYSHIP for January and February.
OTHER FRINGE BENEFITS	(1.661)	(16.8%)	Timing of unemployment insurance payment.
ELECTRIC POWER	5.993	72.5%	Timing of payments combined with lower electric rates across all lines.
FUEL	1.057	56.5%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	4.123	60.5%	Timing of premium payments for All Agency Excess, All Agency Property and Excess Liability partially offset by Force Account.
CLAIMS	16.226	98.8%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	6.184	53.1%	Timing of payments for MTA Police, Real Estate Rentals, operating capital related projects (Upgrade Locomotive Simulators, Graybar Expansion Space, Replacement of Waste Storage Units and Vehicle Replacement), Maintenance & Repair - Other, Steam and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	3.887	58.7%	Timing of capital related projects (Furniture for CCO Shop in New Haven, NHL - Waterbury Branch Cab Signal and Camera/Audio for Non-M8 Fleet) and NHL BSC Costs.
MATERIALS & SUPPLIES	5.201	39.6%	Timing of capital related projects (PTC, C-30 Track Program, Purchase of Snow Fighting Equipment, Turnouts: Mainline/High Speed, Network Infrastructure Replacement, Upgrade Grade Crossings and NH Rail Line - Component Change Out Shop).
OTHER BUSINESS EXPENSES	1.132	28.4%	Lower NJT subsidy payment driven by lower inflation rate than budgeted.
MTA SUBSIDY RECEIPTS	(44.450)	(83.6%)	Lower cash deficit combined with higher CDOT subsidy and impact of cash balances.
CDOT SUBSIDY RECEIPTS	5.509	50.7%	Timing of RWA reimbursement.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	January 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.406	(\$1.352)	(\$1.759)	*	\$0.406	(\$1.352)	(\$1.759)	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.716	0.496	(1.220)	(71.1)	1.716	0.496	(1.220)	(71.1)
<i>Capital & Other Reimbursements:</i>								
MTA	7.195	16.994	9.799	*	7.195	16.994	9.799	*
CDOT	0.000	0.987	0.987	-	0.000	0.987	0.987	-
Other	0.327	0.191	(0.136)	(41.5)	0.327	0.191	(0.136)	(41.5)
Total Capital and Other Reimbursements	7.522	18.172	10.650	*	7.522	18.172	10.650	*
Total Revenue/Receipts	\$9.644	\$17.315	\$7.671	79.5	\$9.644	\$17.315	\$7.671	79.5
Expenditures								
<i>Labor:</i>								
Payroll	\$0.885	\$1.036	\$0.150	17.0	\$0.885	\$1.036	\$0.150	17.0
Overtime	0.490	0.099	(0.391)	(79.8)	0.490	0.099	(0.391)	(79.8)
Health and Welfare	(0.327)	(7.464)	(7.136)	*	(0.327)	(7.464)	(7.136)	*
OPEB Current Payment	0.000	0.065	0.000	-	0.000	0.065	0.000	-
Pensions	(0.121)	(0.492)	(0.372)	*	(0.121)	(0.492)	(0.372)	*
Other Fringe Benefits	0.326	(2.217)	(2.543)	*	0.326	(2.217)	(2.543)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.290)	(0.116)	0.174	59.9	(0.290)	(0.116)	0.174	59.9
Total Labor	\$0.963	(\$9.089)	(\$10.052)	*	\$0.963	(\$9.089)	(\$10.052)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.131)	\$3.594	\$3.725	*	(\$0.131)	\$3.594	\$3.725	*
Fuel	0.000	0.185	0.185	-	0.000	0.185	0.185	-
Insurance	(4.974)	(0.943)	4.031	81.0	(4.974)	(0.943)	4.031	81.0
Claims	(16.333)	(0.193)	16.140	98.8	(16.333)	(0.193)	16.140	98.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.567)	2.541	4.107	*	(1.567)	2.541	4.107	*
Professional Service Contracts	(2.270)	0.084	2.354	*	(2.270)	0.084	2.354	*
Materials & Supplies	(0.838)	0.357	1.196	*	(0.838)	0.357	1.196	*
Other Business Expenses	(2.766)	(2.789)	(0.023)	(0.8)	(2.766)	(2.789)	(0.023)	(0.8)
Total Non-Labor	(\$28.879)	\$2.835	\$31.714	*	(\$28.879)	\$2.835	\$31.714	*
<i>Other Adjustments:</i>								
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 Adjs.	(\$27.916)	(\$6.255)	\$21.662	77.6	(\$27.916)	(\$6.255)	\$21.662	77.6
Depreciation	19.508	23.921	4.413	22.6	19.508	23.921	4.413	22.6
OPEB Obligation	5.693	5.693	0.000	0.0	5.693	5.693	0.000	0.0
Environmental Remediation	0.417	0.000	(0.417)	(100.0)	0.417	0.000	(0.417)	100.0
Total Expenditures Adjustments	(\$2.299)	\$23.359	\$25.658	*	(\$2.299)	\$23.359	\$25.658	*
Total Cash Conversion Adjustments	\$7.345	\$40.675	\$33.329	*	\$7.345	\$40.675	\$33.329	*

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
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
UTILIZATION
JANUARY 2016
(in millions)

	MONTH			VARIANCE			
	ADOPTED BUDGET	2016	2015*	Fav/(Unfav)			
				ADOPTED BUDGET		2015*	
				\$	%	\$	%
<u>Farebox Revenue by Line & Type</u>							
Harlem Line - Commutation	9.006	9.085	8.551	0.079	0.9%	0.534	6.2%
Harlem Line - Non-Commutation	<u>7.222</u>	<u>7.077</u>	<u>6.570</u>	<u>(0.145)</u>	<u>-2.0%</u>	<u>0.507</u>	<u>7.7%</u>
Total	\$ 16.228	\$ 16.162	\$ 15.121	\$ (0.066)	-0.4%	\$ 1.041	6.9%
Hudson Line - Commutation	5.916	5.922	5.639	0.006	0.1%	0.283	5.0%
Hudson Line - Non-Commutation	<u>5.526</u>	<u>5.414</u>	<u>5.037</u>	<u>(0.112)</u>	<u>-2.0%</u>	<u>0.377</u>	<u>7.5%</u>
Total	\$ 11.442	\$ 11.336	\$ 10.676	\$ (0.106)	-0.9%	\$ 0.660	6.2%
New Haven Line - Commutation	12.470	12.559	12.133	0.089	0.7%	0.426	3.5%
New Haven Line - Non-Commutation	<u>13.158</u>	<u>13.127</u>	<u>12.402</u>	<u>(0.031)</u>	<u>-0.2%</u>	<u>0.725</u>	<u>5.8%</u>
Total	\$ 25.628	\$ 25.686	\$ 24.535	\$ 0.058	0.2%	\$ 1.151	4.7%
Total Commutation (East of Hudson)	27.392	27.566	26.323	0.174	0.6%	1.243	4.7%
Total Non-Commutation (East of Hudson)	25.906	25.618	24.009	(0.288)	-1.1%	1.609	6.7%
Total Farebox Revenue (East of Hudson)	\$ 53.298	\$ 53.184	\$ 50.332	\$ (0.114)	-0.2%	\$ 2.852	5.7%
<u>Ridership by Line & Type</u>							
Harlem Line - Commutation	1.284	1.296	1.272	0.012	0.9%	0.024	1.9%
Harlem Line - Non-Commutation	<u>0.815</u>	<u>0.803</u>	<u>0.774</u>	<u>(0.012)</u>	<u>-1.5%</u>	<u>0.029</u>	<u>3.7%</u>
Total	2.099	2.099	2.046	0.000	0.0%	0.053	2.6%
Hudson Line - Commutation	0.714	0.715	0.708	0.001	0.1%	0.007	1.0%
Hudson Line - Non-Commutation	<u>0.503</u>	<u>0.501</u>	<u>0.480</u>	<u>(0.002)</u>	<u>-0.4%</u>	<u>0.021</u>	<u>4.4%</u>
Total	1.217	1.216	1.188	(0.001)	-0.1%	0.028	2.4%
New Haven Line - Commutation	1.726	1.739	1.716	0.013	0.8%	0.023	1.3%
New Haven Line - Non-Commutation	<u>1.291</u>	<u>1.287</u>	<u>1.238</u>	<u>(0.004)</u>	<u>-0.3%</u>	<u>0.049</u>	<u>4.0%</u>
Total	3.017	3.026	2.954	0.009	0.3%	0.072	2.4%
Total Commutation (East of Hudson)	3.724	3.750	3.696	0.026	0.7%	0.054	1.5%
Total Non-Commutation (East of Hudson)	2.609	2.591	2.492	(0.018)	-0.7%	0.099	4.0%
Total Ridership (East of Hudson)	6.333	6.341	6.188	0.008	0.1%	0.153	2.5%
West of Hudson	<u>0.129</u>	<u>0.126</u>	<u>0.131</u>	<u>(0.003)</u>	<u>-2.3%</u>	<u>(0.004)</u>	<u>-3.3%</u>
Total Ridership (All Metro North)	6.462	6.467	6.319	0.005	0.1%	0.149	2.4%

*Prior year adjusted to reflect current year calendar

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 30, 2016

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	0	
Labor Relations	18	17	1	
Safety	52	42	10	A
Security	16	16	0	
Office of the Executive VP	6	6	-	
Corporate & Public Affairs	18	18	(0)	
Customer Service	57	59	(2)	B
Legal	19	16	3	
Claims	14	13	1	
Environmental Compliance & Svce	7	7	0	
Human Resources	45	38	7	
Training	95	68	27	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	0	
Operations Planning & Analysis	22	21	1	
Capital Planning & Programming	17	9	8	
Long Range Planning	8	6	2	
VP Finance & Info Systems	3	1	2	
Controller	75	74	1	
Budget	18	18	(0)	
Procurement & Material Management	37	28	9	
Corporate	-	-	0	
Total Administration	539	468	71	
Operations				
Operations Administration	84	76	8	
Transportation	1,459	1,533	(74)	C
Customer Service	324	301	23	A
Metro-North West	36	27	9	
Total Operations	1,903	1,937	(34)	
Maintenance				
Maintenance of Equipment	1,696	1,623	73	A
Maintenance of Way	2,091	2,016	75	A
Procurement & Material Mgmt	128	120	8	
Total Maintenance	3,915	3,759	156	
Engineering/Capital				
Construction Management	42	37	5	
Engineering & Design	75	68	7	
Total Engineering/Capital	117	104	13	
Total Positions	6,474	6,268	206	
Non-Reimbursable	5,921	5,937	(16)	
Reimbursable	553	331	222	
Total Full-Time	6,473	6,267	206	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed and internal hiring of vacant positions.

(B) Variance reflects lower attrition than planned.

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

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 30, 2016

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	153	(6)
Professional, Technical, Clerical	392	315	77
Operational Hourlies	-	-	-
Total Administration	539	468	71
Operations			
Managers/Supervisors	238	215	23
Professional, Technical, Clerical	187	173	14
Operational Hourlies	1,478	1,549	(71)
Total Operations	1,903	1,937	(34)
Maintenance			
Managers/Supervisors	604	599	5
Professional, Technical, Clerical	517	462	55
Operational Hourlies	2,794	2,699	95
Total Maintenance	3,915	3,759	156
Engineering/Capital			
Managers/Supervisors	46	38	8
Professional, Technical, Clerical	71	66	5
Operational Hourlies	-	-	-
	117	104	13
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,035	1,005	30
Professional, Technical, Clerical	1,167	1,016	151
Operational Hourlies	4,272	4,248	24
Total Positions	6,474	6,268	206

**MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS**

January 30, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	1,903	1,937	(34)	Primarily reflects lower attrition than planned as well as employees in training not ready for service.
Maintenance	3,915	3,759	156	Reflects vacant positions in Maintenance of Way (managers, engineers, directors, mechanics, plumbers and tinsmith) and Maintenance of Equipment (foreman, electricians, machinists and carman) 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	539	468	71	Vacancies reflects timing differences in hiring of recently created positions in the Training and Safety departments.
Engineering / Capital	117	104	13	
Total Agency-wide Headcount	6,474	6,268	206	
Non-Reimbursable	5,921	5,937	(16)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	553	331	222	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
JANUARY 2016

	MONTH			VARIANCE	
	BUDGET	2016	2015	Fav/(Unfav)	
				BUDGET	2015
Farebox Operating Ratio					
Standard ^(B)	51.1%	55.5%	52.7%	4.4%	2.8%
Adjusted ^(C)	57.5%	64.1%	59.3%	6.6%	4.8%
Cost per Passenger					
Standard ^(B)	\$16.65	\$15.28	\$15.63	\$1.37	\$0.35
Adjusted ^(C)	\$16.34	\$14.96	\$15.33	\$1.38	\$0.37
Passenger Revenue/Passenger ^(D)	\$8.50	\$8.48	\$8.23	(\$0.02)	\$0.25

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses. Total passenger revenue also includes the West of Hudson passenger revenue which is reclassified from the net subsidy paid to New Jersey Transit for West of Hudson Lines operations.

(B) 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, Business Service Center and IT costs.

(C) 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.

(D) Includes Commissary Services.



Metro-North Railroad

Ridership Report

JANUARY 2016 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

January Ridership and Revenue (millions)

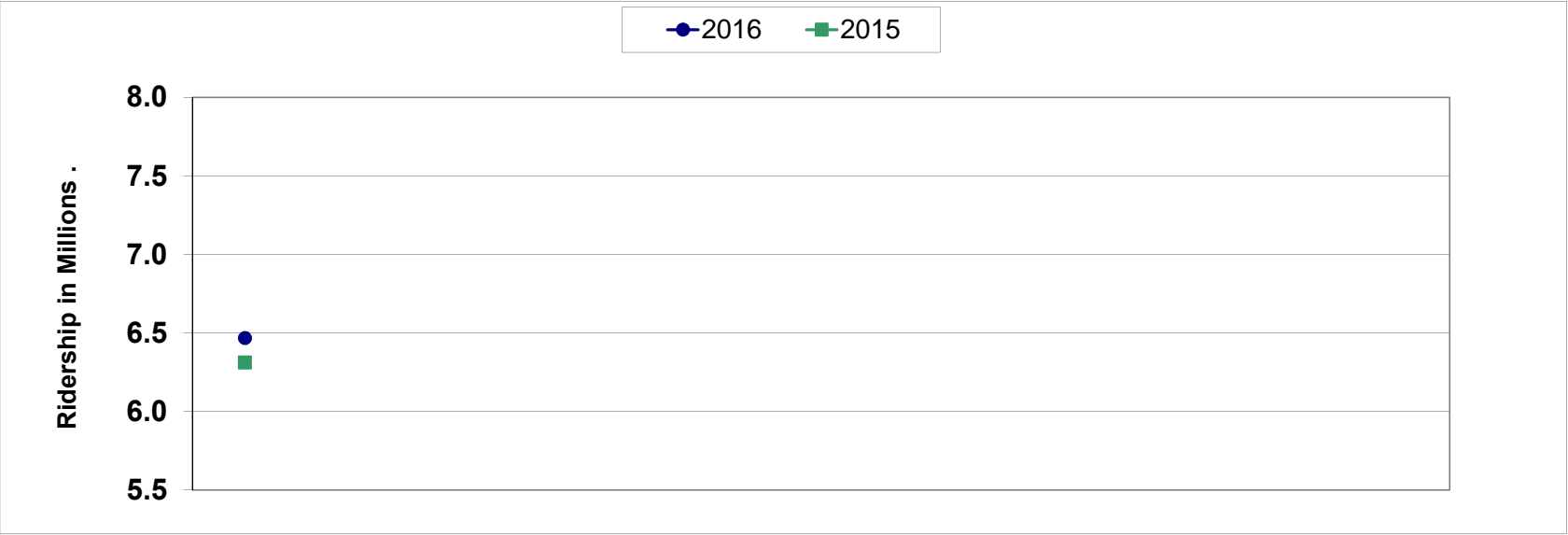
	Jan 2016	% Change vs. 2015
Total Rail Ridership	6.467	+2.5% ▲
Commutation Ridership	3.823	+1.4% ▲
Non-Commutation Ridership	2.644	+4.0% ▲
Connecting Service Ridership	0.045	+19.1% ▲
Total MNR System Ridership	6.512	+2.6% ▲
East of Hudson Ridership	6.341	+2.5% ▲
West of Hudson Ridership	.126	+1.5% ▲
Rail Revenue	\$54.3	+5.6% ▲

Key Factors Impacting January Ridership

- Rail ridership was lower due to the impact of the system-wide shut down of service due to the January 23rd Winter Storm Jonas. The estimated impact of this shut-down was approximately 38,000 fewer rides. Had this not occurred, rail ridership would have increased by 3.1% vs. January 2015.

JANUARY RAIL RIDERSHIP⁽¹⁾

- January's Total Rail Ridership was 2.5% above 2015 and 0.1% above budget.

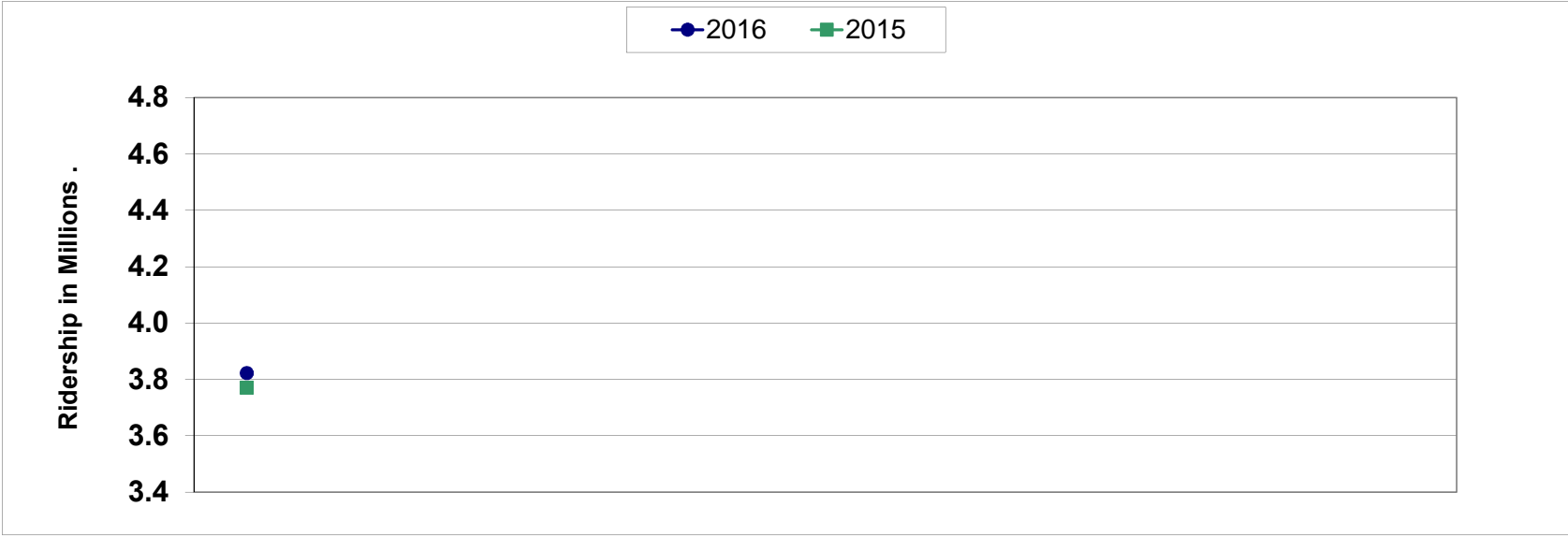


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5												6.5
2015	6.3												6.3
PCT CHG.	2.5%												2.5%

1) Includes East and West of Hudson.

JANUARY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- January's Rail Commutation Ridership was 1.4% above 2015 and 0.6% above budget.

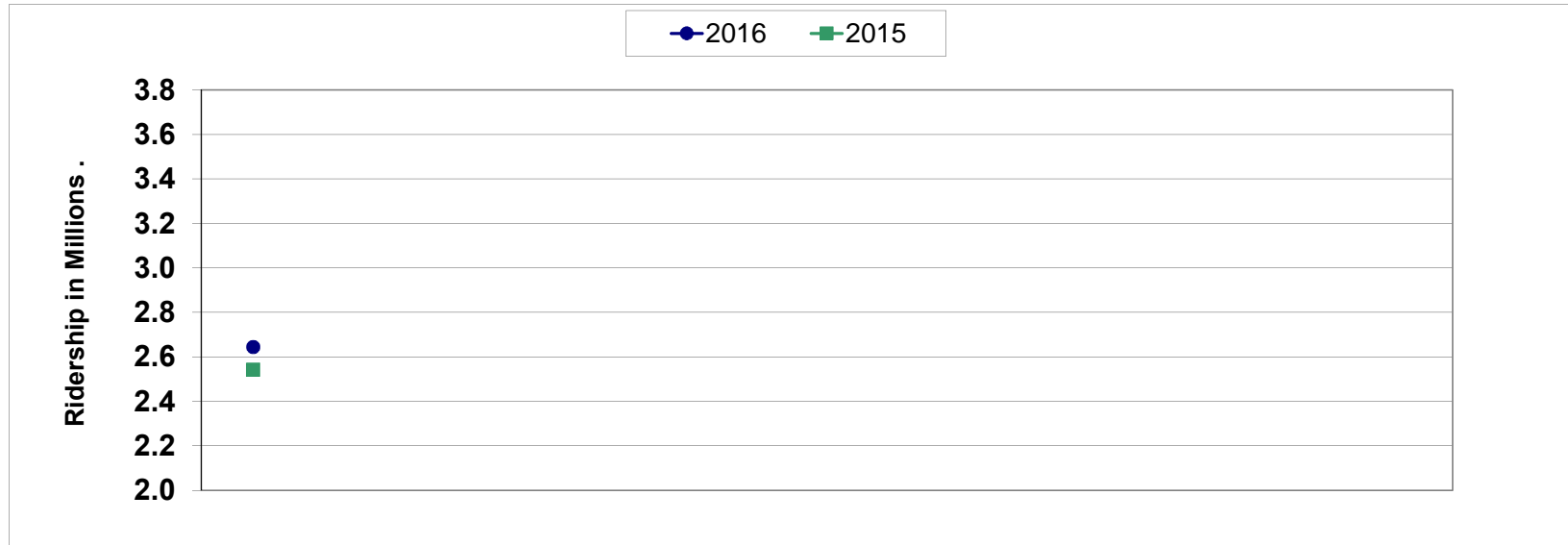


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8												3.8
2015	3.8												3.8
PCT CHG.	1.4%												1.4%

1) Includes East and West of Hudson.

JANUARY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- January's Rail Non-Commutation Ridership was 4.0% above 2015 and 0.7% below budget.

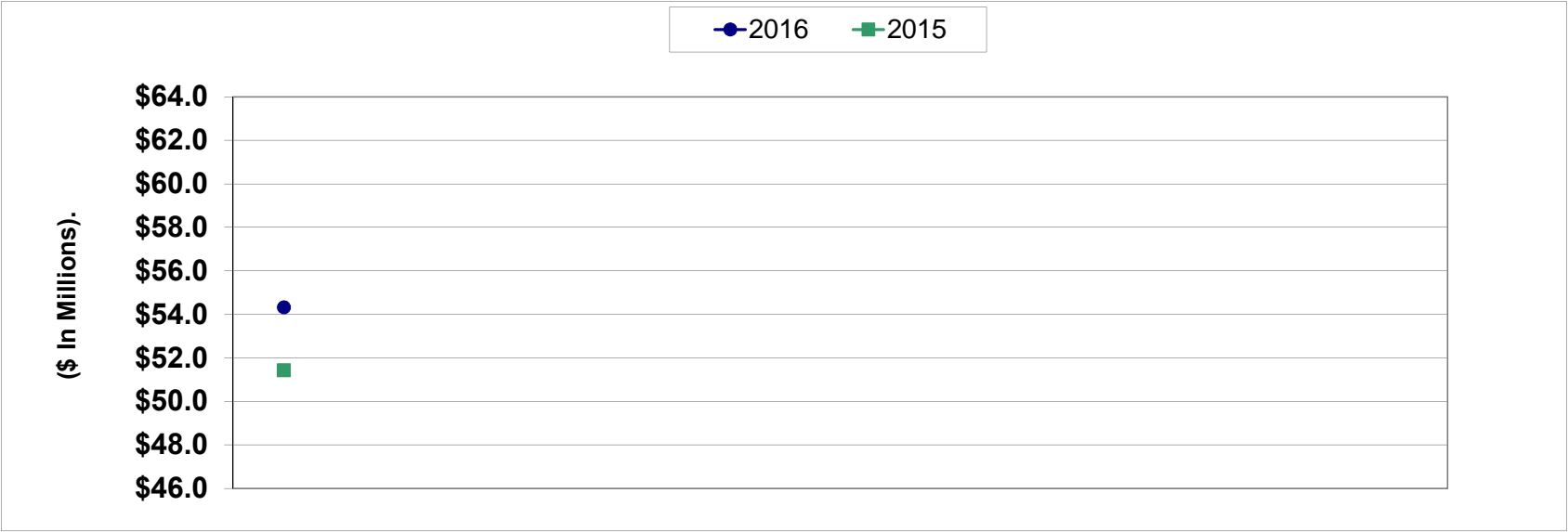


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6												2.6
2015	2.5												2.5
PCT CHG.	4.0%												4.0%

1) Includes East and West of Hudson.

JANUARY RAIL REVENUE⁽¹⁾

- January's Total Rail Revenue was 5.6% above 2015 and 0.3% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3												\$54.3
2015	\$51.4												\$51.4
PCT CHG.	5.6%												5.6%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JANUARY 2016

TICKET TYPE/SERVICE	JANUARY 2016 ACTUAL	JANUARY 2016 BUDGET	VARIANCE VS. BUDGET		JANUARY 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,749,287	3,724,164	25,123	0.7%	3,695,584	53,703	1.5%
West of Hudson	73,832	76,120	(2,288)	-3.0%	74,963	(1,131)	-1.5%
Total Rail Commutation Ridership	3,823,119	3,800,284	22,835	0.6%	3,770,547	52,572	1.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,591,633	2,609,005	(17,372)	-0.7%	2,491,983	99,650	4.0%
West of Hudson	52,563	53,286	(723)	-1.4%	49,532	3,031	6.1%
Total Rail Non-Commutation Ridership	2,644,196	2,662,291	(18,095)	-0.7%	2,541,515	102,681	4.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,340,920	6,333,169	7,751	0.1%	6,187,567	153,353	2.5%
West of Hudson	126,395	129,406	(3,011)	-2.3%	124,495	1,900	1.5%
TOTAL RAIL RIDERSHIP	6,467,315	6,462,575	4,740	0.1%	6,312,062	155,253	2.5%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	45,463	42,484	2,979	7.0%	38,179	7,284	19.1%
TOTAL MNR SYSTEM RIDERSHIP	6,512,778	6,505,059	7,719	0.1%	6,350,241	162,537	2.6%

Notes:

1) 2015 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 2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2016 YTD BUDGET	VARIANCE VS. BUDGET		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,749,287	3,724,164	25,123	0.7%	3,695,584	53,703	1.5%
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MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

JANUARY 2016

LINE	JANUARY 2016 ACTUAL	JANUARY 2015 RESTATED ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,098,696	2,046,001	52,695	2.6%
Hudson Line	1,216,365	1,188,140	28,225	2.4%
New Haven Line	3,025,859	2,953,426	72,433	2.5%
Total East of Hudson	6,340,920	6,187,567	153,353	2.5%
WEST OF HUDSON				
Port Jervis Line	73,708	73,720	(12)	0.0%
Pascack Valley Line	52,687	50,775	1,912	3.8%
Total West of Hudson	126,395	124,495	1,900	1.5%
TOTAL RAIL RIDERSHIP	6,467,315	6,312,062	155,253	2.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,090	27,847	3,243	11.6%
Haverstraw-Ossining Ferry	9,866	6,502	3,364	51.7%
Newburgh-Beacon Ferry	4,507	3,830	677	17.7%
Total Connecting Services	45,463	38,179	7,284	19.1%
TOTAL MNR SYSTEM	6,512,778	6,350,241	162,537	2.6%

Notes:

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MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
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Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

February 29, 2016

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Port Chester Station Elevator Design (outbound side of Port Chester Station)* – Design is being finalized; construction contract award anticipated in July 2016 with completion planned for the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations (contract is under the Small Business Mentoring Program)* – Site work is currently on-hold pending more favorable weather. The door saddle replacements and finishes are expected to commence in April 2016, with overall project completion anticipated by July 2016.

Croton Harmon Station Interior Improvements

A Small Business Development Tier II Program project to perform station improvements which includes: new light fixtures, ceiling tiles, wall panels, concession stand panels, floor tiles, and air conditioning throughout the station. With minor miscellaneous items remaining, substantial completion is anticipated in March 2016.

Fordham Station Improvements

Work at the station's platforms includes:

Inbound (IB): Continuing with signage installation.

Outbound (OB): The street level plaza, staircase, and shelters have been opened for public use. Demolition of the existing outbound stairs, approximately 120 linear feet of platform surface and under-platform structural repairs are to commence in March 2016. Outbound platform will be reduced to 4 cars while the repairs are being performed.

Overall project is scheduled to be completed in June 2016.

Strategic Facilities – Replacement of Prospect Hill Road Bridge (Southeast Station)

Schematic alignment and profile layouts of Brewster Yard's roadway entrance have been submitted for key stakeholder's review; Design Criteria and Yard Alignment Comparison Matrix is being finalized; and the Bridge Replacement report is under development.

POWER

Power, Communication & Signals Infrastructure Restoration Phase I – Sandy (Design-Build)

Continue to progress design development towards 90% level for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon). Fabrication of steel for elevated platforms that will house critical equipment located near the Ossining Station is underway. Adjacent to track number 4, continue to perform excavation/installation of: communication & signal trough; signal power duct banks at locations north and south of the Ossining station, and within the vicinity of the Scarborough and Philipse Manor stations. Installation of third rail set-ups and continuity jumpers; as well as conduits under Croton-Harmon station platforms is progressing.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Continued slab-on-grade installation at crew quarters. Fabrication of switchgear is underway with delivery forecasted in June 2016.

Tarrytown: Continued installation of conduits in substation vault. Fabrication of switchgear is underway with delivery forecasted in July 2016.

Croton-Harmon: Placement of concrete for DC switchgear platform footings and columns; and conduit installation under track crossings are ongoing. Fabrication of switchgear is underway with delivery forecasted in September 2016.

Harlem & Hudson Lines Power Improvements

Construction of 110th Negative Return Reactors and 86th Street Substation

- 110th St (replacement of negative return reactor in the substation under the viaduct): Concrete placement for the reactor pad is complete and installation of conduit and wiring has commenced. Reactors have been fabricated and are in storage and will be installed in March 2016, with cutover to the new reactors to occur subsequently.
- 86th St: AC switchgear equipment layout and transformer structural/layout submittal process continues. Mobilization at the site is anticipated in March 2016. AC switchgear is in fabrication and delivery is anticipated in the fourth quarter 2016.

Brewster Substation – Continued with concrete placement for substation foundation footings and walls. Conduit installation under track crossings is ongoing. Fabrication of switchgear is underway with delivery forecasted in fourth quarter of 2016.

Substation Replacement Bridge-23

Final cutover/commissioning for the east switchgear at Mount Vernon substation is complete; test trains were successfully operated and accepted. Electrical underground feeder replacement and cable splicing submittal phase is underway. Factory acceptance testing for the switchgear at New Rochelle substation is anticipated for completion in April 2016. Cable splicing for high voltage feeders is to commence in March 2016. Substantial completion at Pelham's voltage balancing station is anticipated in April 2016.

Harlem River Lift Bridge-Cable Replacement/Control System

The electrical and control commissioning process continues. Elevator rehabilitation work continues for the Manhattan and the Bronx towers to gain access to the bridge control and machine rooms. Utilizing utility power, testing of the bridge opening/closing in normal and backup modes is complete. Testing in emergency generator power mode is nearing completion with modified configuration settings for emergency generators and bridge motor control drives. 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 14,000 ties and 6.5 miles of rail, and surfaced 52 miles of track on the Hudson, Harlem, and New Haven lines.

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Preparation for site mobilization and technical submittals is underway with work anticipated to commence in late March 2016. Coordination is ongoing between multiple MNR departments to determine track outages; it is anticipated most work will take place during continuous weekend outages. The contract for Construction Management and Inspection Services was awarded. The work includes: installation of a track under-drain system between Mott Haven Yard and Fordham on MNR's Harlem Line. This work is the second phase of a multi-phase project in which this system will be connected to the New York City Department of Environmental Protection's (NYCDEP) combined sewer at the intersection point where NYCDEP's pipes cross under the tracks.

Inspection and Load Rating of Select Undergrade Bridges in New York State

The field inspection phase of the bridges continues and is approximately 50% complete. Bridge inspectors continue to progress with the inspection along the Hudson and Harlem lines. Associated Inspection and Load Rating reports were submitted for key stakeholder's review.

Undergrade Bridges – West of Hudson

The design for repairs to seven undergrade bridges on the Port Jervis Line is ongoing. The 95% design for Bridge JS 63.04, Shea Road and for JS 61.56, Twin Arch Road, was submitted for key stakeholder's review. Design for the remaining five bridges located between Harriman (JS44.80) and Campbell Hall stations (JS66.22) in Orange County, NY is progressing.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- The design portion of the design-build contract is substantially complete. Consist Shop Facility (Building 6) abatement and demolition of the roof and slab continues. Commenced foundation

work; and continued mass excavation of the area north of the Consist Shop. EMU (Electric Multiple Unit) Annex: Continue to place concrete for foundation footings and walls and install communication and power duct banks in the north-east corner. Continue to install 36" storm line and associated manholes.

Phase V Stage II Preliminary Design

- Stage II Preliminary Design for the Running Repair and Support continues with information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Completed work includes: steel repairs and final paint coat at many locations in the train shed and the replacement of the platform located adjacent to Track 101. In progress work includes: deleading of steel; shop drawing submittal process; and fabrication and delivery of new steel. Steel repairs are progressing at 60% complete with repairs completed at many of the areas and final paint coat applied. Repairs to be performed at the street level will commence in March 2016; when the weather becomes more favorable.

GCT Elevators Rehabilitation Phase 4 (SE-1 & SE-2 serve upper and lower levels and Depew Place loading dock; A-car elevator serves M42 substation)

Installation of the new SE-1 hydraulic cylinder has commenced; installation of the control components in the machine room continues. SE-1 is anticipated to be placed into service in the second quarter of 2016 with SE-2 elevator installation commencing subsequently. A-car elevator delivery is anticipated in the second quarter of 2016. A-car elevator doors at each elevation have been abated of lead and demolition of doors has commenced

GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49th St. existing fire pump)

Field inspection of the facility and submittal phase preparation is underway.

GCT Leaks Remediation

Restoration activities continue on the 42nd Street bridge abutments at 89th East 42nd Street via removal of the stones encasing the bridge columns. Lead abatement and waterproofing are complete with restoration of masonry components to be performed once temperatures permit. The restoration of the Vanderbilt Avenue roadway between 45th and 44th Streets and the former Taxi Cab Stand (south) continue with the demolition of the roadway and pavers after installation of the jersey and water filled plastic barriers. Expansion joints 4, 5 (west portion), and 6 (west portion) will also commence within the Vanderbilt Avenue work zone. Restoration of the south and northbound 45th Street bridges continues with the removal of the architectural panels, removal of concrete encasement of bridge girders, and the removal of architectural panels encasing the columns to inspect the condition. 42nd Street scaffolding plan is under review and upon receipt of approval will be scheduled to be installed with restoration of Terminal fascia to commence.

Park Avenue Viaduct Direct Fixation

The design consultant has completed tension testing of the existing threaded inserts in the concrete deck that anchor the direct fixation “fastener bodies,” which sit atop the deck and hold the rails in place. The data collected that was collected is being evaluated and a final report will be issued once analysis is complete.

2016 MNR Capital Program Goals

As of February 29, 2016

In Millions

