



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

May 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, 5/23/2016

8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes

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3. 2016 Work Plan

2016 MNR Work Plan - Page 12

4. President's Reports

Safety

Safety Report - Page 19

MTA Police Report

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5. Information Items

Diversity/EEO Report – 1st Quarter 2016

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6. Procurements

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Non-Competitive

Non-Competitive - Page 38

Competitive

Competitive - Page 40

7. Operations Report

Operations Report - Page 49

8. Financial Report

Financial Report - Page 58

9. Ridership Report

Ridership Report - Page 79

10. Capital Program Report

Capital Program Report - Page 90

Next meeting: Monday, June 20 at 8:30 a.m.

Minutes of the Regular Meeting
Metro-North Committee
Monday, April 18, 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. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

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

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Catherine Rinaldi – Executive Vice President
Ralph Agritelley – Vice President, Labor Relations
Katherine Betries-Kendall – Vice President, Human Resources
Michael R. Coan – Chief, MTA Police Department
Susan J. Doering – Vice President, Customer Service and Stations
Richard Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Kim Porcelain – Vice President, Finance and Information Systems
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 Committee. Mr. Pally, as Chairman of the Long Island Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of April 18, 2016, should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

PUBLIC COMMENT

Three public speakers addressed the Committee.

Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, welcomed Metro-North Railroad Commuter Council's newest member, Orrin Getz. He stated that Mr. Getz has been a transit advocate for about 40 years, noting that many of the service improvements riders current enjoy are due to Mr. Getz's advocacy. Mr. Glucksman discussed midday and afternoon service on the Pascack Valley Line, noting that there is a two hour window between trains at those hours. He stated that he will have a conversation with New Jersey Transit's new director, William Crosbie, to discuss the two missing passing sidings on the Pascack Valley Line and asked Metro-North to become involved in these discussions. Mr. Glucksman concluded his comments with a suggestion that the first meeting of the day held in the boardroom begin with the recitation of the pledge of allegiance.

Orrin Getz, Metro-North Railroad Commuter Council discussed an article entitled "Help for the Other Hudson River Commuters" that appeared in the April 4th edition of the County Executive's Corner, a weekly publication put out by Rockland County Executive Edwin Day. He noted that the article stresses importance of the Gateway Project and the Bergen Loop in providing west of Hudson riders with a direct seat into Penn Station without having to transfer. He noted that Mr. Day is requesting that the MTA dedicate funds to the Gateway Project. Mr. Getz noted that the New Jersey Transit Board approved a memorandum of understanding between New Jersey Transit, the Port Authority, the U.S. Department of Transportation and Amtrak related to the Gateway project. He expressed his opinion that it is critical that the MTA become involved in the construction of new Hudson River tunnels.

Murray Bodin commented on the expired terms of certain Board members.

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

Upon motion duly made and seconded, the Committee approved the minutes of the March 21, 2016 Metro-North Committee meeting. There were no changes to the 2016 Metro-North Committee Work Plan.

LONG ISLAND RAIL ROAD SAFETY REPORT

LIRR Chief Safety Officer, Loretta Ebbighausen, presented the safety report. Following that report, there was a discussion between Board members Pally and Moerdler and MTA Chief Safety Officer, David L. Meyer, regarding crossing incidents. Mr. Meyer noted that the MTA has had discussions with local and county governments and the New York State Department of Transportation regarding safety at railroad crossings and is focusing on making improvements to the signage, markings and design of crossings. Additional details of the discussion are contained in the minutes of the Long Island Committee held this day and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti reported on enhancements made to new employee orientation that will immerse new hires into Metro-North's safety culture from the moment they begin their careers at Metro-North. The orientation will now include a second day of orientation focused solely on safety. New hires will receive an introduction to the Office of System Safety, review the System Safety Program Plan and General Safety Instructions Manual, and learn about Job Safety Briefings and how to report safety concerns and employee incidents or injuries.

President Giulietti noted that a procurement item would be presented to the Committee requesting approval to award a competitively solicited RFP for the design, build and delivery of a Track Geometry Vehicle ("TGV"). The TGV is one of the most advanced track inspection vehicles in the world, using innovative laser, optical and inertial sensor systems to analyze the condition of the rail and track infrastructure, thereby alerting Metro-North to any track anomalies. The TGV will further enhance Metro-North's proactive efforts to identify any potential track problems so they can be repaired before becoming safety issues and affecting service. President Giulietti further noted that the MTA's Blue Ribbon Panel, the Federal Railroad Administration and the National Transportation Safety Board all determined that acquisition of a TGV would enable Metro-North to improve track inspections. The TGV will significantly contribute to Metro-North's intense focus on ensuring safety and provide Metro-North with the in-house inspection capability to examine track and make necessary repairs with greater speed and efficiency.

President Giulietti gave a report on service reliability, noting that, during the month of March 2016, east of Hudson service operated above goal at 95.3% with only 0.6% delayed more than 15 minutes. Delay minutes were reduced by 24% from February and year-to-date, customers have been delayed 44% less than the same period last year. West of Hudson service operated at 97.1% in the month of March.

President Giulietti reported that the April 3 schedule change has gone well. Metro-North is reviewing input from train crews, customer feedback and customer counts to continue to look at ways to improve its schedules. He noted that overall customer complaints during the month of March were down 48% compared to March of 2015.

President Giulietti reported that Metro-North has begun to offer its Train to the Game service for Yankee games and New York City Football Club soccer games held at Yankee Stadium.

He noted that direct service is available to Yankees–E. 153rd Street Station from Grand Central Terminal, Harlem–125th Street Station and all Hudson Line stations. Direct service to Yankees–E. 153rd Street Station is also available for 7:05 p.m. weeknight games, weekend and holiday games from select stations on the Harlem and New Haven Lines. At other times, Harlem and New Haven Line customers can transfer to Hudson Line trains or to special game-day shuttles operating between Grand Central and Harlem-125th Street Station and Yankees-E. 153rd Street Station. Metro-North offers game-day service to every home soccer game from the Hudson, Harlem and New Haven Lines.

President Giulietti reported that ridership on St. Patrick’s Day was approximately 7% higher than on St. Patrick’s Day 2015 and about 20% higher than on a normal weekday. In addition to Metro-North’s regular weekday schedule, the service plan included an extra Hudson Line train. Tickets were collected prior to boarding at Poughkeepsie, New Hamburg and Beacon Stations due to high parade ridership. An alcohol ban was in effect all day on trains, platforms and at stations to maintain orderly travel for customers. President Giulietti thanked the MTA Police for their support. Overall, the service plan operated smoothly.

President Giulietti concluded his report with a discussion of Metro-North’s annual “Staycation” showcase Getaway Day scheduled to take place in Grand Central Terminal on Saturday, May 21. The Showcase, a free public event featuring approximately 30 of Metro-North’s regional tourism partners, promotes the ease of taking Metro-North to a diverse range of attractions, events, recreational activities and regional destinations and informs riders of the promotional packages Metro-North offers.

In response to Board member Ballan’s question regarding special game day trains for events taking place west of Hudson, President Giulietti noted that Metro-North would communicate with the Committee if it believes there is a need for such service. There was a discussion between Board member Moerdler and Mr. Kesich regarding Metro-North’s bicycle policy. Mr. Kesich noted that Metro-North is in the process of installing bike racks on New Haven Line M-8 cars; the cars will have two bicycle racks in every odd numbered car. Metro-North has reached out to the New York City Cycle Club and has made arrangements to increase the number of bicycles trains can carry on weekend trains and for special events. Bicycles are prohibited on peak hour trains, with the exception of collapsible bicycles.

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, which recording contains discussions between Board members, President Giulietti and staff.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek gave the safety report. He reported on the 12 month rolling average for employee and customer injuries, noting that the increase in employee injuries through February 2016 was mainly due to slip, trip and fall injuries. He noted that employees in the Mechanical and Engineering groups will begin participating in the Confidential Close Call System this day.

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.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported on crime during the month of March. He noted that system-wide there was a 42% decrease in total major felonies in March 2016 than in the comparable period of 2015, mainly driven by a 35% decrease in grand larceny. There were three robberies; there was one arrest and two of the cases are still open. Chief Coan noted that grade crossing enforcement is continuing. He reported that year-to-date there have been three arrests and 587 summonses were issued, 65 of which were for grade crossing violations. He noted that the local police are charged with enforcing grade crossing laws; the MTA Police work with local police to enforce crossing laws on highways. Chief Coan discussed the MTAPD's continuing homelessness initiative, noting that year-to-date, 31 individuals were taken to the hospital, 261 were afforded shelter and 96 summonses were issued for administrative code violations.

Board member Ballan asked about the increase in the number of arrests in 2016. Chief Coan noted that, in a typical year, the MTA Police make approximately 1000-1100 arrests. He further noted that the increase in the number of arrests in 2016 is mainly due to an increase in arrests associated with the enforcement of quality of life violations. Board member Moerdler asked Chief Coan about the rate of conviction. Chief Coan noted that the MTA Police can track major felony convictions but are not able to track misdemeanors and arrests for violations as these cases often result in plea deals.

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.

JOINT INFORMATION ITEMS:

Two joint information items were presented to the Committee:

- MTA Homeless Outreach. Judith Walker, Director, Emergency and Operations Support presented the report. There was a lengthy discussion between Board members Pally, Moerdler, Zuckerman, Ballan, Greenberg, Ms. Walker and Chief Coan regarding homeless outreach. Ms. Walker noted that the term "homeless" refers to the unsheltered homeless. She explained the placement process, noting that the Bowery Residents' Committee ("BRC") reaches out to unsheltered individuals to find housing that is most appropriate for the individual with the placement done by not-for-profit contractors or the City. She further noted that Metro-North is issuing a Request for Proposal for the provision of services by another contractor to provide suburban outreach in Metro-North's territory. She noted that not all placements are successful. The Department of Homeless Services checks the quality, safety and appropriateness of shelters. There was discussion regarding an April 18, 2016 New York Times article quoting the Director of the BRC's comment that no census is taken of the homeless at Grand Central Terminal.

Ms. Walker believes that the annual count of all unsheltered persons does not include Grand Central Terminal because the Terminal is closed during the hours that the annual count is taken. Board member Ballan expressed his opinion that the BRC should write a letter to the editor to properly explain why Grand Central Terminal is not included in the census. There was further discussion regarding the criteria necessary to remove an individual from the Terminal. Chief Coan noted that you can only remove people if they are a harm to themselves or others. Ms. Walker noted that when individuals are removed to the hospital for assessment, the hospital frequently disagrees with the assessment of mental illness.

- Metro-North 2015 Annual Ridership Report and LIRR 2015 Annual Ridership Report. William Wheeler, Director of Special Project Development and Planning Division, MTA presented the joint report, noting that this is the second year that LIRR and Metro-North collaborated on an annual ridership report. He reported that ridership for both railroads has increased significantly compared to 2014; total Metro-North ridership in 2015 was the highest in Metro-North's history at 86.6 million customers. Following Mr. Wheeler's report, there was a discussion between Board members Ferrer, Moerdler, Ballan, Greenberg and Pally and Mr. Wheeler and Mr. Shiffer regarding changes in ridership patterns and demand and the potential for service improvements and expansion. Board member Ferrer asked how Metro-North plans to address the increased need for service at Melrose Station. He noted that in the off-peak there is a two hour gap between trains at Melrose Station. Mr. Shiffer noted that Metro-North is looking at ways to improve service, given the constraints of the system, especially in the off-peak hours when it has more flexibility. Mr. Ballan stated that any service additions should be done in a manner that is not detrimental to suburban riders who have no service alternatives.

The details of the above items are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the information items.

METRO-NORTH INFORMATION ITEMS:

Two information items were presented to the Committee:

- Final Review of 2015 Operating Budget Results.
- Annual Inventory Report.

The details of the above items are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the information items.

PROCUREMENTS:

MTA Metro-North Railroad

One non-competitive procurement was presented to the Committee:

- Approval to award a non-competitive purchase contract for up to a three-year period to Monogram Train, LLC (“Monogram”). The contract is a joint procurement with Metro-North (acting as the lead agency) and the Long Island Rail Road. Monogram is the Original Equipment Manufacturer for the supply of various toilet replacement parts and components for Metro-North’s M-2, M-3, M-8 and Coach Car fleets and LIRR’s C-3 fleet. The parts included in the agreement have been fully vetted to reflect only those materials that cannot be acquired from other sources. The purchase agreement will have a fixed pricing for the three-year term with the total amount not to exceed \$1,302,136 (\$512,729 for Metro-North and \$789,407 for LIRR).

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

- Approval to award a 24-month competitively solicited RFP to the firm Ensco Rail, Inc. to design, build and deliver a Track Geometry Vehicle (TGV), an automated track inspection vehicle used to test several geometric parameters of the track without obstructing normal railroad operations. This procurement will enable Metro-North to improve track inspections and allow Metro-North to take advantage of the advancements in technology and create its own Automated Track Inspection Program to ensure compliance with Federal track safety standards. Ensco’s final BAFO cost of \$11,882,000 is within 1.39% of the Engineer’s estimate and \$883,000 less than their initial proposal. There was a discussion between Board members Ballan and Zuckerman and President Giulietti and Mr. Muir regarding the TGV unit. It was noted that Ensco Rail is the company that is most technically qualified for this contract. President Giulietti noted that the TGV will be built to incorporate the latest technological advances in the field. Mr. Hayden noted that the TGV will also look at the unique parameters of Metro-North’s system, such as the overhead catenary system, and provide Metro-North with geometry measurements of those system in addition to the track measurements.
- Approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective design/build firms for several Customer Service Initiatives to enhance the customer experience by providing improved real time information, improving security measures at stations, streamlining maintenance of elevators/escalators and making the public address and visual information system displays ADA compliant.
- Approval to award a five-year (three years base with option for two additional years), competitively solicited, miscellaneous service contract to Cintas Corporation for uniform rental services at various locations throughout Metro-North’s territory. Metro-North requests approval of \$221,364 for the full five-year contract amount but will initially award \$132,818 for the first three years.
- Approval to award a two-year, competitively solicited, miscellaneous service contract in the amount of \$250,860 to Northeast Work Safety Boat LLC to provide safety boat services in support of repairs to the Cos Cob Bridge over the Mianus River in Greenwich, Connecticut.
- Approval for additional funding in the amount of \$500,000 and an 18-month time extension for engineering and inspection support services for the overhaul of seven GP35 Locomotives previously awarded in March 2014 to Raul V. Bravo & Associates, Inc. The contract’s remaining available funds are not sufficient for completing the

anticipated future tasks and it is not anticipated that the contractor will be able to complete those tasks within the original time frame. In response to Board member Moerdler's question, Mr. Muir noted that the liquidated damages may be sufficient to offset the additional costs.

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

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

There was a discussion between Board members Ballan and Pally, President Giulietti and Mr. Kesich regarding the causes of unscheduled delays. It was noted that unscheduled delays occur when defects requiring immediate repair are found as a result of Metro-North's extensive assessment of its infrastructure.

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 a discussion between Board members President Giulietti and Mr. Kesich regarding unscheduled delays.

ADJOURNMENT

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

Respectfully submitted,



Linda Montanino
Assistant Secretary



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>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 – 2 nd Quarter 2016	Diversity and EEO
Track Program Quarterly Update	Engineering
2016 Fall Schedule Change	Operations Planning & Analysis
<u>October 2016 (Joint meeting with LIRR)</u>	
2017 Preliminary Budget (Public Comment)	Finance
Status Update on PTC	President
<u>November 2016</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis

December 2016(Joint meeting with LIRR)

2017 Final Proposed Budget	Finance
2017 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2016	Diversity and EEO
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering

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January 2017

Approval of 2017 Committee Work Plan	Committee Chairs & Members
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February 2017 (Joint meeting with LIRR) – MNR Lead

Adopted Budget/Financial Plan 2017	Finance
2016 Annual Operating Results	Operations
2016 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President
Diversity/EEO Report – 4 th Quarter 2016	Diversity and EEO

March 2017

Annual Strategic Investments & Planning Studies	Capital Planning
2017 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering

April 2017 (Joint meeting with LIRR)

Final Review of 2016 Operating Budget Results	Finance
2016 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement

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

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 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.

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 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.

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 2017 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 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.

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.

MARCH 2017

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.

2017 Spring/Summer 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 during the spring and summer of 2017.

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 2017 (Joint Meeting with LIRR)

Final Review of 2016 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.

2016 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2016 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.



Metro-North Railroad

Safety Report



March 2016 Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	April 2014 - March 2015	April 2015 - March 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	1.81	1.01	-44.2%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.35	2.51	6.8%
Grade Crossing Incidents ¹	1	2	100.0%
Mainline FRA Reportable Train Derailments	1	2	100.0%
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	
	March	Year end	March	Year to Date
Total Reports Received	0	574	54	125
Total Reports Reviewed by PRT	0	261	115	169
Total Reports that Meet C3RS Program Criteria	0	212	102	140
Total Corrective Actions being Developed	0	3	0	2
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	7	16	5	17
MTA Police Details	284	316	147	385
Summons	130	173	63	117
Warnings	30	32	12	42
Community Education and Outreach	Scheduled to Begin in June			
		Completed	Total	% Complete
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 inward/outward camera installations on rolling stock.



Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

April 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	1	1	0	0%
Burglary	2	3	-1	-33%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	13	11	2	18%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	7	2	5	250%
Felony Assault	2	6	-4	-67%
Burglary	4	6	-2	-33%
Grand Larceny	32	30	2	7%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	46	47	-1	-2%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

April 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	5	2	3	150%
Burglary	3	4	-1	-25%
Grand Larceny	15	12	3	25%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	29	22	7	32%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	15	11	4	36%
Felony Assault	7	15	-8	-53%
Burglary	8	8	0	0%
Grand Larceny	61	58	3	5%
Grand Larceny Auto	2	3	-1	-33%
Total Major Felonies	93	96	-3	-3%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 4/30/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Robbery	9	11
Felony Assault	7	14
Burglary	9	4
Grand Larceny	13	11
Grand Larceny Auto	2	0
Aggravated Unlicensed Operator	11	7
Arson	0	1
Assault-Misdemeanor	16	19
Breach of Peace	5	4
Child Endangerment	2	1
Criminal Contempt	2	4
Criminal Impersonation	2	1
Criminal Mischief	18	12
Criminal Possession Stolen Property	4	4
Criminal Tampering	1	7
Criminal Trespass	17	11
Disorderly Conduct	2	1
Drug Offenses	18	13
DUI Offenses	1	2
Falsely Reporting an Incident	0	3
Forgery	20	25
Fraud	3	5
Graffiti	6	0
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	1	8
Obstruct Government	10	3
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	59	48
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	67	10
Reckless Endangerment	0	2
Resisting Arrest	11	14
Sex Offenses	5	3
Theft of Services	64	52
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	16	23
Weapons Offenses	2	2
Total Arrests	413	332

INDEX CRIME REPORT
Per Day Average
April 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	0	4	2
Fel. Assault	5	3	1	1
Burglary	3	1	2	0
Grand Larceny	15	8	6	1
GLA	0	0	0	0
Total	29	12	13	4
Crimes Per Day	0.97	0.40	0.43	0.13



Diversity/EEO Report

1st Quarter 2016

Overview

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's March 31, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2016, 1st QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**WORKFORCE UTILIZATION ANALYSIS
AS OF 03/31/16**

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	25%	No	8%	15%	Yes	9%	7%	No	9%	8%	No	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	38%	37%	No	10%	19%	Yes	9%	10%	Yes	9%	11%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Technicians	21%	10%	No	8%	17%	Yes	12%	6%	No	9%	15%	Yes	0%	2%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes																		
Paraprofessionals	49%	63%	Yes	11%	30%	Yes	12%	11%	No	5%	11%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Administrative Support	56%	41%	No	14%	33%	Yes	14%	15%	Yes	6%	4%	No	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes
Skilled Craft	6%	6%	Yes	13%	18%	Yes	12%	9%	No	2%	2%	Yes	1%	0%	No	0%	0%	Yes	2%	2%	Yes
Service Maintenance	12%	13%	Yes	16%	34%	Yes	29%	18%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes

Metro-North Railroad has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis compares MNR'S March 31, 2016 actual workforce percentages for females and minorities in the above-indicated job categories to labor market availability percentages (at the 80% level). Availability percentages for external labor market availability are computed based on the percentage of females and minorities in the same job categories in the relevant labor market, as measured by the U.S. Census data.

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2016, 1st QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES
AS OF 03/31/16

JOB CATEGORY	TOTAL ¹	FEMALES ²		MINORITIES		NON MINORITIES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	16	4	25.0%	8	50.0%	8	50.0%	3	18.8%	3	18.8%	0	0.0%	0	0.0%	0	0.0%	2	12.5%
Professionals	5	2	40.0%	3	60.0%	2	40.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	13	6	46.2%	9	69.2%	4	30.8%	5	38.5%	2	15.4%	2	15.4%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	38	4	10.5%	16	42.1%	22	57.9%	4	10.5%	8	21.1%	0	0.0%	0	0.0%	0	0.0%	4	10.5%
Service Maintenance	42	1	2.4%	20	47.6%	22	52.4%	14	33.3%	4	9.5%	1	2.4%	0	0.0%	0	0.0%	1	2.4%
Total	115	18	15.7%	56	48.7%	59	51.3%	28	24.3%	18	15.7%	3	2.6%	0	0.0%	0	0.0%	7	6.1%

¹ Total includes male and female new hires, both minority and non-minority.

² Total includes female new hires, both minority and non-minority.

2016, 1st QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**EEO AND TITLE VI COMPLAINTS
1/1/16 to 03/31/16**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	10	8	12	6	5	6	0	14	61	38	21
External Complaints	6	6	3	4	4	0	0	6	29	16	9
Internal Complaints	4	2	9	2	1	6	0	8	32	22	12

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	6	1	2	9	6	4

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

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances a single complaint may involve two or more EEO categories.

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 TO 03/31/16
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	0	0	0	2	5	0	7

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 TO 03/31/16
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	6	1	2	0	0	1	10

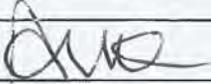
**TITLE VI COMPLAINT RESOLUTION FROM 1/1/16 TO 03/31/16
DETERMINATION**

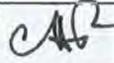
Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	1	0	1	0	0	0	2



Metro-North Railroad

Procurements

Subject -Request for Authorization to Award Various Procurements					
Department Procurement and Material Management					
Department Head Name Alfred Muir, Sr. Director 					
Department Head Signature					
Project Manager Name					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	5-23-16	X		
2	MTA Board Mtg.	5-25-16	X		

Date May 10, 2016			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
X	President 		V.P. Capital Programs
X	Executive V.P. 	X	V.P. & General Counsel 
X	Sr. V.P. Operations 		
X	VP Finance & IT 		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
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PURPOSE:

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

DISCUSSION:

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

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contract	1	\$664,834
• Kato Engineering, Inc. \$664,834		
SUB TOTAL:	1	\$664,834

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$8,378,276
• Multiclip Co. Limited d/b/a Vortok International		\$8,378,276
 <u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$10,721,440
• Axion Technologies (USA) Ltd.		\$10,000,000
• Stewart & Stevenson Power, Inc.		\$721,440
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$5,075,000
• Automotive Resources International (ARI)		\$3,850,000
• RZS Solutions, Inc.		\$1,225,000
SUB TOTAL:	5	\$24,174,716

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE
<u>Schedules Requiring Majority Vote</u>	NONE
SUB TOTAL:	
TOTAL:	6 \$24,839,550

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.

MAY 2016

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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.)

1. **Kato Engineering, Inc. \$664,834 (not-to-exceed) Staff Summary Attached**
Repair and Return of Main Traction Alternators for BL20 Locomotives

Approval is requested for a non-competitive three-year miscellaneous service contract in the not-to-exceed amount of \$664,834 (includes option to purchase one new alternator) to Kato Engineering, Inc. (Kato) for the pick-up, repair, and delivery of Main Traction Alternator/Companions used on MNR's BL20 Locomotive fleet. These services are required to maintain the locomotive fleet in a state of good repair.

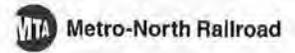
The scope of work includes but is not limited to: installation of new leads on the rotor and rotor assembly, the installation of new shafts, bearings, surge suppressors and diodes on the rebalanced main rotating assembly, and securement of the exciter rectifier assembly mounting bolts. MNR does not have in-house capability to perform this work.

Kato is the Original Equipment Manufacturer (OEM) and only qualified maintainer of these alternators. Kato's overall pricing has been consistent with past repairs of these units and is deemed fair and reasonable.

In requesting this Board authorization, MNR has complied with the public advertisement requirements of PAL§ 1265-a (3) and PAL§ 1265-a (4) (b) and with MTA All-agency Procurement Guidelines for the procurement of sole source items. An advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario and the Daily Challenge and was posted on the MTA website.

The pricing was deemed fair and reasonable for the level of services required. The total cost is not-to-exceed \$664,834 is to be funded by the MNR Operating Budget.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Kato Engineering, Inc. North Mankato, MN	Contract Number 9824-A	AWO/Modification
Description Repair and Return of Main Traction Alternators for BL20 Locomotives	Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Contract Term (including Options, if any) Three Years	Total Amount:	\$664,834 (not-to-exceed)
Option(s) included in Total <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Funding Source	<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir - Sr. Director	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

Discussion:

Approval is requested for a non-competitive three-year miscellaneous service contract in the not-to-exceed amount of \$664,834 (includes option to purchase one new alternator) to Kato Engineering, Inc. (Kato) for the pick-up, repair, and delivery of Main Traction Alternator/Companions used on MNR's BL20 Locomotive fleet. These services are required to maintain the locomotive fleet in a state of good repair.

The scope of work includes but is not limited to: installation of new leads on the rotor and rotor assembly, the installation of new shafts, bearings, surge suppressors and diodes on the rebalanced main rotating assembly, and securement of the exciter rectifier assembly mounting bolts. MNR does not have in-house capability to perform this work.

Kato is the Original Equipment Manufacturer (OEM) and only qualified maintainer of these alternators. Kato's overall pricing has been consistent with past repairs of these units and is deemed fair and reasonable.

In requesting this Board authorization, MNR has complied with the public advertisement requirements of PAL§ 1265-a (3) and PAL§ 1265-a (4) (b) and with MTA All-agency Procurement Guidelines for the procurement of sole source items. An advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario and the Daily Challenge and was posted on the MTA website.

The pricing was deemed fair and reasonable for the level of services required. The total cost is not-to-exceed \$664,834 and is to be funded by the MNR Operating Budget.

MAY 2016

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

1. Multiclip Co. Limited d/b/a Vortok International \$8,378,276(not-to-exceed) Staff Summary Attached
Design, Build and Furnish a Pre-Wired House for Train Fault Detector

Approval is requested to award a 17-month competitively solicited contract (two proposals received) in the not-to-exceed amount of \$8,378,276 to Multiclip Company Limited d/b/a Vortok International (Vortok), for design, build and furnishing of Pre-Wired Houses for Train Fault Detectors. This is a joint procurement with Metro-North (MNR) acting as the lead Agency and Long Island Rail Road (LIRR) (“the Railroads”).

Each Train Fault Detector system includes: a 4-track Hotbox Detector (for detection of overheated wheel bearings), Wheel Impact Load Detector (“WILD”), Automatic Tag Reader System, and requires the design and integration of the data for real time reporting to the Railroad’s Operation Control Centers. This system will be applied specifically in the areas east of Green’s Farms Station (New Haven Line) and south of Scarborough Station (Hudson Line). LIRR’s system will be installed on the Main Line at Queens Interlocking, located west of Bellerose Station. MNR along with LIRR have identified the critical need to install wayside monitoring of all trains that operate regularly in their service territories.

On July 23, 2015 MNR RFP No. 9622-A was advertised in the New York State Contract Reporter, EJ Diario, The Daily Challenge, New York Post and posted on the MTA website. On September 3, 2015, two technical and cost proposals were received from the following firms: Voestalpine Nortrak, Inc. (“Nortrak”) and Vortok.

As a result of the final evaluations of the two proposals received and in accordance with the criteria for selection, the Committee unanimously recommended Vortok for award. The recommendation is based on the overall quality of their technical and cost proposals. Nortrak was not shortlisted based upon their inability to demonstrate that they had the capacity to fully integrate the design elements of this project which precluded them from further consideration.

Vortok has delivered similar data collection systems to other rail systems. Vortok’s final BAFO cost of \$8,378,276 (\$5,634,520 – MNR and \$2,743,756 – LIRR) is within the estimated budget and \$477,244 less than their initial proposal. The cost is considered fair and reasonable and is to be funded by MNR’s and LIRR’s Operating Budget.

Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. Axion Technologies (USA) Ltd. \$10,000,000 (not-to-exceed)

Purchase and Repair/Return of OEM Axion Communications Parts, Components and Assemblies

Approval is requested to award a competitively solicited (one bid received), three-year miscellaneous service contract in the not-to-exceed amount of \$10,000,000 to Axion Technologies (USA) Ltd. (Axion), for the repair, return and replacement of radio and train public address system assemblies and subassemblies for MNR's M-7 and M-8 Railcars. This is the first repair, return and replacement service agreement for these assemblies and is necessary to support MNR's M-7 and M-8 fleet.

In accordance with MNR and MTA procurement guidelines, an advertisement for these services was placed in the New York State Contract Reporter, New York Post, the minority publications, El Diario and Daily Challenge, and posted on the MTA website.

The proposed fixed price includes a 4.475% annual increase for repair/return items. In addition to the fixed pricing, MNR has secured guaranteed turnaround time and extended warranties. All material under the contracts will be procured on an as-needed basis and MNR is not obligated to purchase the estimated amounts. The pricing for these services is deemed to be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

3. Stewart & Stevenson Power, Inc. \$721,440 (not-to-exceed)

Repair and Return of Main Engine Fuel Injectors

Approval is requested to award a competitively solicited (three bids received) three-year miscellaneous service contract in the not-to-exceed amount of \$721,440 to Stewart and Stevenson Power, Inc. for pick up and unit exchange services (UTEX) for BL-20 Locomotive fuel injectors.

As part of the maintenance requirements set by MNR's Maintenance of Equipment (MofE) Department, the unit exchange of locomotive fuel injectors is planned to coincide with MNR's maintenance requirements for its BL-20 Switcher /Shuttle Locomotives. These unit exchanges ensure the efficient, timely, and safe operation of the BL-20 fleet. MNR does not have the equipment or in-house capabilities to perform this work

In accordance with the MNR and MTA procurement guidelines, an advertisement for these services was placed in the New York State Contract Reporter, New York Post, the minority publications, El Diario and Daily Challenge, and posted on the MTA website.

The unit prices contained in this agreement are fixed for the three-year term. Stewart and Stevenson Power's bid price was 18.29% lower than the next lowest bidder, Higher Power Industries. Stewart and Stevenson's current bid price is 3.08% higher than the last price paid for these UTEX services in 2015 and is deemed fair and reasonable for the work to be performed. This procurement is to be funded by the MNR 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. Automotive Resources International (ARI) \$3,850,000 (not-to-exceed) Staff Summary Attached
Fleet Maintenance Services

Approval is requested for additional funding to an existing miscellaneous service contract with Automotive Resources International (ARI) in the total not-to-exceed amount of \$3,850,000 to manage a cost effective vehicle repair network. ARI's services include coordinating invoices from multiple service providers and service repair stations located within the MNR operating territory and the provision of invoice summaries with detailed vehicle maintenance reporting data for the various MNR fleet managers. The current agreement will expire in July, 2017.

In 2012, under an MTA Board approved multi-agency contract, MNR awarded a five-year contract to ARI in the amount of \$11,000,000. MNR has experienced a significant increase in usage of these services over the last two-year period, with the trend forecasted to continue through the contract expiration date. This increase is directly related to the increased number of vehicles requiring maintenance and repairs in support of the multiple Maintenance of Way (MofW) projects which was not part of the original budget estimate.

All terms and conditions as well as pricing for these services will remain unchanged. The total not-to-exceed cost of \$3,850,000 for these additional services will be funded by the MNR Operating Budget.

5. RZS Solutions, Inc. \$1,225,000 (not-to-exceed) Staff Summary Attached
Park Avenue Tunnel Alarm Safety Upgrades

Approval is requested for additional funding in the not-to-exceed amount of \$1,225,000 and a 12-month time extension for a contract modification to an existing, miscellaneous service contract with RZS Solutions, Inc. (RZS) to add safety enhanced functionalities to the Park Avenue Tunnel Alarm System. This contract was competitively solicited and awarded in September 2013, for the design, installation support and maintenance of the Park Avenue Tunnel Alarm System. RZS was the sole responsible bidder. By executing this contract change with RZS, MNR will be able to take advantage of the initial design and materials previously delivered which ensures complete continuity and reduced delivery time for this safety upgrade.

The purpose of the alarm system is to immediately turn off third rail power in the event of an emergency in the Park Avenue Tunnel between 59th and 110th Streets, thereby allowing railroad or emergency personnel to proceed around the third rail. It also provides feedback to the Power Department that an emergency condition exists. The system has been designed per the specification and delivered to MNR in accordance with the contractual terms; however, after receiving the alarm system but before it was installed, MNR's Safety Department undertook a review and determined that the Railroad's specifications for the contracted system did not adequately address safety concerns and National Fire Protection Association (NFPA) 130 standard/industry best practices. MNR benchmarked the project with various other rail and transit agencies and determined additional components were necessary. The benchmarking effort specifically considered the 2015 tunnel fire in the Washington D.C. Metro system that claimed one life. In fact, the NTSB report on the Metro fire emphasizes the importance of alignment with NFPA 130.

Based on RZS's scope of work and MNR's review of its proposal, negotiations resulted in a reduction of \$167,021 from the amount originally proposed (12.01%). All other contract terms and conditions remain the same. The final agreed upon costs are deemed to be fair and reasonable. At this time, MNR is requesting Board approval for an additional \$1,225,000 and a 12- month time extension. The additional funding will be provided by the MNR Operating Budget.

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Inf	Other
1	MNR Comm. Mtg.	5-23-16	x		
2	MTA Board Mtg.	5-25-16	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT				
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Multiclip Company Limited d/b/a Vortok International	Contract Number 9708-A
Description Design, Build and Furnish a Pre-Wired House for Train Fault Detector	
Total Amount \$8, 378,276 (not-to-exceed)	
Contract Term (including Options, if any) 17 Months	
Option(s) included in Total Amount? Yes <input checked="" type="checkbox"/> No	
Renewal? Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 17-month competitively solicited contract (two proposals received) in the not-to-exceed amount of \$8,378,276 to Multiclip Company Limited d/b/a Vortok International (Vortok). This procurement consists of the design, build and furnishing of Pre-Wired Houses for Train Fault Detectors. This is a joint procurement with Metro-North (MNR) acting as the lead Agency and Long Island Rail Road (LIRR) (“the Railroads”).

II. DISCUSSION:

The objective of this program is to design, build and furnish Pre-Wired Houses for Train Fault Detectors (“TFD”). Each TFD includes a 4-track Hotbox Detector (for detection of overheated wheel bearings), Wheel Impact Load Detector (“WILD”), Automatic Tag Reader System, and requires the design and integration of the data for real time reporting to the Railroad’s Operation Control Centers. This system will be applied specifically in the areas east of Green’s Farm Station (New Haven Line) and south of Scarborough Station (Hudson Line). LIRR’s system will be installed on the Main Line at Queens Interlocking, located west of Bellerose Station. MNR along with LIRR have identified the critical need to install wayside monitoring of all trains that operate regularly in their service territories.

The TFD will continuously monitor and measure the wheel/rail loads produced as a result of irregularities in rolling stock wheels and monitor passing trains for detection of overheated equipment bearings. The system will be supplied as a pre-wired instrument house and installed by each Railroad’s forces. MNR received Board approval to use the Request for Proposal (RFP) process for this procurement at the March 2014 MTA Board Meeting.

On July 23, 2015 MNR RFP No. 9622-A was advertised in the New York State Contract Reporter El Diario, The Daily Challenge, New York Post and posted on the MTA website. On September 3, 2015, two technical and cost proposals were received from the following firms: Voestalpine Nortrak, Inc. (“Nortrak”) and (“Vortok”).

Staff Summary

A Selection Committee comprised of five members representing MNR's Communication and Signal (C&S) 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 Vortok was selected to participate in Phase 2 and asked to provide full Technical and Commercial proposals. Nortrak was not shortlisted based upon their inability to demonstrate that they had the capacity to fully integrate the design elements of this project which precluded them from further consideration.

After reviewing the Phase 2 proposal, the Selection Committee agreed that Vortok could perform the scope of work as provided in the contract and their proposal met the requirement of the RFP. Vortok's Best and Final Offer (BAFO) was \$8,378,276 and provided the best value to the Railroads. After a detailed review of the C&S estimated costs for the level of work required under this RFP, Vortok was within 11.8% of the estimated budget and \$477,244 less than their initial proposal. Further, Vortok was able to demonstrate to the Selection Committee its ability to successfully complete all requirements within the 17- month schedule. Accordingly, it is recommended that the Board approve the selection of Vortok for the design, build and furnishing of pre-wired houses for train fault detectors.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights ("DDCR") established a 10% MBE and 10% WBE goal for this project. The contract will not be awarded until DDCR requirements have been satisfied.

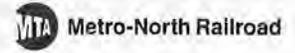
IV. IMPACT ON FUNDING:

The total cost for this procurement is not to exceed \$8,378,276 (\$5,634,520 – MNR and \$2,743,756 – LIRR) and is to be funded by each Agency's Operating Budget.

V. ALTERNATIVES:

The Railroads do not have the in-house design or capacity to complete the scope of the specified work.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Automotive Resources International, Inc., Manassas, VA
Description Fleet Maintenance and Management Services
Contract Term (including Options, if any) Five Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director

Contract Number 1000009713	AWO/Modification #
Original Amount:	\$11,000,000
Prior Modifications:	\$ 0.00
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$11,000,000
This Request:	\$3,850,000 not-to-exceed
% of This Request to Current Amount:	35%
% of Modifications (including This Request) to Original Amount:	35%

Discussion:

Approval is requested for additional funding to an existing miscellaneous service contract with Automotive Resources International (ARI) in the total not-to-exceed amount of \$3,850,000 to manage a cost effective vehicle repair network. ARI's services include coordinating invoices from multiple service providers and service repair stations located within the MNR operating territory and the provision of invoice summaries with detailed vehicle maintenance reporting data for the various MNR fleet managers. The current agreement will expire in July, 2017.

In 2012, under an MTA Board approved multi-agency contract, MNR awarded a five-year contract to ARI in the amount of \$11,000,000. MNR has experienced a significant increase in usage of these services over the last two-year period, with the trend forecasted to continue through the contract expiration date. This increase is directly related to the increased number of vehicles requiring maintenance and repairs in support of the multiple Maintenance of Way (MofW) projects which was not part of the original budget estimate.

All terms and conditions as well as pricing for these services will remain unchanged. The total not-to-exceed cost of \$3,850,000 for these additional services will be funded by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Page 1 of 2

Vendor Name (& Location) RZS Solutions, Inc.	Contract Number 29242	AWO/Modification 01
Description Park Avenue Tunnel Alarm Safety Upgrades	Original Amount: \$1,395,539	
Contract Term (including Options, if any) 44 months	Prior Modifications: \$0	
Option(s) included in Total <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: \$0	
Procurement <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$1,395,539	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$1,225,000 (not-to-exceed)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current 87.78 %	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	% of Modifications (including This Request) to Original Amount: 87.78 %	

Discussion:

Approval is requested for additional funding in the not-to-exceed amount of \$1,225,000 and a 12-month time extension for a contract modification to an existing, miscellaneous service contract with RZS Solutions, Inc. (RZS) to add safety enhanced functionalities to the Park Avenue Tunnel Alarm System. This contract was competitively solicited and awarded in September 2013, for the design, installation support and maintenance of the Park Avenue Tunnel Alarm System. RZS was the sole responsible bidder. By executing this contract change with RZS, MNR will be able to take advantage of the initial design and materials previously delivered which ensures complete continuity and reduced delivery time for this safety upgrade.

The purpose of the alarm system is to immediately turn off third rail power in the event of an emergency in the Park Avenue Tunnel between 59th and 110th Streets, thereby allowing railroad or emergency personnel to proceed around the third rail. It also provides feedback to the Power Department that an emergency condition exists. The system has been designed per the specification and delivered to MNR in accordance with the contractual terms; however, after receiving the alarm system but before it was installed, MNR's Safety Department undertook a review and determined that specifications for the contracted system did not adequately address safety concerns and National Fire Protection Association (NFPA) 130 standard/industry best practices. MNR benchmarked the project with various other rail and transit agencies and determined additional components were necessary. The benchmarking effort specifically considered the 2015 tunnel fire in the Washington D.C. Metro system that claimed one life. In fact, the NTSB report on the Metro fire emphasizes the importance of alignment with NFPA 130.

At this time, MNR seeks to modify the agreement with RZS to provide software and hardware upgrades to implement critical safety enhanced functions to the alarm system to better respond to an emergency condition in the Park Avenue Tunnel and bring the system into alignment with NFPA 130 and industry best practices. The required safety enhanced functions include:

- Blue Light Station with Track Power-Off Indication - Add Blue Light LED emergency indicator lights with flashing Amber LED lights to the 62 field alarm transmitters that will be located throughout the Park Avenue Tunnel. The Blue Light will be continuously illuminated and will allow railroad or emergency personnel to more easily locate the field alarm transmitters that, when activated, de-energize the associated third rail in the Tunnel. The flashing Amber LED will provide an indication of the power state of the third rail, and allow railroad and emergency personnel to proceed around the third rail. These features require hardware upgrades and custom software, as well as a new higher capacity substation battery charger.
- Track Shutdown Inhibit Feature - The inhibit feature blocks the commands that would trip the third rail circuit breakers. It requires installation of custom software and additional hardware and is a desirable feature during maintenance of the alarm system as the inhibit feature would prevent unintended circuit breaker trips, which would otherwise affect train service.

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

- Park Avenue Tunnel Alarm Simulator – The complexity of the alarm system installed in over two miles of the Tunnel has made it desirable from a safety perspective to have a simulator which will provide the ability to test all aspects of the Alarm System to ensure proper functionality without the inputs and outputs to the railroad equipment. Each Park Avenue Tunnel Alarm System Substation will be able to be tested after the hardware and software upgrades are complete without impacting the operation of the railroad.

Based on RZS's scope of work and MNR's review of its proposal, negotiations resulted in a reduction of \$167,021 from the amount originally proposed (12.01%). All other contract terms and conditions remain the same. The final agreed upon costs are deemed to be fair and reasonable. At this time, MNR is requesting Board approval for an additional \$1,225,000 and a 12-month time extension. The additional funding will be provided by the MNR Operating Budget.



Metro-North Railroad

Operations Report



MONTHLY OPERATING REPORT

April 2016

Date Issued:
Friday, May 06, 2016

Performance Summary			2016 Data			2015 Data		
			Annual Goal	April	YTD thru April	April	YTD thru April	
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%	95.9%	95.2%	93.2%	91.3%	
		AM Peak	93.0%	95.7%	90.9%	92.8%	85.2%	
		AM Reverse Peak	93.0%	97.1%	96.4%	95.2%	90.6%	
		PM Peak	93.0%	96.6%	96.2%	98.8%	94.9%	
		Total Peak	93.0%	96.3%	93.9%	95.6%	90.0%	
		Off Peak Weekday	93.0%	94.6%	95.0%	92.8%	91.2%	
		Weekend	93.0%	97.6%	97.7%	89.3%	93.8%	
		Hudson Line	Overall	93.0%	95.8%	95.8%	93.5%	93.2%
			AM Peak	93.0%	96.2%	91.1%	93.6%	86.8%
			AM Reverse Peak	93.0%	97.4%	97.7%	98.8%	95.8%
			PM Peak	93.0%	96.4%	96.8%	98.9%	97.6%
			Total Peak	93.0%	96.5%	94.3%	96.5%	92.5%
			Off Peak Weekday	93.0%	93.9%	95.9%	93.5%	93.8%
			Weekend	93.0%	98.1%	98.0%	87.6%	93.4%
		Harlem Line	Overall	93.0%	95.7%	95.4%	94.4%	92.1%
			AM Peak	93.0%	96.6%	91.4%	93.2%	86.0%
			AM Reverse Peak	93.0%	98.0%	96.7%	95.9%	91.2%
			PM Peak	93.0%	94.5%	95.7%	99.0%	94.7%
			Total Peak	93.0%	96.0%	94.0%	96.0%	90.4%
			Off Peak Weekday	93.0%	94.7%	95.6%	94.9%	92.7%
			Weekend	93.0%	97.1%	97.7%	89.6%	94.2%
		New Haven Line	Overall	93.0%	96.0%	94.7%	92.2%	89.6%
			AM Peak	93.0%	94.7%	90.4%	92.0%	83.5%
			AM Reverse Peak	93.0%	96.0%	95.5%	92.6%	87.4%
			PM Peak	93.0%	98.4%	96.4%	98.5%	93.2%
			Total Peak	93.0%	96.4%	93.6%	94.7%	88.1%
			Off Peak Weekday	93.0%	95.0%	94.0%	91.0%	88.8%
		Weekend	93.0%	97.7%	97.6%	90.2%	93.6%	
Operating Statistics	Trains Scheduled			19,231	75,962	19,472	75,269	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			13.3	12.8	10.0	12.3	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	167	663	146	1,247	
	Trains Canceled		220	22	74	4	182	
	Trains Terminated		220	28	98	16	163	
	Percent of Scheduled Trips Completed		99.7%	99.7%	99.8%	99.9%	99.5%	
Consist Compliance	System	Overall	99.8%	99.7%	99.7%	99.7%	99.7%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.8%	99.3%	99.4%	99.3%	99.1%	
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	99.9%	
		PM Peak	99.8%	99.4%	99.2%	99.1%	98.4%	
		Total Peak	99.8%	99.5%	99.4%	99.3%	99.0%	
		Off Peak Weekday	99.8%	99.8%	99.8%	99.9%	99.8%	
		Weekend	99.8%	99.9%	99.9%	99.8%	99.9%	
		Hudson Line	AM Peak	99.8%	100.0%	99.9%	99.8%	99.9%
			PM Peak	99.8%	99.9%	99.9%	100.0%	99.6%
		Harlem Line	AM Peak	99.8%	98.8%	99.0%	99.7%	98.9%
			PM Peak	99.8%	99.3%	98.9%	99.6%	98.8%
		New Haven Line	AM Peak	99.8%	99.3%	99.3%	98.6%	98.8%
			PM Peak	99.8%	99.2%	98.9%	98.2%	97.3%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	March	2016 Data		2015 Data		YTD 2016 Vs 2015
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	11.8%	202	222	643	473	983	-340
Engineering (Unscheduled)	25.1%	787	472	2,418	1,377	6,148	-3,730
Maintenance of Equipment	14.9%	422	280	1,360	221	2,244	-884
Transportation	3.0%	111	56	271	144	333	-62
Capital Projects	0.2%	16	4	42	4	16	26
Weather and Environmental	6.6%	12	123	714	42	1,849	-1,135
Police	6.6%	81	124	1,515	92	674	841
Customers	3.5%	78	65	318	175	464	-146
Other	28.1%	99	527	773	73	881	-108
3rd Party Operations	0.2%	6	4	13	40	46	-33
TOTAL	100.0%	1,814	1,877	8,067	2,641	13,638	-5,571

HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2016 Vs 2015
Engineering	28.9%	210	112	521	278	1,107	-586
Maintenance of Equipment	13.7%	196	53	386	58	408	-22
Transportation	6.2%	15	24	58	34	54	4
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	18.0%	5	70	252	14	362	-110
Police	7.5%	18	29	130	9	74	56
Customers	6.4%	8	25	63	54	114	-51
Other	19.3%	22	75	138	32	288	-150
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	474	388	1,549	479	2,407	-858

HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2016 Vs 2015
Engineering	32.6%	205	209	759	383	1,819	-1,060
Maintenance of Equipment	14.7%	76	94	354	44	583	-229
Transportation	2.8%	51	18	91	32	75	16
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	6.4%	4	41	200	6	502	-302
Police	5.0%	15	32	558	22	226	332
Customers	1.6%	39	10	98	48	111	-13
Other	37.0%	45	237	296	10	203	93
3rd Party Operations	0.0%	1	0	1	0	0	1
TOTAL	100.0%	436	641	2,357	545	3,519	-1,162

NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2016 Vs 2015
Engineering	24.2%	373	151	1,138	715	3,223	-2,085
Maintenance of Equipment	21.3%	150	133	620	120	1,252	-632
Transportation	2.1%	45	13	122	78	203	-81
Capital Projects	0.6%	16	4	42	4	16	26
Weather and Environmental	1.8%	3	11	262	23	985	-723
Police	10.2%	48	64	827	62	374	453
Customers	4.8%	30	30	156	73	240	-84
Other	34.4%	32	215	338	30	390	-52
3rd Party Operations	0.6%	5	4	10	40	46	-36
TOTAL	100.0%	702	625	3,515	1,145	6,729	-3,214

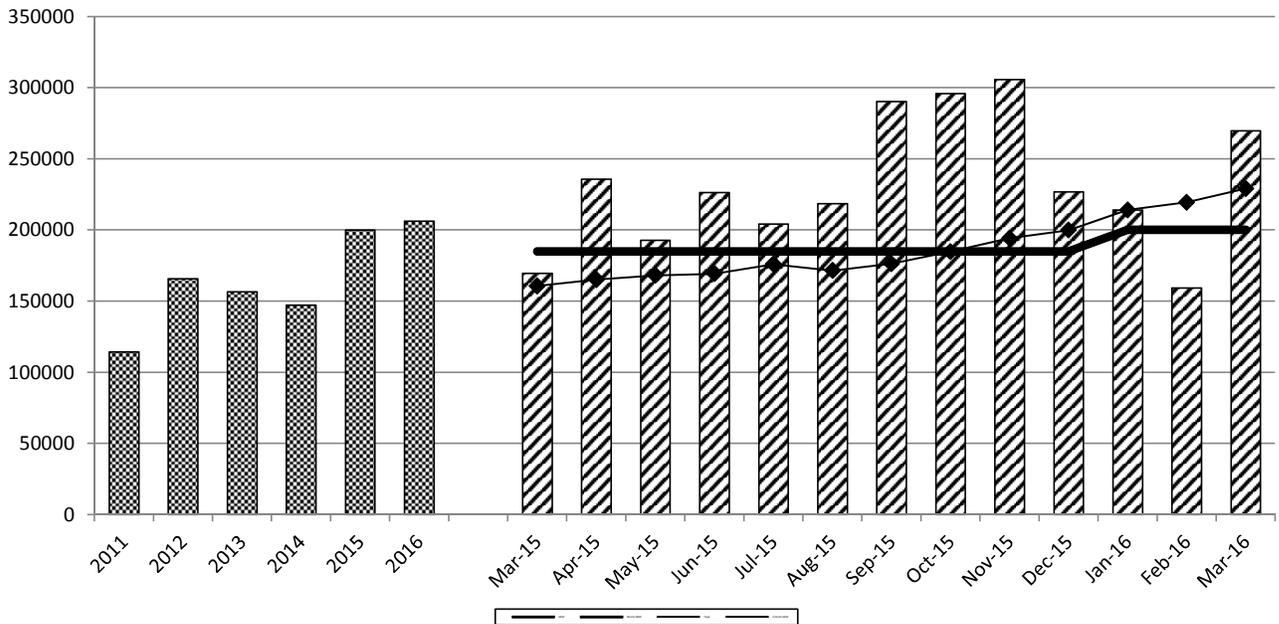
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
04/05	Tue	Down tree across tracks 2,1 and 3 at Yonkers.	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0
04/05	Tue	Train 512 was stopped for inspection on track 1 at MP 7.	34	0	0	2	0	0	0	0	0	3	0	0	39	0	0
04/06	Wed	Train 1315 disabled on track 3 at Riverside, unable to hold a charge.	9	0	1	1	0	0	0	0	0	1	0	0	11	0	1
04/13	Wed	Required bridge opening at 138th Street Bridge.	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0
04/14	Thu	Yard derailment at New Canaan.	1	3	0	0	0	2	0	0	0	10	2	1	11	5	3
04/14	Thu	Track 3 unavailable from CP19 - CP25 due to 3rd Rail damage.	0	0	0	0	0	0	11	0	4	9	2	0	20	2	4
04/15	Fri	Required bridge opening at 138th Street Bridge.	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
04/15	Fri	Train 847 disabled on track 1 north of CP 1.	0	0	0	0	0	0	7	0	0	15	0	0	22	0	0
04/15	Fri	Train 1520 struck a trespasser on track 4 at Stratford.	0	0	0	0	0	0	0	0	0	21	1	1	21	1	1
04/27	Wed	Train 635 struck a vehicle on track 1 at Green Lane MP38.1.	0	0	0	0	0	0	14	0	1	16	1	2	30	1	3
04/29	Fri	Amtrak 2158 struck a trespasser on track 4 at Cat 925.	0	0	0	0	0	0	1	1	0	10	3	4	11	4	4
TOTAL FOR MONTH			44	3	1	3	0	2	33	1	5	132	9	8	212	13	16
															241		

			2016 Data						2015 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M2	36	20,000	27,126	3	1	22,920	59,729	21,805	12	23,317
	M8	405	300,000	687,741	8	4	454,307	322,011	258,149	10	258,562
	M3	138	135,000	78,167	2	4	52,956	117,339	355,796	1	101,752
	M7	334	460,000	363,591	4	6	384,697	569,456	686,258	3	291,390
	Coach	210	295,000	250,517	5	6	284,137	343,367	364,752	4	217,514
	P-32	31	30,000	65,816	6	3	25,482	25,556	27,563	7	20,230
	BL-20	12	13,000	20,689	3	2	29,521	20,456	10,180	4	11,516
	Fleet	1166	200,000	269,778	31	26	206,291	228,955	169,522	41	133,883
	M2/8		200,000	555,618	11	5	341,771	276,790	129,234	22	131,298
	M3/7		320,000	249,421	6	10	218,827	386,165	603,643	4	232,537
Diesel/Coach		120,000	158,357	14	11	120,506	122,890	112,844	15	85,609	

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	April	YTD thru April	April	YTD thru April	
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%	96.7%	96.8%	96.3%	92.9%	
		AM Peak	95.5%	96.9%	96.0%	95.5%	92.6%	
		PM Peak	95.5%	98.9%	98.0%	96.2%	90.8%	
		Total Peak	95.5%	97.9%	97.0%	95.8%	91.7%	
		Off Peak Weekday	95.5%	95.9%	96.8%	96.1%	93.3%	
		Weekend	95.5%	96.5%	96.3%	98.0%	93.6%	
		Pascack Line	Overall	96.5%	97.1%	97.0%	96.8%	93.0%
		AM Peak	96.5%	98.2%	96.5%	97.7%	93.9%	
		PM Peak	96.5%	98.6%	98.5%	97.4%	89.9%	
		Total Peak	96.5%	98.4%	97.4%	97.6%	92.0%	
		Off Peak Weekday	96.5%	96.0%	97.0%	96.1%	93.6%	
		Weekend	96.5%	97.7%	96.3%	97.4%	93.2%	
		Port Jervis Line	Overall	95.0%	96.1%	96.4%	95.6%	92.6%
		AM Peak	95.0%	95.2%	95.4%	92.4%	90.9%	
		PM Peak	95.0%	99.2%	97.4%	94.7%	91.9%	
		Total Peak	95.0%	97.2%	96.4%	93.6%	91.4%	
		Off Peak Weekday	95.0%	95.9%	96.5%	96.1%	92.9%	
		Weekend	95.0%	94.4%	96.3%	99.1%	94.3%	
	Operating Statistics	Trains Scheduled		1,669	6,623	1,690	6,585	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		19.9	20.2	26.3	18.8		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	26	107	30	174		
	Trains Canceled	60	1	11	5	37		
	Trains Terminated	60	6	17	1	23		
	Percent of Scheduled Trips Completed	99.4%	99.6%	99.6%	99.6%	99.1%		

APRIL 2016 STANDEE REPORT

East of Hudson

			APRIL 2015	YTD 2015	APRIL 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	6	26	40	18
		Total Standees	6	26	40	18
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	21	12	21
		Total Standees	0	21	12	21
EAST OF HUDSON TOTAL - AM PEAK			6	47	52	39
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	2	2
		Total Standees	0	3	2	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	17	28	16	17
		Total Standees	17	28	16	17
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	28	54	50	48
		Total Standees	28	54	50	48
EAST OF HUDSON TOTAL - PM PEAK			45	85	68	67

West of Hudson

			MAR 2015	YTD 2015	MAR 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 April 2016

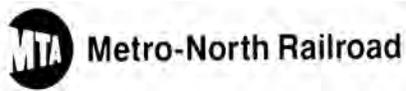
Elevator Availability	2016		2015	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	99.30%	100.00%	98.44%
Harlem	99.85%	99.91%	100.00%	99.66%
Hudson	100.00%	99.71%	100.00%	99.75%
New Haven	100.00%	99.46%	100.00%	99.94%
Overall Average	99.96%	99.59%	100.00%	99.45%

Escalator Availability	2016		2015	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	97.29%	100.00%	98.27%
White Plains	100.00%	100.00%	100.00%	99.63%
Overall Average	100.00%	98.65%	100.00%	98.95%



Metro-North Railroad

Financial Report



FINANCIAL STATEMENTS
MONTH ENDED: MARCH 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

SUMMARY

March 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$196.1 million was \$19.2 million and 8.9% lower than the Adopted Budget. The month of March Net Deficit (Non-Reimbursable and Reimbursable) of \$68.4 million was \$2.5 million and 3.5% lower than the Adopted Budget.

Major drivers of the March 2016 YTD favorable results include higher Non-Reimbursable Revenues of \$3.8 million largely due to higher farebox revenue on NHL for both commutation and non-commutation ridership as well as lower Non-Reimbursable Expenses of \$15.4 million due primarily due to lower than budgeted energy rates for both electric power and fuel (\$9.2 million) and timing on both maintenance contracts and professional services expenditures (\$10.4 million). These favorable results were partially offset by higher payroll costs (\$3.9 million) from higher than budget final payouts to retirees and increased material usage for rolling stock components (\$3.1 million).

Reimbursable results (Capital and Other Reimbursements) year-to-date of \$40.8 million was \$12.6 million lower than the Adopted Budget primarily due to scheduling changes for several capital projects including Positive Train Control, Network Infrastructure Replacement, Waterbury Branch Signaling Project and the Cyclical Track Program.

REVENUE/RIDERSHIP

- **Farebox Revenue** – Year-to-date and the month were higher than the Adopted Budget by \$2.8 million (1.7%) and \$1.1 million (2.0%), respectively, primarily due to higher commutation ridership on all lines, non-commutation ridership (primarily on the New Haven Line) and an overall higher yield per passenger.
 - YTD Ridership of 20.4 million was 1.1% above the Adopted Budget and 2.8% higher than YTD 2015. March ridership of 7.5 million was 1.5% above the Adopted Budget and 2.5% higher than 2015.
 - YTD East of Hudson Ridership of 20.0 million was 1.2% higher than the Adopted Budget and 2.8% higher than YTD 2015. East of Hudson ridership for March was 7.4 million and 1.6% higher than the Adopted Budget and 2.7% higher than 2015.
 - YTD commutation ridership of 12.1 million was 1.4% higher than the Adopted Budget and 2.1% higher than YTD 2015. March commutation ridership of 4.5 million was 1.5% higher than the Adopted Budget and 2.3% higher than 2015.
 - YTD non-commutation ridership of 7.9 million was 1.0% above the Adopted Budget and 3.9% higher than YTD 2015. March non-commutation ridership of 2.9 million was 1.8% higher than the Adopted Budget and 3.2% higher than 2015.
 - YTD West of Hudson ridership of 0.4 million was 1.8% lower than the Adopted Budget and 0.6% lower than YTD 2015. March ridership was of 0.2 million was 4.0% lower than the Adopted Budget and 4.0% lower than 2015.
- **Other Operating Revenue** – year-to-date was \$1.0 million (6.6%) higher than the Adopted Budget reflecting higher revenue from net GCT retail operations (\$0.5 million), commuter parking (\$0.2 million) and commissary sales (\$0.1 million). For the month, revenue was \$0.2 million higher than the Adopted Budget.
- **Capital and Other Reimbursements** – year-to-date was \$12.6 million lower than the Adopted Budget due to the scheduling changes previously discussed. For the month, reimbursements were \$0.9 million lower than the Adopted Budget.

TOTAL EXPENSES

Total Expenses – Year-to-date expenses of \$414.0 million were \$28.1 million (6.3%) lower than the Adopted Budget through March. For the month, expenses of \$149.6 million were \$2.1 million (1.4%) lower than the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$250.3 million YTD were \$3.8 million higher than the Adopted Budget. For the month, expenses of \$88.3 million were \$2.5 million higher than the Adopted Budget.

- **Payroll** – YTD was \$3.6 million above the Adopted Budget primarily due to higher than budgeted payouts related to unused vacation and sick time for retirees, the reallocation of forces to operations as a result of capital activity scheduling changes, lower than budgeted Train & Engine attrition as well as the timing of Good Friday holiday pay for Train & Engine employees (holiday was budgeted in April). For the month, expenses were \$1.0 million higher than the Adopted Budget.
- **Overtime** – YTD overtime expense was essentially on Budget with higher Reimbursable project activity and accelerated infrastructure maintenance offset by fewer winter weather events and improved employee availability for train service coverage.

Non-Labor Expenses (including Depreciation and Other Non-Cash Liability Adjustments) of \$163.7 million YTD and \$61.3 million for the month were lower by \$31.9 million and \$4.6 million, respectively, when compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable results vs. the Adopted Budget of \$6.6 million year-to-date and \$1.5 million for the month.
- **Fuel** – YTD and the month were lower by \$2.6 million and \$0.8 million, respectively, due to lower diesel fuel prices per gallon.
- **Maintenance & Other Operating Contracts** – \$6.9 million below the YTD Adopted Budget primarily due to the timing of expenses for maintenance services and the M7 Systems Equipment Replacement project, the rescheduling of the Genesis locomotive overhaul to June, true-up adjustment for prior period MTA Police services and lower expenditures for GCT utilities. For the month, expenses were \$2.5 million lower than the Adopted Budget.
- **Professional Services** – YTD was \$5.8 million below the Adopted Budget primarily due to timing differences for Reimbursable project activity (Waterbury Branch Signaling Project, Cameras/Audio for M8/Non-M8 Fleet and CCO Shop Furniture Acquisition), consulting services, outside training, advertising and market research studies. For the month, expenses were favorable by \$1.0 million compared to the Adopted Budget
- **Materials & Supplies** – YTD was \$7.2 million below the Adopted Budget primarily due to timing differences of \$10.3 million for Reimbursable project activity (Positive Train Control, Network Infrastructure Replacement, Cos Cob Mitre Rail Replacement and several other projects) partially offset by higher operating expenses to support shop work, maintenance of main diesel engines, rolling stock parts and supplies related to the component change-out shops and on-going repairs (\$3.1 million). For the month, expenses were \$0.5 million above the Adopted Budget.
- **Other Business Expenses** – YTD expenses were lower than the Adopted Budget by \$1.7 million primarily due to lower NJT subsidy payments due to inflationary adjustments combined with higher ridership and higher Amtrak recoveries. For the month, expenses were favorable by \$0.4 million.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$0.8 million lower year-to-date than the Adopted Budget primarily due to the timing of the capitalization of assets (\$0.9 million). For the month, expenses were \$1.0 million above the Adopted Budget.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$99.3 million was \$82.7 million or 45.4% favorable to the Adopted Budget reflecting the timing of cash payouts for passenger injury settlements (\$48.4 million), the timing of expenses for maintenance and professional services (\$26.5 million) and lower energy rates (\$13.1 million).

FINANCIAL PERFORMANCE MEASURES

March YTD performance indicators primarily reflect lower overall expenses and higher ridership:

- Adjusted Farebox Operating Ratio of 63.7% was 5.9% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$14.19 was \$1.32 lower than the Adopted Budget.
- Revenue per Passenger of \$8.13 was \$0.04 higher than the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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	\$55.407	\$56.499	\$1.092	2.0	\$0.000	\$0.000	\$0.000	-	\$55.407	\$56.499	\$1.092	2.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.947	5.135	0.188	3.8	0.000	0.000	0.000	-	4.947	5.135	0.188	3.8
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.498	9.663	(0.835)	(8.0)	10.498	9.663	(0.835)	(8.0)
CDOT	0.000	0.000	0.000	-	8.392	7.303	(1.089)	(13.0)	8.392	7.303	(1.089)	(13.0)
Other	0.000	0.000	0.000	-	1.608	2.597	0.989	61.5	1.608	2.597	0.989	61.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	20.497	19.562	(0.935)	(4.6)	20.497	19.562	(0.935)	(4.6)
Total Revenue/Receipts	\$60.354	\$61.633	\$1.279	2.1	\$20.497	\$19.562	(\$0.935)	(4.6)	\$80.851	\$81.196	\$0.344	0.4
Expenses												
<i>Labor:</i>												
Payroll	\$40.978	\$42.227	(\$1.249)	(3.0)	\$3.896	\$3.618	\$0.278	7.1	\$44.874	\$45.844	(\$0.971)	(2.2)
Overtime	7.271	7.713	(0.441)	(6.1)	1.764	2.087	(0.324)	(18.4)	9.035	9.800	(0.765)	(8.5)
Health and Welfare	9.110	9.150	(0.039)	(0.4)	1.300	1.258	0.042	3.2	10.411	10.408	0.003	0.0
OPEB Current Payment	2.274	2.499	(0.226)	(9.9)	0.000	0.000	0.000	-	2.274	2.499	(0.226)	(9.9)
Pensions	7.771	7.980	(0.208)	(2.7)	0.847	0.834	0.013	1.5	8.618	8.814	(0.196)	(2.3)
Other Fringe Benefits	9.864	10.126	(0.263)	(2.7)	0.988	0.966	0.022	2.2	10.852	11.093	(0.241)	(2.2)
Reimbursable Overhead	(5.303)	(4.176)	(1.126)	(21.2)	5.011	4.000	1.010	20.2	(0.292)	(0.176)	(0.116)	(39.8)
Total Labor	\$71.966	\$75.518	(\$3.552)	(4.9)	\$13.805	\$12.764	\$1.041	7.5	\$85.771	\$88.283	(\$2.511)	(2.9)
<i>Non-Labor:</i>												
Electric Power	\$7.423	\$5.955	\$1.468	19.8	\$0.000	\$0.003	(\$0.003)	-	\$7.423	\$5.958	\$1.465	19.7
Fuel	1.832	1.064	0.769	41.9	0.000	0.000	0.000	-	1.832	1.064	0.769	41.9
Insurance	1.675	1.570	0.105	6.3	0.304	0.420	(0.116)	(38.0)	1.979	1.990	(0.011)	(0.6)
Claims	0.098	0.016	0.081	83.5	0.000	0.000	0.000	-	0.098	0.016	0.081	83.5
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	11.582	7.859	3.723	32.1	0.733	2.001	(1.268)	*	12.315	9.860	2.455	19.9
Professional Service Contracts	3.315	2.654	0.661	19.9	1.369	0.997	0.372	27.2	4.684	3.651	1.033	22.1
Materials & Supplies	6.314	7.781	(1.467)	(23.2)	4.249	3.322	0.926	21.8	10.563	11.104	(0.541)	(5.1)
Other Business Expenses	1.425	1.023	0.402	28.2	0.037	0.055	(0.018)	(50.0)	1.462	1.079	0.384	26.2
Total Non-Labor	\$33.664	\$27.923	\$5.741	17.1	\$6.692	\$6.798	(\$0.106)	(1.6)	\$40.356	\$34.721	\$5.635	14.0
<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.	\$105.630	\$103.441	\$2.189	2.1	\$20.497	\$19.562	\$0.935	4.6	\$126.128	\$123.003	\$3.124	2.5
Depreciation	19.508	19.665	(0.157)	(0.8)	0.000	0.000	0.000	-	19.508	19.665	(0.157)	(0.8)
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	1.267	(0.851)	*	0.000	0.000	0.000	-	0.417	1.267	(0.851)	*
Total Expenses	\$131.248	\$130.066	\$1.182	0.9	\$20.497	\$19.562	\$0.935	4.6	\$151.745	\$149.628	\$2.116	1.4
Net Surplus/(Deficit)	(\$70.893)	(\$68.433)	\$2.461	3.5	\$0.000	(\$0.000)	(\$0.000)	-	(\$70.893)	(\$68.433)	\$2.461	3.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.508	19.665	0.157	0.8	0.000	0.000	0.000	-	19.508	19.665	0.157	0.8
Operating/Capital	(4.778)	(1.690)	3.088	64.6	0.000	0.000	0.000	-	(4.778)	(1.690)	3.088	64.6
Other Cash Adjustments	(13.669)	5.273	18.942	*	0.000	0.000	0.000	-	(13.669)	5.273	18.942	*
Total Cash Conversion Adjustments	\$1.061	\$23.248	\$22.187	*	\$0.000	\$0.000	\$0.000	-	\$1.061	\$23.248	\$22.187	*
Net Cash Surplus/(Deficit)	(\$69.832)	(\$45.185)	\$24.647	35.3	\$0.000	(\$0.000)	(\$0.000)	-	(\$69.832)	(\$45.185)	\$24.647	35.3

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
March Year-To-Date
(\$ in millions)

SCHEDULE I - B

	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	\$158.453	\$161.221	\$2.768	1.7	\$0.000	\$0.000	\$0.000	-	\$158.453	\$161.221	\$2.768	1.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	14.874	15.853	0.979	6.6	0.000	0.000	0.000	-	14.874	15.853	0.979	6.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	29.944	21.581	(8.364)	(27.9)	29.944	21.581	(8.364)	(27.9)
CDOT	0.000	0.000	0.000	-	19.264	13.269	(5.995)	(31.1)	19.264	13.269	(5.995)	(31.1)
Other	0.000	0.000	0.000	-	4.249	5.966	1.717	40.4	4.249	5.966	1.717	40.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	53.457	40.815	(12.642)	(23.6)	53.457	40.815	(12.642)	(23.6)
Total Revenue/Receipts	\$173.327	\$177.074	\$3.748	2.2	\$53.457	\$40.815	(\$12.642)	(23.6)	\$226.783	\$217.889	(\$8.894)	(3.9)
Expenses												
<i>Labor:</i>												
Payroll	\$117.101	\$121.032	(\$3.930)	(3.4)	\$9.406	\$9.080	\$0.325	3.5	\$126.507	\$130.112	(\$3.605)	(2.8)
Overtime	24.288	23.500	0.788	3.2	3.962	4.993	(1.030)	(26.0)	28.250	28.493	(0.243)	(0.9)
Health and Welfare	26.346	26.349	(0.003)	(0.0)	3.044	2.964	0.080	2.6	29.390	29.314	0.077	0.3
OPEB Current Payment	6.821	7.269	(0.448)	(6.6)	0.000	0.000	0.000	-	6.821	7.269	(0.448)	(6.6)
Pensions	22.627	22.955	(0.328)	(1.4)	1.998	1.983	0.015	0.7	24.625	24.937	(0.313)	(1.3)
Other Fringe Benefits	29.378	28.190	1.188	4.0	2.331	2.348	(0.017)	(0.7)	31.710	30.538	1.171	3.7
Reimbursable Overhead	(12.486)	(10.916)	(1.571)	(12.6)	11.624	10.517	1.106	9.5	(0.863)	(0.398)	(0.465)	(53.9)
Total Labor	\$214.075	\$218.379	(\$4.304)	(2.0)	\$32.364	\$31.886	\$0.479	1.5	\$246.439	\$250.265	(\$3.826)	(1.6)
<i>Non-Labor:</i>												
Electric Power	\$23.918	\$17.335	\$6.582	27.5	\$0.000	\$0.003	(\$0.003)	-	\$23.918	\$17.338	\$6.580	27.5
Fuel	5.591	2.948	2.643	47.3	0.000	0.000	0.000	-	5.591	2.948	2.643	47.3
Insurance	4.998	4.666	0.332	6.6	0.666	1.024	(0.358)	(53.8)	5.664	5.690	(0.027)	(0.5)
Claims	0.288	0.038	0.250	86.9	0.000	0.000	0.000	-	0.288	0.038	0.250	86.9
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	30.239	22.295	7.944	26.3	2.196	3.248	(1.052)	(47.9)	32.434	25.543	6.892	21.2
Professional Service Contracts	9.558	7.090	2.468	25.8	4.581	1.297	3.285	71.7	14.139	8.387	5.753	40.7
Materials & Supplies	19.290	22.369	(3.079)	(16.0)	13.539	3.246	10.293	76.0	32.829	25.615	7.214	22.0
Other Business Expenses	3.755	2.005	1.750	46.6	0.110	0.112	(0.002)	(1.8)	3.865	2.117	1.748	45.2
Total Non-Labor	\$97.636	\$78.746	\$18.889	19.3	\$21.092	\$8.930	\$12.163	57.7	\$118.728	\$87.676	\$31.052	26.2
<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.	\$311.711	\$297.126	\$14.585	4.7	\$53.457	\$40.815	\$12.642	23.6	\$365.167	\$337.941	\$27.226	7.5
Depreciation	58.523	57.670	0.853	1.5	0.000	0.000	0.000	-	58.523	57.670	0.853	1.5
OPEB Obligation	17.079	17.079	0.000	0.0	0.000	0.000	0.000	-	17.079	17.079	0.000	0.0
Environmental Remediation	1.250	1.267	(0.018)	(1.4)	0.000	0.000	0.000	-	1.250	1.267	(0.018)	(1.4)
Total Expenses	\$388.562	\$373.142	\$15.420	4.0	\$53.457	\$40.815	\$12.642	23.6	\$442.019	\$413.957	\$28.062	6.3
Net Surplus/(Deficit)	(\$215.236)	(\$196.068)	\$19.168	8.9	\$0.000	\$0.000	(\$0.000)	-	(\$215.236)	(\$196.068)	\$19.168	8.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	58.523	57.670	(0.853)	(1.5)	0.000	0.000	0.000	-	58.523	57.670	(0.853)	(1.5)
Operating/Capital	(12.879)	(3.783)	9.096	70.6	0.000	0.000	0.000	-	(12.879)	(3.783)	9.096	70.6
Other Cash Adjustments	(12.328)	42.916	55.244	*	0.000	0.000	0.000	-	(12.328)	42.916	55.244	*
Total Cash Conversion Adjustments	\$33.316	\$96.803	\$63.487	*	\$0.000	\$0.000	\$0.000	-	\$33.316	\$96.803	\$63.487	*
Net Cash Surplus/(Deficit)	(\$181.920)	(\$99.265)	\$82.655	45.4	\$0.000	\$0.000	(\$0.000)	-	(\$181.920)	(\$99.265)	\$82.655	45.4

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.188	3.8%		\$0.979	6.6%	Primarily reflects higher revenue from net GCT retail operations, commuter parking and commissary sales.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$0.935)	(4.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$12.642)	(23.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.249)	(3.0%)	Primarily reflects the timing of Good Friday holiday pay for Train & Engine employees (holiday was budgeted in April) and the reallocation of forces to operations as a result of capital activity scheduling changes.	(\$3.930)	(3.4%)	Primarily reflects higher than budgeted payouts related to unused vacation and sick time for retirees, the reallocation of forces to operations as a result of capital activity scheduling changes, lower than budgeted Train & Engine attrition as well as the timing of Good Friday holiday pay for Train & Engine employees (holiday was budgeted in April) .
	Reimb	\$0.278	7.1%	Reflects lower activity for the C-30 Track Program.	\$0.325	3.5%	
OVERTIME	Non-Reimb	(\$0.441)	(6.1%)	See overtime tables.	\$0.788	3.2%	See overtime tables.
	Reimb	(\$0.324)	(18.4%)	See overtime tables.	(\$1.030)	(26.0%)	See overtime tables.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.226)	(9.9%)	Reflects additional retirees.	(\$0.448)	(6.6%)	Reflects additional retirees.
	Reimb	\$1.010	20.2%		\$1.106	9.5%	
ELECTRIC POWER	Non-Reimb	\$1.468	19.8%	Primarily due to favorable rates.	\$6.582	27.5%	YTD variance primarily due to favorable rates.

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
MARCH 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FUEL	Non-Reim	\$0.769	41.9%	Reflects a lower diesel fuel price per gallon.	\$2.643	47.3%	YTD variance reflects a lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.105	6.3%	Reflects lower insurance premiums.	\$0.332	6.6%	Reflects lower insurance premiums.
	Reimb	(\$0.116)	38.0%		(\$0.358)	(53.8%)	
CLAIMS	Non-Reimb	\$0.081	83.5%	Primarily due to lower claim payments for the period.	\$0.250	86.9%	YTD variance reflects lower claim payments.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3.723	32.1%	Primarily due to the rescheduling of the Genesis locomotive overhaul to June, timing of expenses for maintenance services and a true-up adjustment for prior period MTA Police services.	\$7.944	26.3%	Primarily due to the timing of expenses for maintenance services and the M7 Systems Equipment Replacement project, the rescheduling of the Genesis locomotive overhaul to June, true-up adjustment for prior period MTA Police services as well as lower expenditures for GCT utilities.
	Reimb	(\$1.268)	*	Reflects timing of the following projects: Positive Train Control, Devon 26M Substation Replacement and the GCT Leaks Remediation.	(\$1.052)	(47.9%)	Primarily due to timing of the following projects: Positive Train Control, West of Hudson Track Program, Devon 26M Substation Replacement and the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.661	19.9%	Primarily due to timing differences for consulting services, outside training and market research studies.	\$2.468	25.8%	Primarily due to timing differences for consulting services, outside training, advertising, market research studies, engineer services and legal fees.
	Reimb	\$0.372	27.2%	Reflects lower activity for the CT - Cameras and Audio for Non-M8 Fleet.	\$3.285	71.7%	Reflects lower activity for the Waterbury Branch Cab Signal and CT - Cameras and Audio for Non-M8 Fleet.

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
MARCH 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.467)	(23.2%)	Primarily due to purchase price variance adjustments and higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs.	(\$3.079)	(16.0%)	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.
	Reimb	\$0.926	21.8%	Reflects lower activity for the Bronx Stations/Capacity and in the Replace Fiber/Communication Project.	\$10.293	76.0%	Reflects timing of the following projects: Positive Train Control, Network Infrastructure Replacement, NH Yard Component Change Out, Bronx Station/Capacity Improvement, 2015-2019 Cyclical Track Program, Turnouts Mainline/High-Speed, NHL Cose BR Mitre Rail and Third Rail Component Replacement.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.402	28.2%	Primarily reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership.	\$1.750	46.6%	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.
	Reimb	(\$0.018)	(50.0%)	Reflects timing of the NHL Grade Crossing Renewal program.	(\$0.002)	(1.8%)	
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.851)	*	Primarily due to the recognition of environmental remediation costs for the GCT Fire Suppression System project.	(\$0.018)	(1.4%)	
OPERATING CAPITAL	Non-Reim	\$3.088	64.6%	Primarily reflects timing of payments for the following projects: Purchase of New Snow Fighting Equipment, Hot Box Detector, and Cameras-Audio For Non-M8 Fleet and M8 Fleet and GCT 7B Renovation.	\$9.096	70.6%	Primarily reflects timing of the following projects: Camera Audio for Non-M8/M8 Fleet, Purchase Furniture for CCO New Haven, Purchase Snow Fighting Equipment, Hotbox Detector-Wild System and GCT 7B Renovation.

* Variance exceeds 100%.

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

	March					Year To Date(March)						
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	46,187	\$ 2.807	51,244	\$ 3.170	(5,057)	(\$0.363)	162,055	\$ 9.833	159,369	\$ 9.562	2,685	\$0.271
					-10.9%	-12.9%					1.7%	2.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	25,234	\$ 1.285	56,566	\$ 3.143	(31,331)	(\$1.859)	86,178	\$ 4.564	132,854	\$ 7.360	(46,676)	(\$2.796)
					*	*					-54.2%	-61.3%
<u>Unscheduled Maintenance</u>	1,635	\$ 0.050	765	\$ 0.039	869	\$0.011	4,017	\$ 0.150	2,072	\$ 0.107	1,945	\$0.043
					53.2%	21.8%					48.4%	28.8%
<u>Vacancy/Absentee Coverage</u>	28,563	\$ 1.629	33,545	\$ 1.741	(4,982)	(\$0.112)	75,383	\$ 4.241	79,092	\$ 4.125	(3,709)	\$0.115
					-17.4%	-6.9%					-4.9%	2.7%
<u>Weather Emergencies</u>	26,651	\$ 1.500	6,148	\$ 0.343	20,502	\$1.157	99,278	\$ 5.500	48,512	\$ 2.688	50,766	\$2.812
					76.9%	77.2%					51.1%	51.1%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	0	\$ -	0	\$ (0.726)	-	\$0.726	0	\$ (0.000)	0	\$ (0.343)	-	\$0.343
Subtotal	128,270	\$ 7.271	148,269	\$ 7.711	(19,999)	(\$0.440)	426,910	\$ 24.288	421,899	\$ 23.499	5,011	\$0.789
					-15.6%	-6.0%					1.2%	3.2%
REIMBURSABLE OVERTIME	31,536	\$ 1.764	36,311	\$ 2.087	(4,775)	(\$0.323)	70,845	\$ 3.962	76,565	\$ 4.993	(5,720)	(\$1.031)
					-15.1%	-18.3%					-8.1%	-26.0%
TOTAL OVERTIME	159,805	\$ 9.035	184,580	\$ 9.798	(24,774)	(\$0.763)	497,755	\$ 28.250	498,464	\$ 28.492	(709)	(\$0.243)
					-15.5%	-8.4%					-0.1%	-0.9%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

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

	March			Year To Date(March)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(5,057)	(\$0.363)	Primarily timing of the Good Friday holiday overtime costs which was budgeted in April.	2,685	\$0.271	Higher staff availability due to recently graduated conductor classes available for service coverage.
	-10.9%	-12.9%		1.7%	2.8%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(31,331)	(\$1.859)	Accelerated infrastructure maintenance due to milder weather, higher maintenance in GCT as well as a work force in Maintenance of Equipment with fewer years of experience due to retirements.	(46,676)	(\$2.796)	Accelerated infrastructure maintenance due to the mild winter, higher maintenance in GCT as well as a work force in Maintenance of Equipment with fewer years of experience due to retirements.
	*	*		-54.2%	-61.3%	
<u>Unscheduled Maintenance</u>	869	\$0.011		1,945	\$0.043	
	53.2%	21.8%		48.4%	28.8%	
<u>Vacancy/Absentee Coverage</u> ²	(4,982)	(\$0.112)	Primarily must fill positions in Maintenance of Equipment for Car Cleaners.	(3,709)	\$0.115	Lower vacation, sick and vacancy coverage requirements result in year to date favorable expense variance. The budgeted hourly rate in the Vacancy/Absentee Coverage category is significantly higher than the actual hourly rate resulting in the variances moving in opposite directions. This issue will be addressed in the July Financial Plan.
	-17.4%	-6.9%		-4.9%	2.7%	
<u>Weather Emergencies</u>	20,502	\$1.157	Fewer winter weather events than budgeted.	50,766	\$2.812	Fewer winter weather events than budgeted. Results for January included \$1.5 million of overtime requirements for the preparation, coverage and clean-up for Winter Storm Jonas.
	76.9%	77.2%		51.1%	51.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$ -	
<u>Other</u> ⁴	0	\$0.726	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$0.343	Reflects timing differences related to payroll and calendar cutoff dates.
		0.0%			0.0%	
Subtotal	(19,999)	(\$0.440)		5,011	\$0.789	
	-15.6%	-6.0%		1.2%	3.2%	
REIMBURSABLE OVERTIME	(4,775)	(\$0.323)	Reflects higher activity for the Cyclical Track and Replace Timbers Undergrade Bridges Programs.	(5,720)	(\$1.031)	Reflects higher activity for the Turnouts Mainline High Speed, Cyclical Track and Power Infrastructure Restoration Programs.
	-15.1%	-18.3%		-8.1%	-26.0%	
TOTAL OVERTIME	(24,774)	(\$0.763)		(709)	(\$0.243)	

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

MTA METRO-NORTH RAILROAD
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

	March 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$55.814	\$59.082	\$3.268	5.9	\$159.672	\$163.844	\$4.172	2.6
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.638	6.294	(0.344)	(5.2)	30.234	20.022	(10.212)	(33.8)
<i>Capital & Other Reimbursements:</i>								
MTA	14.262	15.551	1.289	9.0	46.185	46.434	0.249	0.5
CDOT	8.392	3.069	(5.323)	(63.4)	19.264	10.325	(8.939)	(46.4)
Other	1.255	2.464	1.209	96.3	4.523	8.080	3.557	78.7
Total Capital and Other Reimbursements	23.909	21.084	(2.825)	(11.8)	69.972	64.839	(5.133)	(7.3)
Total Receipts	\$86.361	\$86.460	\$0.099	0.1	\$259.878	\$248.705	(\$11.173)	(4.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$50.130	\$47.355	\$2.775	5.5	\$130.687	\$128.866	\$1.821	1.4
Overtime	10.081	10.554	(0.473)	(4.7)	28.316	28.891	(0.575)	(2.0)
Health and Welfare	10.741	16.766	(6.025)	(56.1)	30.373	35.466	(5.093)	(16.8)
OPEB Current Payment	2.274	4.394	(2.120)	(93.3)	6.821	7.195	(0.374)	(5.5)
Pensions	8.740	8.525	0.215	2.5	24.987	25.470	(0.483)	(1.9)
Other Fringe Benefits	12.181	12.233	(0.052)	(0.4)	31.686	34.725	(3.039)	(9.6)
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	\$94.146	\$99.827	(\$5.681)	(6.0)	\$252.870	\$260.613	(\$7.743)	(3.1)
<i>Non-Labor:</i>								
Electric Power	\$7.554	\$6.144	\$1.410	18.7	\$24.310	\$13.679	\$10.631	43.7
Fuel	1.612	1.004	0.608	37.7	5.371	2.909	2.462	45.8
Insurance	0.334	0.000	0.334	100.0	7.359	5.834	1.525	20.7
Claims	16.431	0.126	16.305	99.2	49.287	0.854	48.433	98.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.889	7.254	6.635	47.8	36.182	18.807	17.375	48.0
Professional Service Contracts	6.085	3.778	2.307	37.9	18.400	9.303	9.097	49.4
Materials & Supplies	11.939	11.326	0.613	5.1	35.881	27.225	8.656	24.1
Other Business Expenditures	4.203	2.186	2.017	48.0	12.137	8.746	3.391	27.9
Total Non-Labor	\$62.047	\$31.818	\$30.229	48.7	\$188.928	\$87.357	\$101.571	53.8
<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	\$156.193	\$131.645	\$24.548	15.7	\$441.798	\$347.970	\$93.828	21.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$69.832)	(\$45.185)	\$24.647	35.3	(\$181.920)	(\$99.265)	\$82.655	45.4
Subsidies								
MTA	58.056	27.262	(30.794)	(53.0)	147.440	57.969	(89.471)	(60.7)
CDOT	11.774	28.137	16.363	*	34.474	50.227	15.753	45.7
Total Subsidies	\$69.830	\$55.399	(\$14.431)	(20.7)	\$181.913	\$108.196	(\$73.717)	(40.5)
Cash Timing and Availability Adjustment	\$0.000	\$6.267	\$6.267	-	\$0.000	\$7.745	\$7.745	-

-- 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	March Month vs Budget			Year-To-Date as of March 31, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	3.268	5.9%	Timing of cash in transit combined with higher non-commutation fare revenue.	4.172	2.6%	
OTHER OPERATING REVENUE	(0.344)	(5.2%)	Timing of PRIIA receipts partially offset by prepayment of tenant lease and higher GCT revenue.	(10.212)	(33.8%)	Timing of anticipated FMTAC reimbursements for injury claims to be paid.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.289	9.0%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	0.249	0.5%	
CDOT	(5.323)	(63.4%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(8.939)	(46.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OTHER	1.209	96.3%	Higher cash receipts due to timing of payments combined with higher capital related project activity.	3.557	78.7%	Higher cash receipts due to higher capital related project activity combined with timing of payments.
PAYROLL	2.775	5.5%	Timing of payment of payroll taxes combined with lower retiree payouts partially offset by higher payroll due to timing of holiday pay for Train & Engine.	1.821	1.4%	
OVERTIME	(0.473)	(4.7%)	Higher Programmatic/Routine Maintenance relating to higher requirements for infrastructure repair, rail testing and maintenance in GCT.	(0.575)	(2.0%)	
HEALTH & WELFARE	(6.025)	(56.1%)	Timing of April NYSHIP payment.	(5.093)	(16.8%)	Timing of April NYSHIP payment.
OPEB CURRENT PAYMENT	(2.120)	(93.2%)	Timing of April NYSHIP payment.	(0.374)	(5.5%)	Timing of April NYSHIP payment.
PENSIONS	0.215	2.5%		(0.483)	(1.9%)	
OTHER FRINGE BENEFITS	(0.052)	(0.4%)		(3.039)	(9.6%)	Timing of unemployment taxes combined with higher employee claims.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	1.410	18.7%	Lower electric rates across all lines.	10.631	43.7%	Lower electric rates across all lines combined with prepayment of January invoice in December 2015.
FUEL	0.608	37.7%	Primarily reflects lower diesel fuel price per gallon partially offset by timing of payments.	2.462	45.8%	Primarily reflects lower diesel fuel price per gallon.

**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	March Month vs Budget			Year-To-Date as of March 31, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.334	100.0%	Timing of Force Account premium payment.	1.525	20.7%	Timing of All Agency Property partially offset by Force Account premiums.
CLAIMS	16.305	99.2%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	48.433	98.3%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	6.635	47.8%	Timing of payments for Maintenance & Repairs, MTA Police, Operating Capital related projects (Hot Box Detector and 525 N. Broadway Improvements), Real Estate Rentals and Track Leases.	17.375	48.0%	Timing of payments for Maintenance & Repairs, MTA Police, Real Estate Rentals, Operating Capital related projects (Graybar Expansion Space, Hot Box Detector, Replacement of Waste Storage Units and GCT SMO Design & Reconfig) and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	2.307	37.9%	Timing of operating capital related projects (Camera/Audio for Fleet, Construction GCT 7B Renovation and Expand Real-Time Status) and New Haven Line BSC Costs.	9.097	49.4%	Timing of capital related projects (Camera/Audio for Fleet, Furniture for CCO Shop in New Haven and NHL - Waterbury Branch Cab Signal) and NHL BSC Costs.
MATERIALS & SUPPLIES	0.613	5.1%	Timing of capital related projects (PTC, Bronx Station/Capacity Improvement, Network Infrastructure Replace partially offset by C-30 Track Program and GCT Turnouts - Switch Renewal).	8.656	24.1%	Timing of capital related projects (PTC, Network Infrastructure Replacement, Purchase of Snow Fighting Equipment and NH Yard Component Change Out Shop).
OTHER BUSINESS EXPENSES	2.017	48.0%	Lower NJ Transit subsidy paid due to lower inflation rate than budgeted.	3.391	27.9%	Lower NJ Transit subsidy paid due to lower inflation rate than budgeted.
MTA SUBSIDY RECEIPTS	(30.794)	(53.0%)	Lower cash deficit combined with a higher CDOT subsidy partially offset by the impact of cash balances.	(89.471)	(60.7%)	Lower cash deficit combined with a higher CDOT subsidy partially offset by the impact of cash balances.
CDOT SUBSIDY RECEIPTS	16.363	139.0%	Payment timing differences and receipt of admin asset payment.	15.753	45.7%	Payment timing differences and receipt of admin asset payment.
TOTAL SUBSIDY RECEIPTS	(14.431)	(20.7%)		(73.717)	(40.5%)	

* Variance exceeds 100%

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

	March 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.406	\$2.583	\$2.177	*	\$1.219	\$2.623	\$1.403	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.691	1.159	(0.532)	(31.4)	15.361	4.169	(11.191)	(72.9)
<i>Capital & Other Reimbursements:</i>								
MTA	3.765	5.888	2.123	56.4	16.241	24.853	8.612	53.0
CDOT	0.000	(4.234)	(4.234)	-	0.000	(2.944)	(2.944)	-
Other	(0.352)	(0.133)	0.220	62.4	0.274	2.114	1.840	*
Total Capital and Other Reimbursements	3.412	1.522	(1.891)	(55.4)	16.515	24.024	7.509	45.5
Total Revenue/Receipts	\$5.510	\$5.264	(\$0.246)	(4.5)	\$33.095	\$30.816	(\$2.279)	(6.9)
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.256)	(\$1.511)	\$3.746	71.3	(\$4.180)	\$1.246	\$5.426	*
Overtime	(1.046)	(0.754)	0.291	27.9	(0.067)	(0.398)	(0.332)	*
Health and Welfare	(0.330)	(6.358)	(6.028)	*	(0.983)	(6.152)	(5.169)	*
OPEB Current Payment	0.000	(1.895)	0.000	-	0.000	0.074	0.074	-
Pensions	(0.122)	0.289	0.411	*	(0.362)	(0.533)	(0.170)	(47.0)
Other Fringe Benefits	(1.329)	(1.140)	0.189	14.2	0.024	(4.187)	(4.210)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.292)	(0.176)	0.116	39.8	(0.863)	(0.398)	0.465	53.9
Total Labor	(\$8.375)	(\$11.544)	(\$3.169)	(37.8)	(\$6.430)	(\$10.348)	(\$3.918)	(60.9)
<i>Non-Labor:</i>								
Electric Power	(\$0.131)	(\$0.186)	(\$0.055)	(42.2)	(\$0.393)	\$3.659	\$4.052	*
Fuel	0.220	0.060	(0.160)	(72.9)	0.220	0.039	(0.181)	(82.3)
Insurance	1.645	1.990	0.345	21.0	(1.696)	(0.144)	1.552	91.5
Claims	(16.333)	(0.110)	16.223	99.3	(48.999)	(0.816)	48.183	98.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.574)	2.606	4.180	*	(3.748)	6.736	10.484	*
Professional Service Contracts	(1.402)	(0.127)	1.275	90.9	(4.261)	(0.916)	3.344	78.5
Materials & Supplies	(1.376)	(0.222)	1.154	83.9	(3.052)	(1.610)	1.442	47.2
Other Business Expenses	(2.741)	(1.107)	1.633	59.6	(8.272)	(6.629)	1.644	19.9
Total Non-Labor	(\$21.691)	\$2.903	\$24.594	*	(\$70.200)	\$0.319	\$70.519	*
<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.	(\$30.066)	(\$8.642)	\$21.424	71.3	(\$76.631)	(\$10.029)	\$66.602	86.9
Depreciation	19.508	19.665	0.157	0.8	58.523	57.670	(0.853)	(1.5)
OPEB Obligation	5.693	5.693	0.000	0.0	17.079	17.079	0.000	0.0
Environmental Remediation	0.417	1.267	0.851	*	1.250	1.267	0.018	(1.4)
Total Expenditures Adjustments	(\$4.449)	\$17.983	\$22.432	*	\$0.221	\$65.987	\$65.766	*
Total Cash Conversion Adjustments	\$1.061	\$23.248	\$22.187	*	\$33.316	\$96.803	\$63.487	*

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
RIDERSHIP/UTILIZATION
MARCH, 2016
(in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2016	2015	ADOPTED BUDGET		2015		ADOPTED BUDGET	2016	2015	ADOPTED BUDGET		2015	
				\$	%	\$	%				\$	%	\$	%
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.146	9.185	8.687	0.039	0.4%	0.498	5.7%	27.025	27.354	25.660	0.328	1.2%	1.694	6.6%
<i>Harlem Line - Non-Commutation</i>	<u>7.697</u>	<u>7.714</u>	<u>7.332</u>	<u>0.017</u>	<u>0.2%</u>	<u>0.382</u>	<u>5.2%</u>	<u>21.343</u>	<u>21.403</u>	<u>19.631</u>	<u>0.060</u>	<u>0.3%</u>	<u>1.772</u>	<u>9.0%</u>
TOTAL HARLEM LINE	\$16.843	\$16.899	\$16.020	\$0.056	0.3%	\$0.880	5.5%	\$48.368	\$48.757	\$45.291	\$0.389	0.8%	\$3.466	7.7%
<i>Hudson Line - Commutation</i>	6.018	6.027	5.737	0.009	0.1%	0.290	5.1%	17.796	17.901	16.961	0.105	0.6%	0.940	5.5%
<i>Hudson Line - Non-Commutation</i>	<u>6.077</u>	<u>6.170</u>	<u>5.799</u>	<u>0.093</u>	<u>1.5%</u>	<u>0.371</u>	<u>6.4%</u>	<u>16.461</u>	<u>16.726</u>	<u>15.407</u>	<u>0.265</u>	<u>1.6%</u>	<u>1.319</u>	<u>8.6%</u>
TOTAL HUDSON LINE	\$12.095	\$12.197	\$11.537	\$0.102	0.8%	\$0.660	5.7%	\$34.256	\$34.626	\$32.368	\$0.370	1.1%	\$2.259	7.0%
<i>New Haven Line - Commutation</i>	12.520	12.787	12.182	0.267	2.1%	0.605	5.0%	37.196	37.755	36.190	0.558	1.5%	1.564	4.3%
<i>New Haven Line - Non-Commutation</i>	<u>13.914</u>	<u>14.587</u>	<u>13.584</u>	<u>0.673</u>	<u>4.8%</u>	<u>1.003</u>	<u>7.4%</u>	<u>38.529</u>	<u>39.997</u>	<u>37.141</u>	<u>1.468</u>	<u>3.8%</u>	<u>2.856</u>	<u>7.7%</u>
TOTAL NEW HAVEN LINE	\$26.434	\$27.374	\$25.766	\$0.940	3.6%	\$1.607	6.2%	\$75.725	\$77.752	\$73.331	\$2.026	2.7%	\$4.420	6.0%
<i>All Lines - Commutation</i>	27.684	28.000	26.607	0.316	1.1%	1.393	5.2%	82.017	83.009	78.811	0.992	1.2%	4.198	5.3%
<i>All Lines - Non-Commutation</i>	<u>27.688</u>	<u>28.471</u>	<u>26.716</u>	<u>0.783</u>	<u>2.8%</u>	<u>1.755</u>	<u>6.6%</u>	<u>76.332</u>	<u>78.126</u>	<u>72.179</u>	<u>1.794</u>	<u>2.4%</u>	<u>5.947</u>	<u>8.2%</u>
TOTAL EAST OF HUDSON LINES	\$55.372	\$56.470	\$53.323	\$1.098	2.0%	\$3.147	5.9%	\$158.349	\$161.135	\$150.990	\$2.786	1.8%	\$10.145	6.7%
West of Hudson Main-n-Ride Revenue	<u>\$0.035</u>	<u>\$0.029</u>	<u>\$0.031</u>	<u>(0.006)</u>	<u>-17.1%</u>	<u>(0.002)</u>	<u>-6.5%</u>	<u>\$0.104</u>	<u>\$0.086</u>	<u>\$0.095</u>	<u>(0.018)</u>	<u>-17.3%</u>	<u>(0.009)</u>	<u>-9.5%</u>
TOTAL FAREBOX REVENUE	\$55.407	\$56.499	\$53.354	\$1.092	2.0%	\$3.145	5.9%	\$158.453	\$161.221	\$151.085	\$2.768	1.7%	\$10.136	6.7%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.538	1.549	1.523	0.012	0.8%	0.026	1.7%	4.137	4.188	4.098	0.051	1.2%	0.090	2.2%
<i>Harlem Line - Non-Commutation</i>	<u>0.886</u>	<u>0.886</u>	<u>0.870</u>	<u>(0.001)</u>	<u>-0.1%</u>	<u>0.015</u>	<u>1.8%</u>	<u>2.465</u>	<u>2.444</u>	<u>2.358</u>	<u>(0.022)</u>	<u>-0.9%</u>	<u>0.086</u>	<u>3.6%</u>
TOTAL HARLEM LINE	2.424	2.435	2.394	0.011	0.5%	0.042	1.7%	6.602	6.632	6.456	0.030	0.5%	0.176	2.7%
<i>Hudson Line - Commutation</i>	0.858	0.867	0.851	0.009	1.1%	0.016	1.9%	2.308	2.329	2.289	0.022	0.9%	0.040	1.8%
<i>Hudson Line - Non-Commutation</i>	<u>0.562</u>	<u>0.567</u>	<u>0.552</u>	<u>0.005</u>	<u>0.9%</u>	<u>0.015</u>	<u>2.7%</u>	<u>1.525</u>	<u>1.540</u>	<u>1.487</u>	<u>0.014</u>	<u>0.9%</u>	<u>0.053</u>	<u>3.6%</u>
TOTAL HUDSON LINE	1.419	1.434	1.403	0.014	1.0%	0.031	2.2%	3.833	3.869	3.776	0.036	0.9%	0.093	2.5%
<i>New Haven Line - Commutation</i>	2.035	2.081	2.023	0.046	2.3%	0.059	2.9%	5.514	5.604	5.480	0.090	1.6%	0.124	2.3%
<i>New Haven Line - Non-Commutation</i>	<u>1.382</u>	<u>1.429</u>	<u>1.369</u>	<u>0.047</u>	<u>3.4%</u>	<u>0.060</u>	<u>4.4%</u>	<u>3.846</u>	<u>3.929</u>	<u>3.768</u>	<u>0.083</u>	<u>2.2%</u>	<u>0.160</u>	<u>4.3%</u>
TOTAL NEW HAVEN LINE	3.418	3.510	3.392	0.092	2.7%	0.118	3.5%	9.360	9.533	9.248	0.173	1.8%	0.285	3.1%
Total Ridership East of Hudson														
<i>All Lines - Commutation</i>	4.431	4.497	4.396	0.067	1.5%	0.101	2.3%	11.959	12.122	11.867	0.163	1.4%	0.255	2.1%
<i>All Lines - Non-Commutation</i>	<u>2.830</u>	<u>2.882</u>	<u>2.792</u>	<u>0.051</u>	<u>1.8%</u>	<u>0.090</u>	<u>3.2%</u>	<u>7.836</u>	<u>7.912</u>	<u>7.613</u>	<u>0.076</u>	<u>1.0%</u>	<u>0.299</u>	<u>3.9%</u>
TOTAL EAST OF HUDSON LINES	7.261	7.379	7.188	0.118	1.6%	0.191	2.7%	19.795	20.033	19.480	0.238	1.2%	0.554	2.8%
West of Hudson	<u>0.159</u>	<u>0.153</u>	<u>0.159</u>	<u>(0.006)</u>	<u>-4.0%</u>	<u>(0.006)</u>	<u>-4.0%</u>	<u>0.417</u>	<u>0.409</u>	<u>0.412</u>	<u>(0.007)</u>	<u>-1.8%</u>	<u>(0.003)</u>	<u>-0.6%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.420	7.532	7.347	0.112	1.5%	0.184	2.5%	20.212	20.443	19.892	0.231	1.1%	0.551	2.8%

**MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2016**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	-	
Labor Relations	18	17	1	
Safety	53	41	12	A
Security	19	16	3	
Office of the Executive VP	6	6	-	
Corporate & Public Affairs	18	18	(0)	
Customer Service	57	57	(0)	
Legal	19	17	2	
Claims	14	13	1	
Environmental Compliance & Svce	8	7	1	
Human Resources	45	41	4	
Training	97	68	29	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	22	20	2	
Capital Planning & Programming	17	10	7	
Long Range Planning	8	6	2	
VP Finance & Info Systems	3	1	2	
Controller	77	73	4	
Budget	22	17	5	
Procurement & Material Management	37	29	8	
Corporate	-	-	-	
Total Administration	552	469	83	
Operations				
Operations Administration	85	70	15	
Transportation	1,469	1,504	(35)	B
Customer Service	324	295	29	A
Metro-North West	39	27	12	
Total Operations	1,917	1,896	20	
Maintenance				
Maintenance of Equipment	1,739	1,609	130	A
Maintenance of Way	2,133	2,008	125	A
Procurement & Material Mgmt	128	116	12	
Total Maintenance	4,000	3,734	266	
Engineering/Capital				
Construction Management	42	36	6	
Engineering & Design	79	72	7	
Total Engineering/Capital	121	108	13	
Total Positions	6,590	6,208	382	
Non-Reimbursable	5,888	5,776	111	
Reimbursable	702	431	271	
Total Full-Time	6,589	6,207	382	
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 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
March 31, 2016

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	148	152	(4)
Professional, Technical, Clerical	404	317	87
Operational Hourlies	-	-	-
Total Administration	552	469	83
Operations			
Managers/Supervisors	245	204	41
Professional, Technical, Clerical	189	164	25
Operational Hourlies	1,483	1,528	(45)
Total Operations	1,917	1,896	20
Maintenance			
Managers/Supervisors	611	605	6
Professional, Technical, Clerical	526	449	77
Operational Hourlies	2,863	2,680	183
Total Maintenance	4,000	3,734	266
Engineering/Capital			
Managers/Supervisors	46	40	6
Professional, Technical, Clerical	75	68	7
Operational Hourlies	-	-	-
Total Engineering/Capital	121	108	13
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,050	1,001	49
Professional, Technical, Clerical	1,194	999	195
Operational Hourlies	4,346	4,207	138
Total Positions	6,590	6,208	382

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

March 31, 2016

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	1,917	1,896	20	Primarily reflects delayed and internal hiring of vacant positions.
Maintenance	4,000	3,734	266	Reflects vacant positions in Maintenance of Way (directors, mechanics, machine operators and signalman) and Maintenance of Equipment (electricians, car cleaners and machinists) 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	552	469	83	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety, Procurement and Capital Planning departments.
Engineering / Capital	121	108	13	
Total Agency-wide Headcount	6,590	6,208	382	
Non-Reimbursable	5,888	5,776	111	
Reimbursable	702	431	271	

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

		MONTH			VARIANCE	
		ADOPTED	2016	2015	Fav/(Unfav)	
		BUDGET			ADOPTED	2015
Farebox Operating Ratio	Standard ^(B)	52.6%	56.1%	54.4%	3.5%	1.7%
	Adjusted ^(C)	59.1%	64.4%	60.4%	5.3%	4.0%
Cost per Passenger	Standard ^(B)	\$14.66	\$13.81	\$14.13	\$0.85	\$0.32
	Adjusted ^(C)	\$14.39	\$13.26	\$13.87	\$1.13	\$0.61
Passenger Revenue/Passenger ^(D)		\$7.71	\$7.74	\$7.68	\$0.03	\$0.06

		YEAR-TO-DATE			VARIANCE	
		ADOPTED	2016	2015	Fav/(Unfav)	
		BUDGET			ADOPTED	2015
Farebox Operating Ratio	Standard ^(B)	51.2%	56.1%	52.4%	4.9%	3.7%
	Adjusted ^(C)	57.8%	63.7%	58.6%	5.9%	5.1%
Cost per Passenger	Standard ^(B)	\$15.80	\$14.50	\$15.30	\$1.30	\$0.80
	Adjusted ^(C)	\$15.51	\$14.19	\$15.01	\$1.32	\$0.82
Passenger Revenue/Passenger ^(D)		\$8.09	\$8.13	\$8.02	\$0.04	\$0.11

(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

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

MARCH 2016

Operations Planning & Analysis Department
May, 2016

MARCH 2016 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2016	% Change vs. 2015
Total Rail Ridership	7.532	+2.5% ▲
Commutation Ridership	4.587	+2.1% ▲
Non-Commutation Ridership	2.945	+3.1% ▲
Connecting Service Ridership	0.052	+5.4% ▲
Total MNR System Ridership	7.584	+2.5% ▲
Rail Revenue	\$57.7	+5.8% ▲

Key Factors Impacting March Ridership

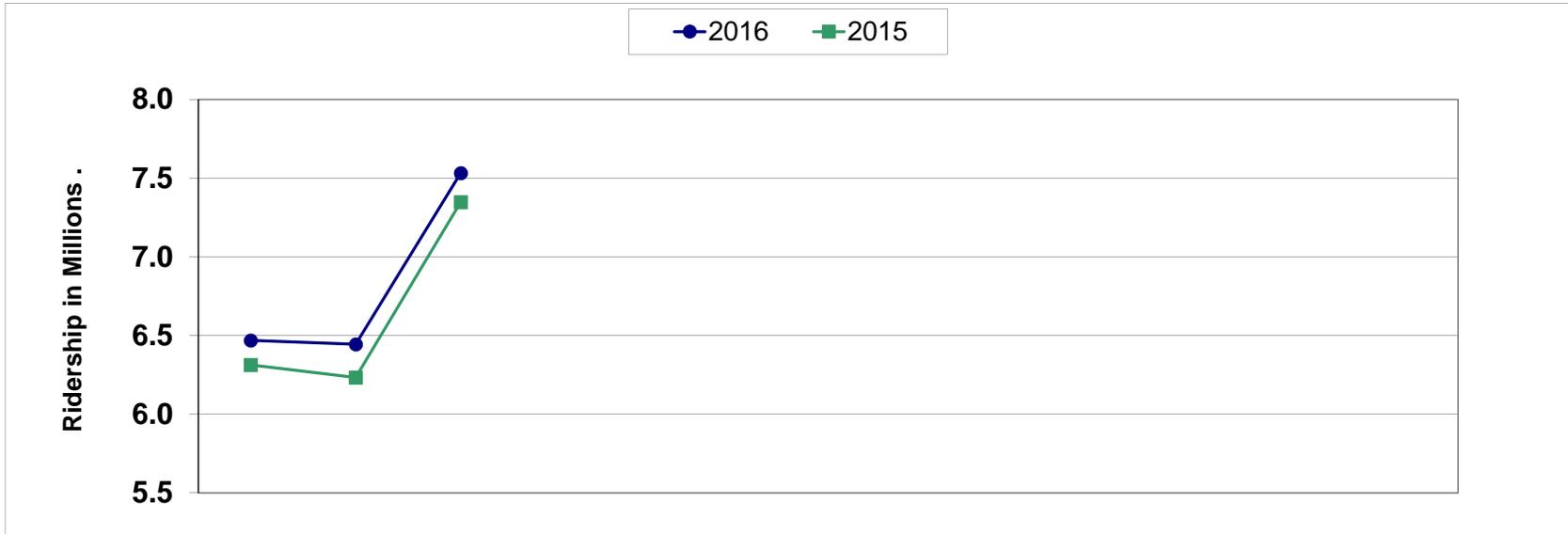
- Large increases in non-commutation ridership can be attributed to the unseasonably mild weather which occurred during March
 - It was also much warmer in March 2016 than in March 2015 (average monthly temperature was 48.9 degrees vs. 38.1 degrees last March).
 - We had less snow in March 2016 than in March 2015 (0.9 inches of snow fell in Central Park in March 2016, compared to 18.6 inches in March 2015).

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

	YTD 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	20.443	+2.8% ▲	+1.1% ▲
Commutation Ridership	12.364	+2.1% ▲	+1.3% ▲
Non-Commutation Ridership	8.079	+3.9% ▲	+1.0% ▲
Connecting Service Ridership	0.143	+10.3% ▲	+5.5% ▲
Total MNR System Ridership	20.586	+2.8% ▲	+1.2% ▲
Rail Revenue	\$164.6	+6.7% ▲	+1.7% ▲

MARCH RAIL RIDERSHIP ⁽¹⁾

- March's Total Rail Ridership was 2.5% above 2015 and 1.5% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4	7.5										20.4
2015	6.3	6.2	7.3										19.9
PCT CHG.	2.5%	3.4%	2.5%										2.8%

1) Includes East and West of Hudson.

MARCH RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- March's Rail Commutation Ridership was 2.1% above 2015 and 1.3% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0	4.6										12.4
2015	3.8	3.9	4.5										12.1
PCT CHG.	1.4%	2.6%	2.1%										2.1%

1) Includes East and West of Hudson.

MARCH RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- March's Rail Non-Commutation Ridership was 3.1% above 2015 and 1.8% above budget.

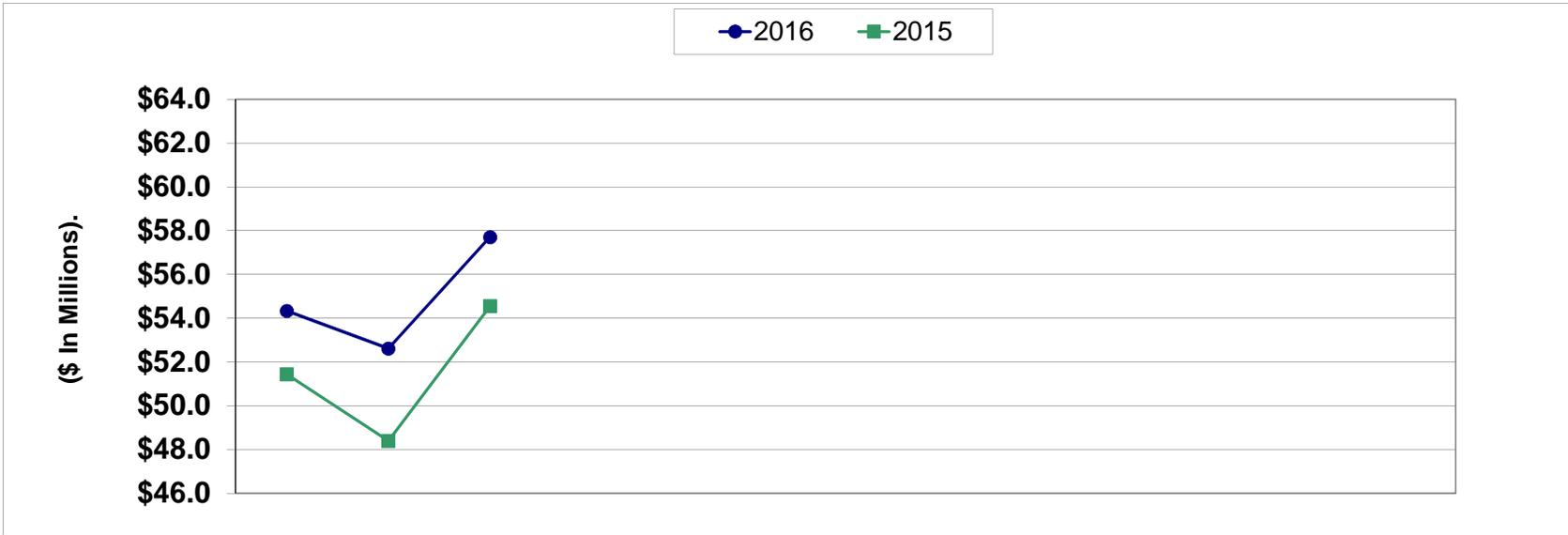


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	2.9										8.1
2015	2.5	2.4	2.9										7.8
PCT CHG.	4.1%	4.7%	3.1%										3.9%

1) Includes East and West of Hudson.

MARCH RAIL REVENUE ⁽¹⁾

- March's Total Rail Revenue was 5.8% above 2015 and 1.9% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3	\$52.6	\$57.7										\$164.6
2015	\$51.4	\$48.4	\$54.5										\$154.4
PCT CHG.	5.6%	8.7%	5.8%										6.7%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2016**

TICKET TYPE/SERVICE	MARCH 2016 ACTUAL	MARCH 2016 BUDGET	VARIANCE VS. BUDGET		MARCH 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,497,244	4,430,532	66,712	1.5%	4,396,363	100,881	2.3%
West of Hudson	90,120	96,051	(5,931)	-6.2%	94,646	(4,526)	-4.8%
Total Rail Commutation Ridership	4,587,364	4,526,583	60,781	1.3%	4,491,009	96,355	2.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,881,631	2,830,446	51,185	1.8%	2,791,879	89,752	3.2%
West of Hudson	62,737	63,157	(420)	-0.7%	64,507	(1,770)	-2.7%
Total Rail Non-Commutation Ridership	2,944,368	2,893,603	50,765	1.8%	2,856,386	87,982	3.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,378,875	7,260,978	117,897	1.6%	7,188,242	190,633	2.7%
West of Hudson	152,857	159,208	(6,351)	-4.0%	159,153	(6,296)	-4.0%
TOTAL RAIL RIDERSHIP	7,531,732	7,420,186	111,546	1.5%	7,347,395	184,337	2.5%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	52,272	50,470	1,802	3.6%	49,579	2,693	5.4%
TOTAL MNR SYSTEM RIDERSHIP	7,584,004	7,470,656	113,348	1.5%	7,396,974	187,030	2.5%

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	12,121,520	11,958,741	162,779	1.4%	11,866,904	254,616	2.1%
West of Hudson	242,478	252,487	(10,009)	-4.0%	248,698	(6,220)	-2.5%
Total Rail Commutation Ridership	12,363,998	12,211,228	152,770	1.3%	12,115,602	248,396	2.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	7,911,919	7,836,307	75,612	1.0%	7,612,630	299,289	3.9%
West of Hudson	166,966	164,325	2,641	1.6%	163,365	3,601	2.2%
Total Rail Non-Commutation Ridership	8,078,885	8,000,632	78,253	1.0%	7,775,995	302,890	3.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	20,033,439	19,795,048	238,391	1.2%	19,479,534	553,905	2.8%
West of Hudson	409,444	416,812	(7,368)	-1.8%	412,063	(2,619)	-0.6%
TOTAL RAIL RIDERSHIP	20,442,883	20,211,860	231,023	1.1%	19,891,597	551,286	2.8%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	142,878	135,470	7,408	5.5%	129,521	13,357	10.3%
TOTAL MNR SYSTEM RIDERSHIP	20,585,761	20,347,330	238,431	1.2%	20,021,118	564,643	2.8%

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 BY LINE
MARCH 2016**

LINE	MARCH 2016 ACTUAL	MARCH 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,435,142	2,393,523	41,619	1.7%
Hudson Line	1,433,576	1,403,000	30,576	2.2%
New Haven Line	3,510,157	3,391,719	118,438	3.5%
Total East of Hudson	7,378,875	7,188,242	190,633	2.7%
WEST OF HUDSON				
Port Jervis Line	90,221	93,277	(3,056)	-3.3%
Pascack Valley Line	62,636	65,876	(3,240)	-4.9%
Total West of Hudson	152,857	159,153	(6,296)	-4.0%
TOTAL RAIL RIDERSHIP				
	7,531,732	7,347,395	184,337	2.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	36,312	37,707	(1,395)	-3.7%
Haverstraw-Ossining Ferry	10,970	8,519	2,451	28.8%
Newburgh-Beacon Ferry	4,990	3,353	1,637	48.8%
Total Connecting Services	52,272	49,579	2,693	5.4%
TOTAL MNR SYSTEM				
	7,584,004	7,396,974	187,030	2.5%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

**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
EAST OF HUDSON				
Harlem Line	6,631,777	6,455,595	176,182	2.7%
Hudson Line	3,869,008	3,775,843	93,165	2.5%
New Haven Line	9,532,654	9,248,096	284,558	3.1%
Total East of Hudson	20,033,439	19,479,534	553,905	2.8%
WEST OF HUDSON				
Port Jervis Line	240,612	242,949	(2,337)	-1.0%
Pascack Valley Line	168,832	169,114	(282)	-0.2%
Total West of Hudson	409,444	412,063	(2,619)	-0.6%
TOTAL RAIL RIDERSHIP	20,442,883	19,891,597	551,286	2.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	99,327	98,021	1,306	1.3%
Haverstraw-Ossining Ferry	30,090	21,443	8,647	40.3%
Newburgh-Beacon Ferry	13,461	10,057	3,404	33.8%
Total Connecting Services	142,878	129,521	13,357	10.3%
TOTAL MNR SYSTEM	20,585,761	20,021,118	564,643	2.8%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

April 30, 2016

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Furnish and Install New Elevator at Port Chester Station (outbound side)* – Advertised for construction services on April 14, 2016; bids due May 17, 2016; award contract in July 2016; and completion forecasted for third quarter of 2017.
- *Hartsdale Window and Exterior Renovations (contract is under the Small Business Mentoring Program)* – Door saddle replacements were installed and painting of interior trim and punchlist work commenced. Overall project completion anticipated in 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. Miscellaneous work is underway with substantial completion anticipated in June 2016.

Fordham Station Improvements

Work at the station's platforms includes:

Inbound (IB): Lighting controls and motion sensors installed on the platform. Station identification (ID) signs have been installed. Tie-in of heating, ventilation and air conditioning (HVAC) system from the pre-fabricated communication buildings to the elevator continue.

Outbound (OB): [The street level plaza, new staircase, and shelters have been opened for public use as of February 2016]. Completed foundation support and precast slab installation for the platform section that required weekend track outages. Commenced work on canopy columns, purlins, etc. and installed roof panels over the platform and staircase. Platform signage installation continues. Platform surface and under-platform structural repairs continue on the 120 feet remaining section.

Overall project is scheduled to be completed in June 2016.

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

Bridge Replacement Design Report has been finalized. Site visits to discuss utility relocations and construction staging areas were held. Construction will commence in 2017 and is anticipated to be complete in the second quarter of 2019.

Design of Grand Central Terminal (GCT) and Outlying Stations Audio and Visual Information System Replacements

The purpose of this project is to design a replacement for GCT's Information System (big boards, gate boards, digital track indicators, monitors, and platform displays) with a modern, more capable and robust infrastructure as well as develop a new station public address system that will provide audio and visual display of scheduled trains at outlying stations. The interim design is underway to prepare GCT and Outlying Station Design Packages for

visual and audio public address system infrastructure. Both GCT and Outlying Stations are proceeding with design-build project delivery methods.

Enhanced Station Improvements at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester

Utilizing the Request for Proposal process with proposals due in mid-May, a Best Practices Design Consultant is sought to advise on industry best practices as a means to enhance the aesthetics and amenities of the stations, passenger's experience and improve stations through design innovation and excellence, all with minimal disruptions to customers. Architectural enhancements such as: artistic lighting and lighting of historic stations as well as other types of enhancement opportunities will be explored as part of this effort. By year's end it is anticipated that a design-build contract will be awarded to execute the results of this effort.

POWER

Power, C&S 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 (3 out of 6 are complete CP26-33 on track 4 side). Adjacent to track 4, completed 3 out of 6 elevated steel platform footings, steel installation to commence. Continue to perform excavation/installation of: communication & signal trough (approximately 95% complete on track 4 side); signal power duct banks and third rail set-ups at locations north of the Ossining Station are nearing completion within the vicinity of the Scarborough and Philipse Manor stations. Track 3 outage is anticipated to commence in August 2016.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Commenced with traction power, sectionalizing switches, and negative return ductbanks under track crossings; anticipate completion by June 2016. Factory acceptance tests for rectifier transformer and SCADA equipment are underway with final tests forecasted in June 2016. Delivery of prefabricated substation and associated electrical equipment is anticipated in July 2016. Crew quarter's foundation and conduit installation are complete with associated trailer to be delivered in July 2016.

Tarrytown: Completed substation foundation. Placement of concrete for Transformer pad and installation of 15kv manhole are underway. Factory acceptance tests for rectifier transformer and SCADA equipment continue with final tests forecasted in June 2016. Delivery of prefabricated substation and associated electrical equipment is anticipated in August 2016.

Croton-Harmon: Completed substation foundation as well as the installation of conduits under all tracks. Placement of concrete for transformer pad and DC negative return reactor continues; the DC negative return reactor was delivered to the site. Fabrication of substation and associated electrical equipment are underway with delivery anticipated 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): Negative return reactors were delivered, rigged and placed in their new location. Completed installation of cables, cable supports and final connections to the reactors. Reactor energization, in service testing and final cutover to commence.
- 86th St: Mobilization at the site and demolition of west platform are forecasted to commence in May

2016. AC and DC switchgear equipment layout submittals were approved. Switchgears are in fabrication with delivery forecasted in fourth quarter of 2016.

Brewster Substation – Substation foundation structure and the installation of traction power conduits under the tracks is 90% complete. Fabrication of switchgear is underway with delivery forecasted in fourth quarter of 2016.

Substation Replacement Bridge-23

Resistivity testing, which quantifies how strongly a given material opposes the flow of electric current, was completed for grounding grid installation at Mount Vernon Signal Substation. Anticipate factory acceptance testing to be complete in May 2016 for the switchgear at the New Rochelle substation. Final testing of Pelham's voltage balancing station is anticipated to commence in May 2016.

Harlem River Lift Bridge-Cable Replacement/Control System

Elevator rehabilitation work to gain access to the bridge control and machine rooms is complete for the Manhattan tower and continues for the Bronx tower. Miscellaneous punch list work is also ongoing. The bridge is available to support river traffic upon request.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Mobilized at the site and commenced pipe installation work in April 2016, with weekend track outages on Tracks 1 and 3; the track outages will be coordinated with the CP-109 and Fordham projects. The work includes: installation of a track under-drain system between Mott Haven Yard and Fordham on Metro-North'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 62% complete. Bridge inspectors continue to progress with the inspection across MNR's territory. Associated Inspection and Load Rating reports continue to be submitted for key stakeholder's review. Analysis of New Haven Line bridges' strain gauge testing results is continuing.

Undergrade Bridges – West of Hudson

The designs for repairs to seven undergrade bridges on the Port Jervis Line (between Harriman and Campbell Hall stations) are ongoing. The final designs for Bridges JS 63.04 and JS 61.56 are complete. A further three bridges (JS 47.19, JS 58.64 and JS 62.00) completed final designs in April 2016 and the two remaining bridges are ongoing (JS 44.80 and JS 66.22).

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Transponders continue to be installed for Civil Speed Enforcement on both the Hudson and New Haven Lines. On the New Haven Line, 95% of Transponders have been installed, of which 20% have been tested. Wayside subsystem deliveries continue to support the installation of pilot locations in advance of final design completion. M7 PTC hardware First Article Inspection was held. First M7 complete pilot equipment delivery is scheduled for

June 2016. The Federal Communications Commission issued a proposed order granting spectrum modification request for Fairfield, New Haven, Orange and Dutchess Counties; final approval is still pending.

West of Hudson Signal Improvements

MNR force account is continuing work along Segment 1 (CP-Sterling to CP-Harriman), with cutover anticipated in the first quarter of 2017. The purpose of this project is to install a new 100 Hz Cab Signal system replacing the existing antiquated system on the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9), with the work divided into five segments. Currently, force account cutover work remains, as the cable and signal infrastructure equipment installation was substantially completed in April 2015 by a third party contractor.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility/ Building 6 (CSF) – Within the existing building area completed the following: abatement and demolition of the roof and slab; mass excavation in the north area; and demolition of tracks in the south area. In the new building footprint commenced with: underground conduit installation (traction power & wayside power); foundation work (rammed aggregate piers); and traction power and electrical distribution conduit installation in the area south of it. Anticipate delivery of structural steel for CSF to commence in September 2016.
- EMU (Electric Multiple Unit) Annex Building - Completed foundation footings, walls, and waterproofing and commenced with backfilling. Continue offsite structural steel fabrication for the building with delivery anticipated in mid-May 2016; installation of electrical and communication ductbank working from north to south along the adjacent roadway and shop drawing preparation for EMU industrial major equipment.

Phase V Stage II Preliminary Design

- Stage II Preliminary Design for the Running Repair and Support Facility 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

Project is progressing at approximately 80% complete with repairs complete in many areas and final paint coat applied. In progress work includes: Deleading of steel and fabrication and delivery of new steel, application of paint around steel repaired connections; installation of protective shield at various deficiency locations and installation of temporary column supports at girder repair locations. Street-level repairs continued into May 2016, with permits received from the NYCDOT to close portions of the sidewalks on 48th and 49th Streets to enable the work to proceed. Demolition was performed along 48th Street, the replacement structural steel components set into place, the structural slab cast and waterproofing applied, all in preparation for the placement of the topping slab.

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)

SE-1: Completed installation of the elevator rails; doors delivered and installation in progress. Forecasted placed in service date is in June 2016. SE-2 elevator will commence subsequently. A-car: Demolition of shaft and

platform is in progress; delivery of new elevator car forecasted for third quarter of 2016. Both SE-2 and A-Car are anticipated to be placed in service in fourth quarter of 2016.

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, preparation for mobilization and submittal phase is underway.

GCT Leaks Remediation Phase II

- *42nd Street Bridge:* Restoration activities continue on the 42nd Street bridge abutments at 89th East 42nd Street via reinstallation of the stones encasing the bridge columns. Lead abatement and waterproofing are complete, with restoration of masonry components to continue once the adjacent sidewalk shed is removed.
- *Vanderbilt Avenue:* Concrete placement, paving, and work zone removal were completed at Vanderbilt Avenue West between 44th and 45th Streets; a new work zone for Vanderbilt Avenue West between 43rd and 44th Streets was set up simultaneously with the paving between 44th and 45th Streets.
- *45th Street Bridges:* Restoration of the southbound and northbound 45th Street bridges continues with: offsite cleaning and painting of the architectural panels; removal of concrete encasement from bridge columns and girders; and assessment of the columns for required structural steel repairs.
- *42nd Street:* Installation of a sidewalk shed/scaffold with underside lighting, temporary drainage system, and protection enclosure took place along GCT's East 42nd Street façade. Masonry façade cleaning, repair and restoration are scheduled to begin in May 2016.
- *Taxi Stand:* In the southern half section - asphalt base and pavers were installed and masonry cleaning and joint mortar repointing performed on the piers. Completion of masonry piers repairs as well as existing work zone removal, are anticipated to be completed in May 2016. In the northern half section - masonry pier repairs will be scheduled and completed at a future date.

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 that was collected is being evaluated and a final report will be issued once analysis is complete. Subsequently, the design consultant will prepare design documents to enable MNR force account to commence with repairs.

2016 MNR Capital Program Goals

As of April 30, 2016
In Millions

