



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

May 2017

Members

S. Metzger

N. Brown

C. Moerder

J. Molloy

M. Pally

A. Saul

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Metro-North Railroad Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 5/22/2017

8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes

MNR Committee Minutes - April 24, 2017 - Page 3

3. 2017 Work Plan

2017 MNR Work Plan - Page 9

4. President's Reports

Safety

Safety Report - Page 16

MTA Police Report

MTA Police Report - Page 18

5. Information Items

MNR Information Items - Page 23

Diversity-EEO Report – 1st Quarter 2017

Diversity-EEO - 1st Quarter 2017 Report - Page 24

6. Procurements

MNR Procurements - Page 33

Non-Competitive

MNR Non-Competitive Procurements - Page 37

Competitive

MNR Competitive Procurements - Page 42

7. Operations Report

Operations Report - Page 59

8. Financial Report

Finance Report - Page 67

9. Ridership Report

Ridership Report - Page 87

10. Capital Program Report

Capital Program Report - Page 97

Next Meeting: Joint meeting with LIRR on Monday, June 19 at 8:30 A.M.

Minutes of the Regular Meeting
Metro-North Committee
Monday, April 24, 2017

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
8:30 a.m.

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Norman Brown
Hon. Ira Greenberg
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Not Present:

Hon. Andrew Saul

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Catherine Rinaldi – Executive Vice President
Richard L. Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
Owen Monaghan – Chief, MTA Police Department
Andrew Paul – Vice President, Labor Relations
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steve Weiss – Executive Director, Management & Budget

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Ms. Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of April 24, 2017, should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

PUBLIC COMMENT

There were two public speakers.

Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, asked that Metro-North assist the Town of Clarkstown Police Department with an upgrade to security cameras at the Nanuet Station. Mr. Glucksman also commented on challenges commuters are facing following the second of two derailments in Penn Station, including at Secaucus Junction. He stated that commuters will face further problems when Amtrak takes tracks out of service for Sandy repairs. He expressed his opinion that service on the number 7 train should be extended to Secaucus and that the MTA should be involved in any project to construct tunnels under the Hudson River, including the Gateway Project.

Murray Bodin described Positive Train (PTC) control as an out-of-date technology, and spoke in favor of implementing a system similar to that which control driverless cars instead of PTC.

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 and in the minutes of the Long Island Rail Road.

APPROVAL OF MINUTES AND 2017 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the March 20, 2017 Metro-North Committee meeting. There were no changes to the 2017 Metro-North Railroad Committee Work Plan. The details of the work plan are contained in the 2017 Metro-North Railroad Committee Work Plan filed with the records of this meeting.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti began his report by recognizing five Brewster District employees whose quick actions saved a co-worker who suffered a heart attack in the workplace. He described the actions taken by the employees after Brewster Yardmaster, Jeff Ballard, was approached by a colleague who said he was experiencing severe chest pain. Mr. Ballard, who was an Emergency Medical Technician before he joined Metro-North, suspected the man was having a heart attack, took his pulse, confirmed something was seriously wrong and immediately gave the man aspirin, an easy life-saving step for heart attack victims. He immediately called the Brewster Transportation Office Shop Foreman, Jeff Boyle, and Brendan Szabo, Mechanical Foreman, both of whom are EMTs and form the District's Emergency Response Team who initiated life-saving steps on the man. Harlem Line Superintendent Michele Salvatore immediately contacted the regional emergency response team using 911. Downstairs, Trainmaster Andrew McClellan posted at the entrance to the yard along with MTA Police Officers to direct regional Emergency Medical Services when they arrived. Local EMS arrived on the scene, and confirmed through an EKG that the man was experiencing a cardiac emergency. When regional EMS arrived, they performed additional live-saving steps before transporting him to the Danbury Hospital. Their colleague has since

recovered and has thanked all his co-workers. The quick actions of Metro-North's Brewster District employees saved the life of their coworker. President Giulietti presented the Brewster District employees and Chief Monaghan, on behalf of the MTA Police, with a certificate in recognition of their assistance that day.

President Giulietti reported that overall, east of Hudson, system wide on-time performance in the month of March 2017 was above the monthly goal at 95.4% and above goal year to date. Performance in the month of March was above goal during all service periods with peak service operating at 96.2%, off-peak operating at 95.7% and weekend service operating at 93.3%. West of Hudson service operated at 92.3% in the month of March. Train performance was adversely impacted due to Winter Storm Stella on March 14th that dropped up to two feet of snow and impacted service for three days through March 16th, causing one third of train delay minutes. Excluding weather and police incidents, train delay minutes decreased 40% from March of 2016. Fleet Mean Distance Between Failures in February operated above goal at over 221,000 miles before a breakdown. The M7 fleet experienced a higher number of Cab Signal Failures and operated 41% below goal. The M8 fleet continued to perform well operating 9% above goal.

President Giulietti reported that customer complaints increased in March largely due to Winter Storm Stella, combined with the very low complaint numbers in February (489 overall complaints in March vs. 356 complaints in February). Complaints in March 2017 were 11% less than in March 2016.

President Giulietti gave a report on two upcoming events in Grand Central Terminal. He reported that on April 27, Metro-North will host its 4th annual Employee and Community Blood drive in partnership with the New York Blood Center. In 2016 nearly 300 participants gave blood making it the largest and most successful drive throughout the event's history. Metro-North hopes that this year's blood drive will be even more successful with all encouraged to give the gift of life that day. On May 17, Metro-North will host its annual staycation showcase, Getaway Day in Grand Central Terminal from 11 a.m. to 3 p.m. The event promotes the ease of taking Metro-North to a diverse range of attractions, events, recreational activities and regional destinations including the many promotional packages Metro-North offers. The showcase will feature approximately 30 of Metro-North's regional tourism partners, including Westchester Tourism, Maritime Aquarium, Ripley's Believe It or Not!, NY Botanical Garden, Amtrak, Empire City Casino, and Zipcar. The line-up reflects a collaborative effort throughout Metro-North and MTA with Metro-North's Office of System Safety Department and Long Island Rail Road participating, MTA's Music Under New York artists performing and MTA Arts & Design posters and postcards offered to attendees.

The details of the President's Report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate is down nearly 9% versus the previous 12 months and the employee lost time injury rate is up nearly 8% versus the previous 12 months. He reported that Metro-North's community outreach program, TRACKS, reached over 11,000 individuals in February bringing the total for the year to over 15,000. Mr. Vonashek

noted that Metro-North's new Safety Training metrics will be discussed at the April Safety Committee meeting. There was a discussion between Board member Moerdler and Mr. Vonashek regarding the increase in the employee lost time frequency rate. Mr. Vonashek noted that the rate has been declining over the past few months. He noted that the increase in the injury rate is mainly due to slip, trip and falls and by injuries due to overexertion. The railroad is focusing on these issues in job safety briefings and training aids.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board members' comments regarding the safety report.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

During the President's report, there was a discussion between Board members Moerdler, Pally, Greenberg, Vanterpool, Vitello and Metzger regarding the utilization of the platforms at Penn Station, the details of which are contained in the minutes of the Long Island Rail road held this day.

MTA POLICE DEPARTMENT REPORT

Chief Monaghan reported on crime statistics, noting that system wide the number of major felonies increased by two in March 2017 versus the previous year, 20 versus 18. Year-to-date March 2017 total major felonies were down by one, 62 versus 63. There were 10 major felonies on the Metro-North system in March 2017 versus seven in March 2016 with six of the 10 resulting in arrest. Year-to-date, total major felonies on the Metro-North system were down by two, 30 versus 32. In March 2017, there were three robberies resulting in arrest.

The details of Chief Monaghan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

JOINT INFORMATION ITEM:

One joint information item was presented to the Committee:

- MTA Homeless Outreach – Cynthia Wilson, Assistant Director, MTA Homeless Outreach gave a report on the homeless outreach work performed with the Bowery Residents Committee (BRC) in Grand Central Terminal and Penn Station. She noted that there is collaboration and partnership with stakeholders, outreach providers and the MTA Police Department to provide assistance to the homeless. Ms. Wilson may be contacted should assistance be needed for the homeless but, for immediate response, the MTA Police Department should be contacted. Ms. Wilson noted that station and terminal employees may also be of assistance and the BRC has a homeless helpline and you can call 311 or use the 311 app. Following Ms. Wilson's report, there was a discussion between Ms. Wilson and Board members Moerdler and Zuckerman regarding Ms. Wilson's report. Board member Moerdler inquired about the steps taken

to deal with homeless individuals in Grand Central Terminal. Ms. Wilson noted that homeless individuals are engaged and offered services. If the individual willingly seeks shelter, they are transferred to a shelter. If they are resistant, the individual will be engaged over a period of time to gain their trust. She noted that the BRC provides at their 125th Street facility, a crisis center, reception center and safe haven, and provides mental illness and substance abuse treatment. MTA Homeless Outreach facilitates access to resources and the BRC provides the actual service. Ms. Wilson noted that mental illness is more prevalent in the homeless population in Grand Central Terminal who are very service resistant versus the population in Penn Station who tend to have issues with substance abuse. Board member Moerdler asked to be provided with information regarding the steps taken to monitor the quality of the facilities provided by the BRC.

The details of Ms. Wilson's report are contained in the Homeless Outreach report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion regarding the MTA Homeless Outreach.

METRO-NORTH INFORMATION ITEMS:

Four information items were presented to the Committee:

- Final Review of 2016 Operating Budget Results
- 2016 Annual Ridership Report – Vice President of Planning Michael Shiffer provided highlights of Metro-North's executive summary on 2016 ridership.
- Annual Inventory Report
- Track Program Quarterly Update – Vice President of Engineering Glen Hayden will provided the first quarter progress report on Metro-North's ongoing track maintenance work to bring the infrastructure to a state of good repair.

Board member Moerdler asked about the high levels of inventory. Mr. Hayden noted that materials that have been taken out of inventory and placed along the right-of-way for use are not yet charged out of the inventory. Mr. Muir noted that materials in inventory are evaluated for life cycle and cost. Mr. Moerdler asked to be provided with a report regarding the evaluation of inventory. The details of the above information 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 discussion regarding the Annual Inventory Report.

PROCUREMENTS:

MTA Metro-North Railroad:

Two competitive procurements were presented to the Committee:

- Approval to award a 20-month competitively solicited and negotiated design-build contract to the firm, Halmar International LLC, in the not-to-exceed amount of \$9,445,500, for the design and construction of the Prospect Hill Road Bridge located over the Harlem Line in the MNR Brewster Yard south of the Southeast train station.
- Approval to award a competitively solicited 56 month contract to Ansaldo STS USA, Inc. to perform application engineering and to fabricate and deliver pre-wired communications and signal houses and cases to be located in Connecticut from Greenwich to East Norwalk, in the amount of \$24,500,200, funded by the State of Connecticut.

Mr. Zuckerman stated that he is thrilled that a vendor has been selected for the Prospect Hill bridge project. Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board member Moerdler was not present for the vote. The details of the above procurement 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 regarding procurements.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports 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.

ADJOURNMENT

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

2017 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2017 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

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<u>May 2017</u>	
Diversity/EEO Report – 1 st Quarter 2017	Diversity and EEO
<u>June 2017 (Joint meeting with LIRR)</u>	
Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President
<u>July 2017</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
Track Program Quarterly Update	Engineering
<u>September 2017</u>	
2018 Preliminary Budget (Public Comment)	Finance
2017 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2017	Diversity and EEO
2017 Fall Schedule Change	Operations Planning & Analysis
<u>October 2017 (Joint meeting with LIRR)</u>	
2018 Preliminary Budget (Public Comment)	Finance
Status Update on PTC	President
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
Bi-Annual Report on M-9 Procurement	President

November 2017

Review of Committee Charter
Holiday Schedule

Committee Chairs & Members
Operations Planning & Analysis

December 2017 (Joint meeting with LIRR)

2018 Final Proposed Budget
2018 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2017

Finance
Committee Chairs & Members
Diversity and EEO

January 2018

Approval of 2018 Committee Work Plan
Track Program Quarterly Update

Committee Chairs & Members
Engineering

February 2018 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2018
2017 Annual Operating Results
2017 Annual Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Quarter 2017

Finance
Operations
Operations
President
Diversity and EEO

March 2018

Annual Strategic Investments & Planning Studies
2018 Spring/Summer Schedule Change
Annual Elevator & Escalator Report

Capital Planning
Operations Planning & Analysis
Engineering

April 2018 (Joint meeting with LIRR)

Final Review of 2017 Operating Budget Results
2017 Annual Ridership Report
Annual Inventory Report
Track Program Quarterly Update
MTA Homeless Outreach

Finance
Operations Planning & Analysis
Procurement
Engineering
MTA

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.

2017 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 2017

Diversity & EEO Report– 1st Quarter 2017

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 2017 (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.

JULY 2017

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 2017 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.

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.

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

2017 Final Mid-Year Forecast

The agency will provide the 2017 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2017

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.

2017 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 2017.

OCTOBER 2017 (Joint Meeting with LIRR)

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

Status Update on PTC

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

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.

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

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.

NOVEMBER 2017

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)

2018 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2018.

2018 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2018 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2017

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.

JANUARY 2018

Approval of 2018 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.

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.

FEBRUARY 2018 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2018

The Agency will present its revised 2018 Financial Plan. These plans will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget.

2017 Annual Operating Results

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

2017 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 2017

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 2018

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.

2018 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 2018.

Annual Elevator/Escalator Report

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

APRIL 2018 (Joint Meeting with LIRR)

Final Review of 2017 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.

2017 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2017 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.

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.

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.



Metro-North Railroad

Safety Report

March 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	April 2014 -March 2015	April 2015 -March 2016	April 2016 -March 2017
FRA Reportable Customer Accident Rate per Million Customers	1.79	1.22	1.07
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.35	2.45	2.89
Grade Crossing Incidents ¹	1	2	1
Mainline FRA Reportable Train Derailments	1	1	1
Mainline FRA Reportable Train Collisions	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				
Safety Training	2016		2017	
	March	Year End	March	Year to Date
First Responders Trained	-	1,314	191	495
Employee Safety Training Courses	-	307	109	297
Employees Trained	-	6,161	813	2,813
Employee Safety Training Hours	-	268,469	15,057	50,504
Customer and Community: Focus on Grade Crossings	2016		2017	
	March	Year to Date	March	Year to Date
Broken Gates	5	17	4	10
MTA Police Details	147	385	154	451
Summons	63	118	54	193
Warnings	12	42	4	15
Community Education and Outreach	NA	NA	5,860	21,150
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
	Inward / Outward Facing Cab Cameras	957	8	0.84%
Passenger Compartment Cameras	1,088	8	0.74%	

Definitions:

First Responders Trained - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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 individuals reached at a TRACKS event. Program began in May 2016.

Cars Equipped with Cameras - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in August 2016.



Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

April 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	3	1	2	200%
Burglary	0	3	-3	-100%
Grand Larceny	4	6	-2	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	13	-6	-46%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	6	-2	-33%
Felony Assault	6	2	4	200%
Burglary	3	5	-2	-40%
Grand Larceny	22	31	-9	-29%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	37	45	-8	-18%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

April 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	4	5	-1	-20%
Burglary	0	4	-4	-100%
Grand Larceny	7	15	-8	-53%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	29	-13	-45%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	14	1	7%
Felony Assault	13	7	6	86%
Burglary	4	9	-5	-56%
Grand Larceny	43	60	-17	-28%
Grand Larceny Auto	3	2	1	50%
Total Major Felonies	78	92	-14	-15%



MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 4/30/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	9	9
Felony Assault	16	7
Burglary	2	9
Grand Larceny	9	13
Grand Larceny Auto	1	2
Aggravated Harassment	2	0
Aggravated Unlicensed Operator	7	11
Assault-Misdemeanor	21	16
Breach of Peace	2	5
Child Endangerment	1	2
Criminal Contempt	3	2
Criminal Impersonation	3	2
Criminal Mischief	20	18
Criminal Possession Stolen Property	5	4
Criminal Tampering	7	1
Criminal Trespass	12	17
Disorderly Conduct	2	2
Drug Offenses	34	18
DUI Offenses	2	1
Falsely Reporting an Incident	1	0
Forgery	18	20
Fraud	0	3
Graffiti	13	6
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	4	1
Obstruct Government	5	10
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	45	59
Public Lewdness	8	67
Reckless Endangerment	3	0
Resisting Arrest	13	11
Sex Offenses	5	5
Stalking	1	0
Theft of Services	67	64
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	14	16
Weapons Offenses	1	2
Total Arrests	356	413

INDEX CRIME REPORT
Per Day Average
April 2017

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	5	0	0
Fel. Assault	4	1	3	0
Burglary	0	0	0	0
Grand Larceny	7	3	4	0
GLA	0	0	0	0
Total	16	9	7	0
Crimes Per Day	0.53	0.30	0.23	0.00



Metro-North Railroad

Information Items



Metro-North Railroad

Diversity/EEO Report

Metropolitan Transportation Authority

Metro-North Railroad Workforce As of March 31, 2017

May 22, 2017



EEO First Quarter 2017 Executive Summary

- ❑ Metro-North Railroad's overall workforce is currently comprised of **6,636** employees; of which **854 (13%)** are Females,* **2,486 (37%)** are Minorities and **584 (9%)** are Veterans.*
- ❑ The percentage of Females in the workforce has **remained constant** compared to the representation of Females in **first** quarter 2016.
- ❑ The overall composition of Metro-North Railroad's workforce **did not change** as it relates to Race and Ethnicity as compared to first quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to **first** quarter 2016.
- ❑ Metro-North Railroad hired **120** employees; of which **9 (8%)** were Females, **53 (44%)** were Minorities and **11 (9%)** were Veterans.
- ❑ Metro-North Railroad handled a total of **31** EEO complaints; of which **15** were internal and **16** were external.
- ❑ Metro-North Railroad handled a total of **16** Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO First Quarter 2017 Executive Summary

The table below is a snapshot as of March 31, 2017 of Metro-North Railroad's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	728	184	25%	476	65%	252	35%	106	15%	56	8%	62	9%	2	0%	1	0%	25	3%	62	9%
Professionals	315	107	34%	171	54%	144	46%	58	18%	32	10%	38	12%	1	0%	0	0%	15	5%	13	4%
Technicians	34	3	9%	25	74%	9	26%	5	15%	0	0%	4	12%	0	0%	0	0%	0	0%	3	9%
Protective Services	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	21	14	67%	8	38%	13	62%	7	33%	4	19%	2	10%	0	0%	0	0%	0	0%	0	0%
Administrative Support	436	178	41%	199	46%	237	54%	144	33%	63	14%	14	3%	1	0%	0	0%	15	3%	19	4%
Skilled Craft	4227	261	6%	2900	69%	1327	31%	742	18%	381	9%	72	2%	18	0%	0	0%	114	3%	439	10%
Service Maintenance	875	107	12%	371	42%	504	58%	310	35%	154	18%	12	1%	3	0%	0	0%	25	3%	48	5%
Total	6,636	854	13%	4,150	63%	2,486	37%	1,372	21%	690	10%	204	3%	25	0%	1	0%	194	3%	584	9%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

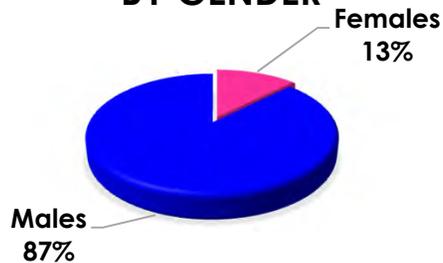
² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

Note: All percentages have been rounded up to the nearest whole number.

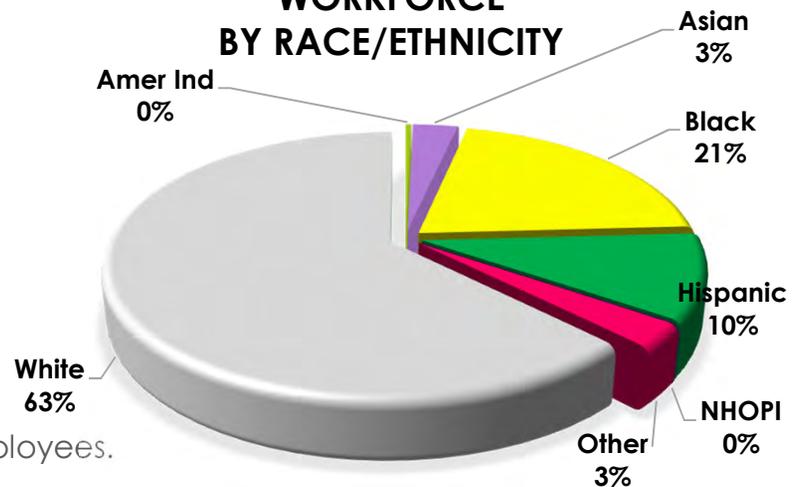


Metro-North Railroad Workforce as of March 31, 2017

METRO-NORTH RAILROAD WORKFORCE BY GENDER



METRO-NORTH RAILROAD WORKFORCE BY RACE/ETHNICITY

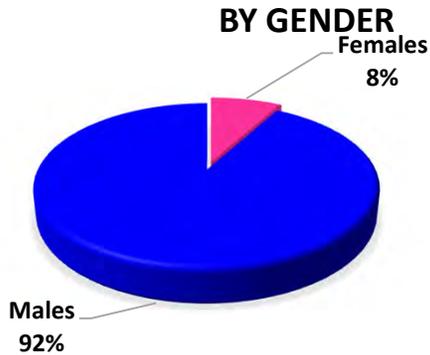


- Metro-North Railroad's workforce consist of **6,636** employees.
- **13%** Females, **37%** Minorities and **9%** Veterans.
- The percentage of Females employed has remained constant since the prior quarter.
- The percentage of Minorities has **did not change** as it relates to Race and Ethnicity since the prior quarter.

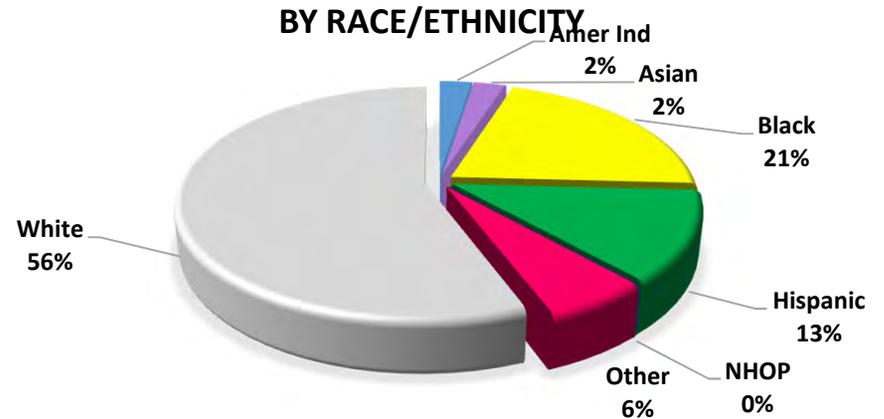


Metro-North Railroad New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to March 31, 2017

METRO-NORTH RAILROAD NEW HIRES



METRO-NORTH RAILROAD NEW HIRES

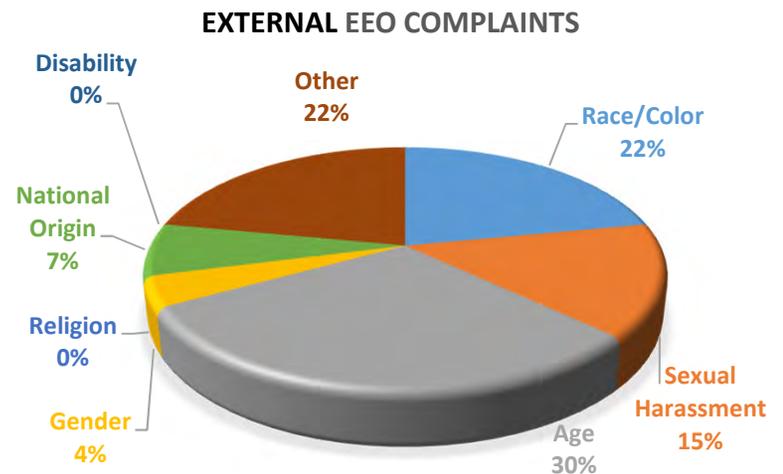
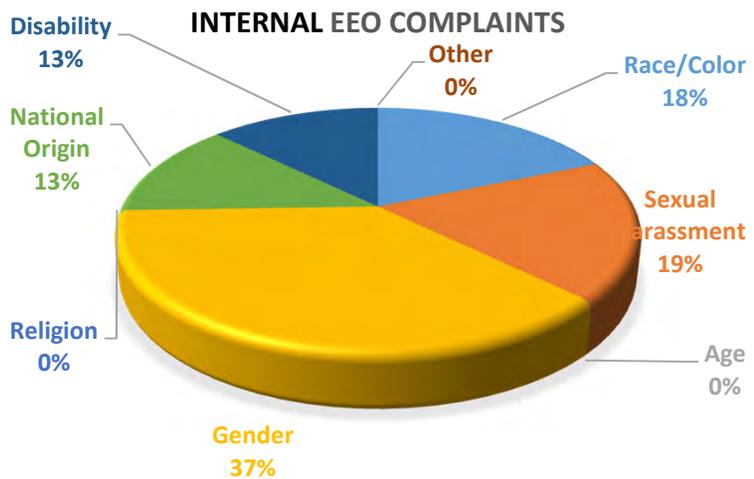


Metro-North Railroad hired **120** Employees and **11** Veterans

- 8% Females of which 11% were Veterans.
- 44% Minorities of which 7% were Veterans.
- 9% Veterans overall were hired.



Metro-North Railroad Internal/External EEO Complaints January 1, 2017 to March 31, 2017

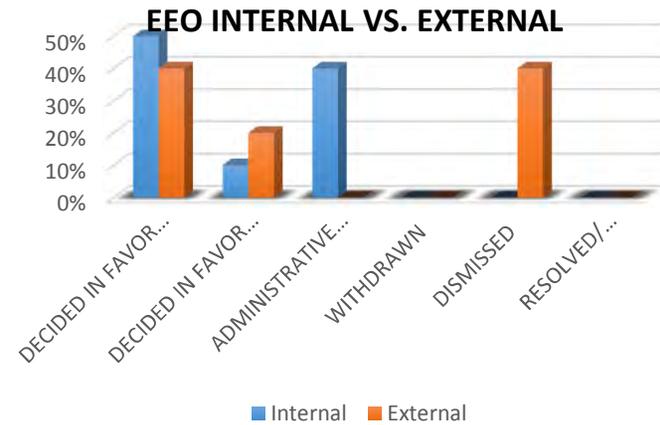
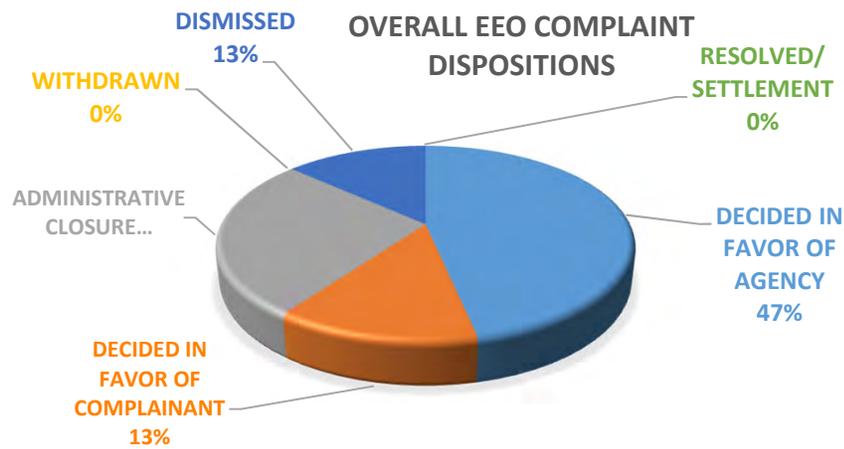


- ❑ Metro-North Railroad handled **31** EEO complaints, citing **43** separate allegations.
- ❑ **15** filed Internal
- ❑ **16** filed External
- ❑ The most frequently cited bases Internally was Gender and Externally was Age.

These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)



Metro-North Railroad EEO Internal/External Discrimination Complaint Dispositions January 1, 2017 to March 31, 2017

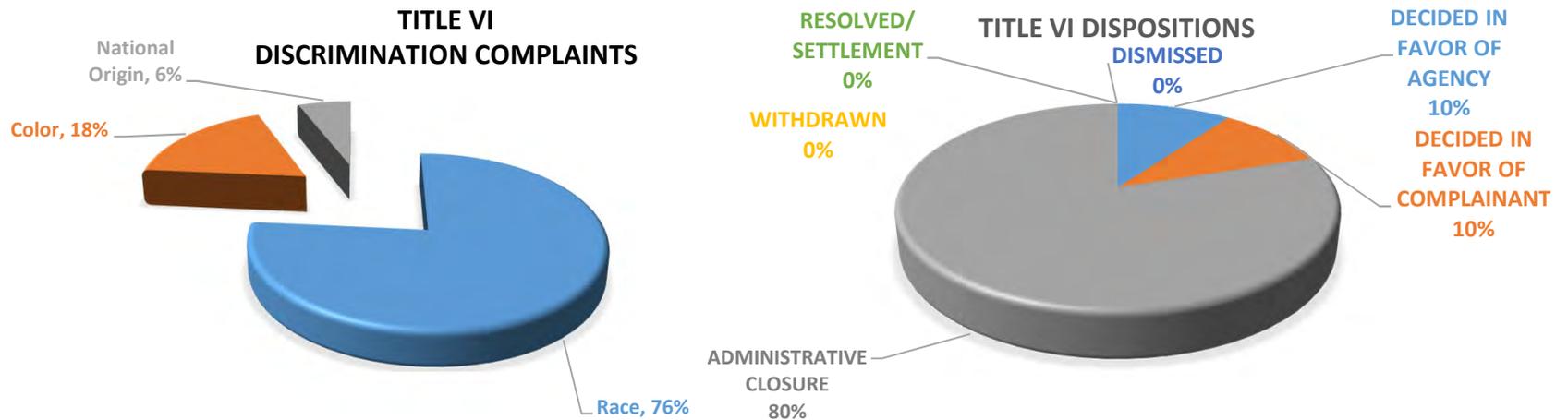


Metro-North Railroad handled **31** Title EEO complaints, citing **43** separate allegations.

- 47% decided in Favor of the Agency.
- 13% decided in Favor of the Complainant.
- 27% were Administrative Closures.



Metro-North Railroad Title VI Discrimination Complaints and Dispositions January 1, 2017 to March 31, 2017



Metro-North Railroad handled **16** Title VI Complaints, citing **17** separate allegations.

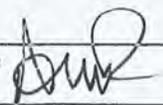
- ❑ **10%** decided in Favor of the Agency
- ❑ **10%** decided in Favor of the Complainant
- ❑ **80%** were Administrative Closures





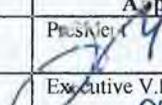
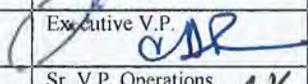
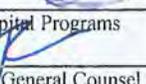
Metro-North Railroad

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	

Date	May 9, 2017
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	5-22-17	X		
2	MTA Board Mtg.	5-24-17	X		

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

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

PURPOSE:

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

DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$5,060,970
• ARINC, Inc. \$5,060,970		
Schedule L: Information Items/Budget Adjustments to Estimated Quantity Contracts	1	\$2,500,000
• New York State Industries for the Disabled (NYSID) \$2,500,000		
SUB TOTAL:	2	\$7,560,970

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	TBD
	• Request to use RFP Process	TBD	
	• Request to use RFP Process	TBD	
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$18,199,441
	• Loram Maintenance of Way, Inc.		\$18,199,441
<u>Schedules Requiring Majority Vote</u>			
Schedule F:	Personal Service Contracts	1	\$2,142,399
	• Bowery Residents' Committee, Inc.		\$2,142,399
Schedule G:	Miscellaneous Service Contracts	1	\$3,929,197
	• Trapeze Software Group, Inc.		\$3,929,197
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$19,100,000
	• Automotive Resources International (ARI)		\$19,100,000
		SUB TOTAL:	6 \$43,371,037

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: 8 \$50,932,007

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 2017

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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 the monetary or durational threshold required for Board approval)

1. ARINC, Inc. \$5,060,970 (not to exceed) Staff Summary Attached
SCADA System Upgrade to our Power Control Network System

Approval is requested for additional funding in the not to exceed amount of \$5,060,970 for a modification to an existing miscellaneous service contract with ARINC, Inc. (ARINC) to upgrade the current proprietary Supervisory Control and Data Acquisition (SCADA) system along with a five year maintenance agreement.

The SCADA system provides MNR the ability to remotely control the application and to de-energize traction power for trains for the entire Railroad, including both third rail and overhead catenary equipment. The system monitors and controls power distribution by collecting data from field devices through remote terminal units, processing data, displaying data on workstation displays, and issuing operator-initiated and system-initiated controls that are relayed to the field. The software for this system was designed by and is proprietary to ARINC, Inc.

MNR's current SCADA system purchased in 2002 is experiencing intermittent hardware and software system compatibility errors and is in need of repair. A number of its hardware components have reached the end of their useful life. This upgrade will allow for increased system reliability and facilitate the integration with other vital safety related systems on the Railroad such as the Enhanced Emergency Protection System (EEPS), GCT Operations Control Center (OCC), and the Centralized Traffic Control (CTC) systems run by Railware, Inc. The implementation of this upgrade shall be completed in 17 months. MNR is currently reviewing long term solutions that will take advantage of new technologies in the SCADA industry while also creating greater competition through open design architecture. The implementation of that new project would coincide with the end of this contract modification to ARINC.

Negotiations for this upgrade resulted in a reduction of 6% of the overall cost (excluding maintenance) from \$4,781,252 to \$4,511,162 for a savings of \$270,090. Maintenance services in the amount of \$549,808 remains in line with current pricing including a previously negotiated 2.6% yearly escalation. The total cost is \$5,060,970 with the upgrade being completed in 17 months and maintenance for five years.

MNR completed a responsibility review of ARINC Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

Funding for the upgrade of this system is to be provided by MNR's Capital Budget with maintenance to be funded annually by MNR's Operating Budget.

L. Information Items/Budget Adjustments to Estimated Quantity Contracts

2. New York State Industries for the Disabled (NYSID) \$2,500,000 Staff Summary Attached
Additional funding to MTA All-Agency Temporary Personnel Services Agreement

Approval is requested for additional funding in the estimated amount of \$2,500,000 to an existing, negotiated and Board approved all-Agency agreement with NYSID for as-needed Temporary Personnel Services.

In November 2010, the MTA Board approved a five-year (2011 through 2015), MNR-led, all-agency personal services agreement with NYSID for as-needed and short-term temporary personnel services. Participating Agencies/Departments include: Metro-North Railroad, MTA Business Service Center, New York City Transit, Long Island Rail Road, MTA Bus Company and MTA Audit. The master agreement consolidated separate agreements that were previously held individually by the Agencies.

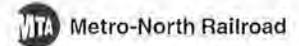
In December 2015, the MTA Board approved additional funding in the amount of \$2,972,000. The current overall contract value is \$35,122,000. The current values for each participating Agencies/Departments are Metro-North Railroad (\$10,080,000), MTA Business Service Center (\$5,500,000), New York City Transit (\$15,382,000), Long Island Rail Road (\$2,575,000), MTA Bus Company (\$900,000) and MTA Audit (\$485,000).

The additional requested funding totaling \$2,500,000 is broken down by agency as follows: NYCT \$1,900,000 and MNR \$600,000. The funding is to cover significant increases in temporary personnel for NYCT and to support the Passenger Count functions for MNR. Since award, MTA Agencies have had to supplement existing staff with short-term temporary personnel at larger numbers than originally anticipated increased production and as such, additional funds are required by the Agencies to cover services through the remaining contract term. This is a final modification as an All-Agency contract has been pursued by MTA Headquarters, and is expected to be presented to the Board for award by September 2017.

MNR completed a responsibility review of New York State Industries for the Disabled (NYSID) as defined in the all Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

All Board-approved pricing and terms from 2010 are in-place and will remain fixed for the remaining contract term. Personnel are utilized on an as-needed, as-requested task order basis and no services are guaranteed. Individual tasks or requests for short-term temporary personnel and related funding are approved within each agency prior to any personnel request. The alternative of hiring permanent MTA employees to perform short-term work would greatly exceed the cost of this contract. Funding is included in each Agency's Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) ARINC, Inc.
Description SCADA System Upgrade to our Power Control Network System
Contract Term (including Options, if any) Five years
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:
Funding Source <input type="checkbox"/> Operating <input checked="" 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 <i>AM</i>

Contract Number 1-3664	AWO/Modification # 6
Original Amount:	\$1,377,502
Prior Modifications:	\$1,084,190
Prior Budgetary Increases:	\$0
Current Amount:	\$ 2,461,692
This Request:	\$ 5,060,970 (not to exceed)
% of This Request to Current Amount:	206%
% of Modifications (including This Request) to Original Amount:	446%

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested for additional funding in the not to exceed amount of \$5,060,970 for a modification to an existing non-competitive miscellaneous service contract with ARINC, Inc. (ARINC) to upgrade the current Supervisory Control and Data Acquisition (SCADA) system along with a five year maintenance agreement.

II. DISCUSSION:

The SCADA system provides MNR the ability to remotely control the application and to de-energize traction power for trains for the entire railroad, including both third rail and overhead catenary equipment. The system monitors and controls power distribution by collecting data from field devices through remote terminal units, processing data, displaying data on workstation displays, and issuing operator-initiated and system-initiated controls that are relayed to the field. The software for this system was designed by and is proprietary to ARINC, Inc.

MNR's current SCADA system purchased in 2002 is experiencing intermittent hardware and software system compatibility errors and is in need of repair. A number of its hardware components have reached the end of their useful life. This upgrade will allow for increased system reliability and facilitate the integration with other vital safety related systems on the railroad such as the Enhanced Emergency Protection System (EEPS), GCT Operations Control Center (OCC), and the Centralized Traffic Control (CTC) systems run by Railware, Inc. The implementation of this upgrade shall be completed in 17 months. MNR is currently reviewing long term solutions that will take advantage of new technologies in the SCADA industry while also creating greater competition through open design architecture. The implementation of that new project would coincide with the end of this contract modification to ARINC.

Negotiations for this upgrade resulted in a reduction of 6% of the overall cost (excluding maintenance) from \$4,781,252 to \$4,511,162 for a savings of \$270,090. Maintenance services in the amount of \$549,808 remains in-line with current pricing including a previously negotiated 2.6% yearly escalation. The total cost is \$5,060,970 with the upgrade being completed in 17 months and maintenance for five years.

MNR completed a responsibility review of ARINC Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

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

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights assigned 0% MBE/WBE Goals to this procurement due to insufficient availability of certified vendors to provide the required resources to support outreach in MNR's operating territory.

IV. IMPACT ON FUNDING:

Funding for the upgrade of this system is to be provided by MNR's Capital budget with maintenance to be funded annually by MNR's Operating Budgets.

V. ALTERNATIVES:

There are no available alternatives to ARINC proposed system upgrade and maintaining the SCADA systems. MNR does not have the resources or technical skill level necessary to maintain the SCADA systems.

<p>Name of Vendor: New York State Industries for the Disabled (NYSID)</p>	<p>Original Amount:</p>	<p>\$16,800,000</p>
<p>Contract Number: 62940 Term of Contract: 1/1/11-9/30/17</p>	<p>Prior Modifications: Prior Budgetary Increases: Current Amount:</p>	<p>\$0 \$18,322,000 <hr/> \$35,122,000</p>
	<p>This Request:</p>	<p>\$2,500,000</p>
	<p>% of This Request to Current Amount: % of Modifications (including This Request) to Original Amount:</p>	<p>7.12% 123.9%</p>

DISCUSSION:

Approval is requested for additional funding in the amount of \$2,500,000 to an existing, negotiated and Board approved all-Agency agreement with NYSID for as-needed temporary personnel services. Use of NYSID's services is in accordance with Section 162 of the New York State Finance Law, which provides that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is exempt from New York State Statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable.

This is a final modification as an All-Agency contract has been pursued by MTA Headquarters, and is expected to be presented to the Board for award by September 2017. Since the award, MTA Agencies have had to supplement existing staff with short-term temporary personnel at larger numbers than originally anticipated and as such additional funds are required by the Agencies to cover services through the completion of the contract period. The additional requested funding totaling \$2,500,000 is broken down by agency as follows: NYCT \$1,900,000 and MNR \$600,000. The funding is to cover significant increases in temporary personnel for NYCT and to support the Passenger Count functions for MNR. This funding will enable MNR Operations Planning to have sufficient resources to cover all associated costs related to Passenger Count functions including outstanding invoices. It will also ensure that NYCT has sufficient funding in place to cover all invoices and projected program costs through September 2017.

Without the support of temporary staffing retained via this contract, required business services for critical operational and administrative functions would be adversely impacted as MTA does not currently have available resources to support these functions. The negotiated rates established under the base agreement were fixed for a five year period and have been escalated for a 2.5% increase for the extended period of service and are deemed to be fair and reasonable. Services are rendered on an as-needed, as-requested task order basis and are not guaranteed. Individual tasks or requests for short-term temporary personnel and related funding are approved within each agency prior to any personnel request. Funding is included in each Agency's Operating Budget.

MNR completed a responsibility review of New York State Industries for the Disabled (NYSID) as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

MAY 2017

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries only required for items estimated to be greater than \$1 million)

1. Request to use RFP Process

TBD

Automated Vehicle Location and Monitoring System (AVLM)

Staff Summary Attached

To obtain Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM).

The intent of this project consists of the supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM) for Metro North Railroad (MNR) and Long Island Rail Road (LIRR), (the Railroads) rubber-tire vehicle fleets. Currently, both Railroads combined own/leases and operates over 1,500 rubber-tire vehicles of various types. The current five year AVLM contract will expire by the end of 2017 and the Railroads are seeking a solution for replacing and upgrading the AVLM in its entirety including all hardware, software, installation, and maintenance of such a system from the contractor. The desired system is an enhanced AVLM that not only allows the customer to locate highway vehicles, but also allows the monitoring of vehicle use and condition, immediately on line and over time to establish trends in usage and consumption of fuel. The system shall meet this need through reports generated by the system. The Railroads intend to lease these devices which are installed in each of the vehicles.

Currently, MNR does not have the available in-house design or capacity to complete the scope of the specified work. In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, system reliability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by each Agency's Operating Budget.

2. Request to use RFP Process

TBD

Design and Construction of Empire State Trail – Beacon Line

Staff Summary Attached

To obtain Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors to design and construct a portion of the Empire State Trail on MNR's Beacon Line.

Governor Andrew M. Cuomo has proposed completing the Hudson River Valley Greenway and Erie Canal trails by 2020 to create the Empire State Trail, the largest state multi-use trail in the nation. To

achieve this, the state will develop 350 miles of new trail in three phases to create a 750-mile pathway for hiking and biking along scenic vistas and through charming, historic communities. The Empire State Trail will span much of the state, from the New York Harbor up through the Adirondack Mountains to the Canadian border – and from the shores of Lake Erie along the historic Erie Canal to the heart of the Capital Region.

This extensive trail network will enhance community connectivity and support healthy lifestyles by providing both urban and rural communities access to endless outdoor recreational opportunities. The trails will also draw tourists from around the world to explore New York’s striking landscapes and rich history, while enjoying local bed and breakfasts, hotels, restaurants, wineries, breweries, farmsteads, and cultural attractions along the way.

MNR is responsible for the portion that will utilize our Beacon Line from the Town of Southeast in Putnam County to Hopewell Junction in Dutchess County. This 18 mile segment will connect to the extensive Putnam County trail at Brewster (which continues southward to New York City) and to the Dutchess County Trail which continues from Hopewell Junction to the Walkway over the Hudson at Poughkeepsie and to trails on the west side of the Hudson River. The scope of work includes moving the existing single track to one side in select locations so that the trail is on one side and tracks on the other. The two will be separated by fencing to be constructed under this project. MNR will also protect and preserve its existing fiber-optic loop cable providing critical connectivity and resiliency for communications throughout the system. The construction of the trail will utilize part of the existing Beacon Line right-of-way, but will not impact the ability to provide rail service. MNR will seek to develop agreements with municipalities or other partners to operate and maintain the trail after construction.

In order to ensure the selection of a contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, past performance, organization resources, and cost. This procurement will be funded with monies set aside in the New York State Budget adopted in April, 2017.

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval)

- | | | |
|--|------------------------------------|--------------------------------------|
| 3. Loram Maintenance of Way, Inc. | \$7,500,001 – MNR | <i><u>Staff Summary Attached</u></i> |
| Railvac Track Vacuum | <u>\$10,699,440 – LIRR</u> | |
| | \$18,199,441(not to exceed) | |

Approval is requested to award a three year competitively bid (one bid proposal received) and negotiated public works joint procurement contract with Metro-North Railroad (MNR acting as the lead Agency) and the Long Island Rail Road (LIRR) to the firm Loram Maintenance of Way, Inc. (Loram) to provide a self-propelled specialty excavating (Railvac track vacuum), equipment and personnel for use at various points along each Railroads’ operating territory. The Railvac is a powerful excavation machine that removes material through mechanical agitation and airflow. Loram shall be responsible to provide all labor, equipment; materials and supervision necessary for the safe operation of the Railvac.

In accordance with MTA all-Agency Procurement Guidelines, an advertisement was placed in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge, Minority Commerce Weekly and posted on MNR’s website. A work scope for this service was developed by each Railroad and

forwarded to the Procurement Department. Ten industry contractors were sent a copy of the bid contract document.

On February 17, 2017, a single bid proposal was received from Loram for each Railroad in the total amount of \$18,199,441 for both Railroads. Discussions ensued on unique terms of this agreement and contract language adjustments were negotiated. Loram confirmed they are providing both Railroads with their most favored customer pricing for the services. The hourly rates for 2017 are fixed for all of the work to be completed in 2017. The fixed rates include the furnishing of all necessary equipment and labor (operators), consumables (oil), materials, tools, permits and maintenance of equipment for the duration of the three year contract terms. All rates for the subsequent years (2018 and 2019) will be adjusted in accordance with the Consumer Price Index. MNR deemed all pricing to be fair and reasonable based on the level of efforts to perform the specified work for each Railroad.

In connection with a previous contract awarded to the contractor, the contractor was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found relating to the contractor and the contractor has been found to be responsible.

The total cost for this joint procurement is not to exceed \$18,199,441 (MNR \$7,500,001/LIRR \$10,699,440) for the duration of the three year contract. This procurement is to be funded by each Agency's Operating Budget & Federal funds, (as applicable).

Schedules Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

**4. Bowery Residents' Committee, Inc. \$2,142,399 (not to exceed) Staff Summary Attached
Homeless Outreach Services**

Approval is requested to award a competitively solicited and negotiated personal service RFP process, (two proposals received) five year contract to the firm Bowery Residents' Committee, Inc. (BRC) to operate MNR's Homeless Outreach Services Program at its outlying stations and along its Right-of-Way (ROW).

The program is designed to provide outreach to homeless individuals who seek shelter primarily on MNR's property at stations other than Grand Central Terminal and along its ROW. The primary goals of this program are: (1) to maintain a safe and secure transportation environment for MNR customers and employees by offering homeless individuals alternatives for sheltering away from MNR's property and facilities; (2) to provide outreach that ensures a strong staff presence in the field to deal with homeless individuals concurrent with accessing a wide variety of services for homeless individuals with specific problems; (3) to establish procedures to ensure the lawfully collection of aggregate and individual information about the homeless population and their needs; and (4) to permanently reduce the number of people who use MNR facilities and systems for surrogate shelter.

In accordance with MTA Procurement Guidelines, an advertisement for the required services was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on MNR's website. RFP documents were sent to 15 firms. A pre-proposal conference was held on January 20, 2017 with one firm in attendance.

The Selection Committee which was comprised of members from the Customer Service and Stations Department, MTA PD and the Procurement and Material Management Department met with both proposers that responded to the RFP to determine their understanding of the work scope and their capability to perform the work. After technical evaluation(s) and Best and Final Offer(s), the Committee unanimously selected BRC as the firm best qualified and cost-effective to perform these services. The Committee felt that BRC's technical and cost proposal(s) conveyed a comprehensive understanding of MNR's technical requirements. With nearly 40 years of outreach experience, BRC is the largest and most successful provider of homeless outreach in the streets and transit system of New York City. Currently, BRC supports two major contracts with MTA and NYC Department of Homeless Services. Their transit outreach operations span throughout the greater metropolitan area, annually making nearly 3,300 placements of homeless men and women out of train and subway stations and into housing and other needed services.

MNR completed a responsibility review of Bowery Resident's Committee (BRC) as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

Upon subsequent negotiations by the P&MM Department, BRC further reduced their original pricing from \$2,304,382 to \$2,142,399 a savings of approximately 8%, which is deemed fair and reasonable. All pricing shall remain firm and fixed for years 1-3 with a price escalation of 2% in year 4 and pricing remaining the same in year 5. This procurement is to be funded by MNR's Operating Budget.

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.)

5. Trapeze Software Group, Inc. \$3,929,197 (not to exceed) Staff Summary Attached
Centralized Train Scheduling System (CTSS)

Approval is requested to award a five-year competitively-negotiated (RFP Process, 5 proposals received, 3 short-listed) miscellaneous service contract to the firm Trapeze Software Group, Inc. (Trapeze) to provide a Centralized Train Scheduling System (CTSS) which will be capable of developing and maintaining individual train schedules, crew schedules and equipment programs/schedules. This joint procurement with Metro-North Railroad (MNR acting as the lead Agency) and the Long Island Rail Road (LIRR) is to purchase a new, unified and automated Train, Crew and Equipment Schedule Development Software System to provide all of the functions that are currently done manually in a labor intensive, time consuming process. This system is to be developed by a third party and once tested and successful at MNR, an optional task is included to develop a similar specification for Long Island Rail Road. Once the system is operational, it is expected to enable the development of multiple scheduling scenarios for analysis that will enable a greater degree of responsiveness to changing conditions and circumstances.

In accordance with MTA Procurement Guidelines, an advertisement for the above referenced services was publicly advertised on April 14, 2016 in the New York Post, New York State Contract Reporter, Daily Challenge and posted on MNR's website.

Sixteen vendors were provided the RFP and five proposals were received. The Selection Committee was comprised of members from the following agencies: MNR's Procurement & Material Management, MNR's Operations Planning and Operations Administration Department's; LIRR's Service Planning Department and HQ's Information Technology and QA & Audit Compliance Department. The Committee evaluated five proposals and short-listed three firms (Trapeze, SISCOG and Quintiq, LLC). Trapeze displayed the best overall competence for performing the scope of work as compared to the other shortlisted firms. Trapeze's cost proposal was 50.8% lower than the other firms and below the in-house estimate to perform this work. As such, the Committee unanimously selected Trapeze as the best qualified to perform the subject services. Costs were negotiated for both the base work for a CTSS for MNR at \$2,917,994 and an option on the contract to be elected after successful software implementation for LIRR at \$1,011,203.

MNR completed a responsibility review of Trapeze as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

At this time, MNR will only award the base CTSS work for \$2,917,994. This procurement is to be funded by MNR's Operating Budget.

H. Modifications to Personal/Miscellaneous Service Contracts

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

6. Automotive Resources International (ARI) \$19,100,000 (not to exceed) *Staff Summary Attached* Fleet Maintenance and Management Services

On behalf of Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and New York City Transit (NYCT) Paratransit, approval is requested to extend this multi-agency miscellaneous service contract for an additional two years from July 31, 2017 – July 31, 2019) with Automotive Resources International (ARI) in the total amount of \$19,100,000. The prior contract modifications were executed by the individual agency and were necessitated by larger than expected usage.

In 2012 under a MTA Board approved multi-agency contract, MNR on behalf of LIRR and NYCT Paratransit awarded a contract to ARI in the amount of \$34,080,000.00 for the five year period. ARI manages all aspects of vehicle repair approvals, recording repair details, payment of invoices from maintenance repair vendors who service MTA vehicles and the consolidation of monthly invoices for payment by each participating MTA agency. The estimated cost for the initial five year was \$34,080,000 as follows: MNR-\$11,000,000, LIRR-\$18,080,000 and NYCT Paratransit-\$5,000,000. Prior modifications awarded were attributed to both MNR and LIRR experiencing significant unanticipated increases in the number of vehicles required for maintenance and repair projects throughout both agencies operating territories. As part of MNR's and LIRR's plan to restore its infrastructure and maintain safe operations of the vehicles used on a daily basis, these additional efforts required the use of significantly more agency-owned vehicles than what was originally forecasted at the time of award. This will continue through the contract's additional two year extension which is now proposed.

This modification is required to allow sufficient time for the reassignment of this multi-agency master service agreement to MTA Headquarters for their initiation of an all agency consolidated fleet maintenance and management services contract. This agreement may be terminated in the event that HQ procurement is able to put in place a service contract prior to the end date of this agreement.

MNR completed a responsibility review of Automotive Resources International (ARI) as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

The total cost for the two year contract extension is \$19,100,000 (MNR = \$6,100,000 & LIRR = \$13,000,000). NYCT Paratransit does not require additional funding for this extension period at this time. All rates and terms and conditions previously established under the current agreement shall remain the same for the two year extension period, which is deemed fair and reasonable. This procurement is to be funded by each Agency's Operating Budget.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred W. Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-22-17	X		
2	MTA Board Mtg.	5-24-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations	X	V.P. Planning		
X	V. P. Capital Programs				
X	V.P. Finance & IT				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP process to solicit proposals for supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM)	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Renewal?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM).

II. DISCUSSION:

The intent of this project consists of the supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM) for Metro North Railroad (MNR) and Long Island Rail Road (LIRR), (the Railroads) rubber-tire vehicle fleets. In advance of this requested RFP, MNR conducted an industry outreach to ensure that there was adequate competition and willingness in the vendor community to support this technology request. Currently, the Railroads combined own/lease and operate over 1,500 rubber-tire vehicles of various types. The current five year AVLM contract will expire by the end of 2017 and the Railroads are seeking a solution for replacing/upgrading the AVLM in its entirety including all hardware, software, installation, and maintenance of such a system by the contractor. The desired system is an enhanced AVLM that not only allows the customer to locate highway vehicles, but also allows the monitoring of vehicle use and condition, immediately on line and over time to establish trends in usage and consumption of fuel. The system shall meet this need through reports generated by the system. The Railroads intend to lease these devices which would be installed in each of the vehicles. The scope of work for the supply and delivery of the AVLM shall include the latest technological advancement in vehicle monitoring such as:

- The ability to collect real time data (a list of recorded data should be included in the vendor's response) from all customer highway fleet vehicles simultaneously and on a regular frequency.
- The data will include but not be limited to driver identification.
- The AVLM system shall be a Web/Internet based system that provides access to as many concurrent users as the fixed end software and hardware can accommodate. The desired configuration will run the AVLM application software from one central web server, providing access to all AVLM users and administrators throughout the railroads Internet.

- The AVL system shall include a Proximity/RFID identification reader that is compatible with existing employee Proximity/RFID identification cards, and provide the driver's identity vehicle location, vehicle diagnostics, mileage and speed.
- The system may store said data temporarily on hardware aboard the vehicle but will transfer data wirelessly.
- The user terminal shall be accessible via a web interface containing an interactive map system, tabular data display, and must include various reporting capabilities and
- Provide an administration interface or map interface which supports labeling options that allows the Railroads to determine data elements to be displayed in vehicle map labels.

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities and responsiveness to inquiries of prospective proposers. The contractor will be selected based on an evaluation of technical capability, system reliability, past performance, organization resources, experience of team members, responsiveness to the Railroads' inquiries/questions and cost.

III. D/M/WBE INFORMATION:

A Request for Goal Determination will be submitted to MTA Department of Diversity and Civil Rights for MWBE availability review and subcontracting goal assessment.

IV. IMPACT ON FUNDING:

This procurement will be funded by each Railroad's Operating Budget.

V. ALTERNATIVES:

MNR and LIRR do not have the available in-house capacity to complete the scope of the specified work.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director 					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	5-22-17	x		
2	MTA Board Mtg.	5-24-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President 	X	V.P. & General Counsel 		
X	Sr. V.P. Operations 	X	V.P. Planning 		
X	V.P. Finance & IT 				
X	V.P. Capital Program 				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number Various
Description Request to use the RFP Process- Empire State Trail, Southeast to Hopewell Junction, New York	
Total Amount TBD	
Contract Term (including Options, if any) Various	
Option(s) included in Total Amount? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Renewal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP Bid Other:	
Funding Source <input checked="" type="checkbox"/> Operating Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

MNR is seeking Board approval under the All Agency General Contract Procurement Guidelines to utilize the competitive Request for Proposal (RFP) process for Design/Build Services in lieu of sealed competitive bids to design and construct a portion of the Empire State Trail on the Beacon Line.

II. BACKGROUND & DISCUSSION

Governor Andrew M. Cuomo has proposed completing the Hudson River Valley Greenway and Erie Canal trails by 2020 to create the Empire State Trail, the largest state multi-use trail in the nation. To achieve this, the state will develop 350 miles of new trail in three phases to create a 750-mile pathway for hiking and biking along scenic vistas and through charming, historic communities. The Empire State Trail will span much of the state, from the New York Harbor up through the Adirondack Mountains to the Canadian border – and from the shores of Lake Erie along the historic Erie Canal to the heart of the Capital Region.

This extensive trail network will enhance community connectivity and support healthy lifestyles by providing both urban and rural communities access to endless outdoor recreational opportunities. The trails will also draw tourists from around the world to explore New York’s striking landscapes and rich history, while enjoying local bed and breakfasts, hotels, restaurants, wineries, breweries, farmsteads, and cultural attractions along the way.

MNR is responsible for the portion that will utilize our Beacon Line from the Town of Southeast in Putnam County to Hopewell Junction in Dutchess County. This 18 mile segment will connect to the extensive pre-existing Putnam County trail at Brewster (which continues southward to New York City) and to the Dutchess County Trail which continues from Hopewell Junction to the Walkway over the Hudson at Poughkeepsie and to trails on the west side of the Hudson River. The scope of work includes moving the existing single track to one side in select locations so that the trail is on one side and tracks on the other. The two will be separated by fencing to be constructed under this project. MNR will also protect and preserve its existing fiber-optic loop cable providing

critical connectivity and resiliency for communications throughout the system. The construction of the trail will utilize part of the existing Beacon Line right-of-way, but will not impact the ability to provide rail service. MNR will seek to develop agreements with municipalities or other partners to operate and maintain the trail after construction.

In order to ensure the proper selection of a designer/contractor for the design and construction of this portion of the state trail system with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, past performance, organization resources, and cost. MNR requests that the Board approve a resolution authorizing the use of the competitive RFP process to award design/build contracts for this project.

III. D/M/WBE INFORMATION

A Request for Goal Determination will be submitted to MTA Department of Diversity and Civil Rights for MWBE availability review and subcontracting goal assessment. MTA DDCR will be consulted in order to establish MBE/WBE goals for these contracts.

IV. IMPACT ON FUNDING

This procurement will be funded with monies set aside in the New York State Budget adopted in April, 2017.

V. ALTERNATIVES

MNR does not have the available in-house design or construction capabilities to complete the scope of the specified work; therefore, there are no recommended alternative approaches.

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President – Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-22-17	x		
2	MTA Board Mtg.	5-24-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V. P. & General Counsel		
X	Sr. V.P. Operations				
X	V.P. Finance & IT				
X	V. P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Loram Maintenance of Way, Inc.	Contract Number 100080047
Description Specialty Excavating Services & Equipment (Railvac)	
Total Amount \$18,199,441 (MNR \$7,500,001/LIRR \$10,699,440) (not to exceed)	
Contract Term (including Options, if any) Three Years	
Option(s) Included in Total Amount? Yes X No	
Renewal? Yes X No	
Procurement Type X Competitive Non-competitive	
Solicitation Type RFP Bid X Other:	
Funding Source X Operating Capital X Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a three-year competitively bid (one bid proposal received) and negotiated public works contract to the firm Loram Maintenance of Way, Inc. (Loram) to provide self-propelled specialty excavating services (Railvac track vacuum services) on an as-needed basis. This is a joint procurement with Metro-North Railroad (MNR acting as the lead Agency) and the Long Island Rail Road (LIRR).

The Railvac track vacuum is a unique and powerful excavation machine that removes track material by way of mechanical agitation and airflow. The machine is rail mounted and designed to travel at track speeds while attached to ballast cars. The combination of a digging arm with dual engines and vacuums makes it capable of excavating compacted ballast, clay, mud, water, sand, and soil. The digging arm can work at distances of up to 15 feet from track centerline. Material is then extracted through the suction hose and deposited in the main hopper. At this time, both Railroads are seeking the above referenced service in support of the Railroads track programs.

II. DISCUSSION:

In accordance with MTA Procurement Guidelines, an advertisement for the above referenced services was publicly advertised on December 13, 2016 in the New York Post, New York State Contract Reporter, Daily Challenge and posted on MNR’s website.

The contractor is responsible to provide a self-propelled track-mounted excavating unit, all operating and supervisory personnel, material, transportation, permits, licenses, maintenance, supplies and equipment necessary to perform services based on an eight hour/40 hour work week along each Railroad’s operating territory.

A work scope for this service was developed by each Railroad and forwarded to the Procurement Department. Ten industry contractors were sent a copy of the bid contract documents.

On February 17, 2017, a single bid proposal was received from Loram for each Railroad in the total amount of \$18,199,441.00 (MNR \$7,500,001.00/LIRR \$10,699,440.00). Discussions ensued on unique terms of this agreement and contract language adjustments were negotiated. Given the limited competition for these services, MNR and Loram reviewed the terms and scope of services to ensure that the Railroads were receiving the best possible pricing. Loram confirmed that they are providing both Railroads with their most favored customer pricing for the excavating services.

Staff Summary

The hourly rates are fixed for all work to be completed in 2017. The fixed rates include the furnishing of all necessary equipment and labor (operators), consumables (oil), materials, tools, permits and maintenance of equipment for the duration of the three year contract terms. All rates for the subsequent years (2018 and 2019) will be adjusted in accordance with the Consumer Price Index. MNR deemed all pricing to be fair and reasonable based on the level of efforts to perform the specific work for each Railroad.

In connection with a previous contract awarded to the contractor, the contractor was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found relating to the contractor and the contractor has been found to be responsible.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity & Civil Rights (DDCR) evaluated the scope of work for possible Disadvantaged Business Enterprise (DBE) Goals. DDCR determined that no DBE goals could be established for the contracted services based on the lack of subcontracting opportunities and the absence of DBE availability in the industry.

IV. IMPACT ON FUNDING:

The total cost for this joint procurement is not to exceed \$18,199,441 (MNR \$7,500,001/LIRR \$10,699,440) for the duration of the three year contract term. This project will be funded through each Agency's Operating Budget & Federal funds, (as applicable).

V. ALTERNATIVES:

An alternative is not feasible as MNR and LIRR do not have adequate equipment or trained personnel to perform the requested service.

Staff Summary

Item Number F					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir Sr. Director <i>[Signature]</i>					
Division & Division Head Name: Executive Vice President – Catherine Rinaldi <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-22-17	X		
2	MTA Board Mtg.	5-24-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President <i>[Signature]</i>	X	V.P. & General Counsel <i>[Signature]</i>		
X	Sr. V.P. Operations <i>[Signature]</i>				
X	V.P. Finance & IT <i>[Signature]</i>				
X	V. P. Capital Programs <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name Bowery Residents Committee, Inc.	Contract Number 1000077840
Description Homeless Outreach Services	
Total Amount \$2,142,399	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Renewal?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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 competitively solicited and negotiated personal service contract RFP process, (two proposals received) five year contract to the firm Bowery Residents’ Committee, Inc. (BRC) to operate MNR’s Homeless Outreach Services Program at its outlying stations and along its Right-of-Way (ROW). The total cost for the five year contract term is not to exceed \$2,142,399.

II. DISCUSSION:

The program is designed to provide outreach to homeless individuals who seek shelter primarily on MNR’s property at stations other than Grand Central Terminal and its ROW. The primary goals of this program are: (1) to maintain a safe and secure transportation environment for MNR customers and employees by offering homeless individuals alternatives for sheltering away from MNR’s property and facilities; (2) to provide outreach that ensures a strong staff presence in the field to deal with homeless individuals concurrent with accessing a wide variety of services for homeless individuals with specific problems; (3) to establish procedures to ensure the lawful collection of aggregate and individual information about the homeless population and their needs; (4) to permanently reduce the number of people who use MNR facilities and systems for surrogate shelter. The program will work in close cooperation with operational staff from MNR and the MTA Police Department (MTAPD) to address existing chronic homeless conditions, as well as emerging problem areas.

In accordance with MTA Procurement Guidelines, an advertisement for the required services was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on MNR’s website. RFP documents were sent to 15 firms. A pre-proposal conference was held on January 20, 2017 with one firm in attendance. On February 24, 2017, technical and cost proposals were received from Bowery Residents’ Committee (BRC) and Urban Pathways (UPC).

The Selection Committee which was comprised of members from the Customer Service and Stations Department, MTA PD and the Procurement and Material Management Department met to discuss the viability of the proposals utilizing the following criteria:

Staff Summary

- Demonstrated understanding of the work scope
- Project plan
- Confidence level
- Cost
- Past experience and Diversity practices

The Committee met with both proposers who responded to the RFP to determine their understanding of the work scope and their capability to perform the work. After technical evaluation(s) and Best and Final Offer(s), the Committee unanimously selected BRC as the firm best qualified and cost-effective to perform these services. The Committee felt that BRC's technical and cost proposal(s) conveyed a comprehensive understanding of MNR's technical requirements. As such, BRC was found to be professionally and technically capable to provide Homeless Outreach Services for MNR. BRC is the largest provider of homeless outreach in the streets and transit system of New York City. Currently, BRC supports two major contracts with MTA and NYC Department of Homeless Services. Their transit outreach operations span throughout the greater metropolitan area, annually making nearly 3,300 placements of homeless men and women out of train and subway stations and into housing and other needed services. As part of these services, BRC shall have either a primary (i.e., direct control) or secondary (i.e. demonstrated) effective relationships with a network of public and private service providers who will accept contractor referrals and are operated and funded through resources other than MNR.

MNR's negotiations with BRC yielded additional savings, reducing their original pricing from \$2,304,382 to \$2,142,399, a savings of approximately 8%. All pricing shall remain firm and fixed for years 1-3 with a price escalation of 2% for the final two year period. The final pricing is deemed fair and reasonable.

MNR completed a responsibility review of Bowery Resident's Committee (BRC) as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

III.D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights originally established a 15% MBE and 15% WBE goals for this contract. The goals were later revised to 0% MBE and 0% WBE due to insufficient availability of certified vendors to provide the required resources to support outreach in MNR's operating territory.

IV. IMPACT ON FUNDING:

This procurement is to be funded by MNR's Operating Budget.

V. ALTERNATIVES:

MNR does not have the available in-house staff with both the technical expertise and experience to perform this work.

Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-22-17	x		
2	MTA Board Mtg.	5-24-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	President	x	V.P. Planning		
x	Sr. V.P. Operations	x	V.P. Finance		
x	V.P. & General Counsel				

SUMMARY INFORMATION	
Vendor Name Trapeze Software Group, Inc.	Contract Number
Description Centralized Train Scheduling System (CTSS)	
Total Amount \$3,929,197(not to exceed)	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP Bid Other:	
Funding Source <input checked="" type="checkbox"/> Operating Capital Federal Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a five-year competitively-negotiated (RFP Process, five proposals received, three short-listed) miscellaneous service contract to the firm Trapeze Software Group, Inc. (Trapeze) to provide a Centralized Train Scheduling System (CTSS) which will be capable of developing and maintaining individual train schedules, crew schedules and equipment programs/schedules. This is a joint procurement with Metro-North Railroad (MNR acting as the lead Agency) and the Long Island Rail Road (LIRR), with MTA IT managing the project.

II. DISCUSSION:

MNR operates nearly 800 scheduled trains on an average weekday. The principal scheduling process for these trains occurs twice a year, and includes: adjusting the public and employee timetables, crew books, equipment cycles, dispatching sheets and Grand Central Terminal track assignments, producing pocket versions of the new public timetable as well as holiday-specific and emergency timetables to reflect and prepare for the augmented or reduced service needed for those purposes. This is currently accomplished using a combination of Microsoft excel, third-party crew scheduling software, and an in-house developed timetable database program in which all data is entered manually. The process is constrained at each end; operational data must be collected for two months after the previous schedule goes into effect to determine what changes must be made, and at least two months must be allowed after the initial timetable is developed for approvals and production of the various standard, holiday, and emergency versions of the timetable, crew books, and equipment manipulations and development of specialized files for downstream users such as Customer Service and Communications & Signaling.

The purpose of this procurement action is to purchase a new, unified and automated Train, Crew and Equipment Schedule Development Software System to provide all of the functions described above in a seamless process. This system is to be developed by a third party, and once tested and successful at MNR, an optional task is included to develop a similar specification for Long Island Rail Road. Once the system is operational, it is expected to enable the development of multiple scheduling scenarios for analysis that will enable a greater degree of responsiveness to changing conditions and circumstances.

Staff Summary

In accordance with MTA Procurement Guidelines, an advertisement for the above referenced services was publicly advertised on April 14, 2016 in the New York Post, New York State Contract Reporter, Daily Challenge and posted on MNR's website.

Sixteen vendors were provided the RFP and five proposals were received. The Selection Committee was comprised of members from the following agencies: MNR's Procurement & Material Management, MNR's Operations Planning and Operations Administration Departments; LIRR's Service Planning Department and HQ's Information Technology and QA & Audit Compliance Department. The Selection Committee evaluated five proposals and short-listed three firms (Trapeze, SISCOG and Quintiq, LLC). Trapeze displayed the best overall competence for performing the scope of work as compared to the other shortlisted firms. In addition, Trapeze's technical proposal was the most comprehensive and they demonstrated the versatility of their proposed software package. Trapeze's cost proposal was 50.8% lower than the other firms and below the in-house estimate to perform this work. As such, the Committee unanimously selected Trapeze as the best qualified to perform the subject services. Costs were negotiated for both the base work for a CTSS for MNR at \$2,917,994 and an option on the contract to be elected after successful software implementation for LIRR at \$1,011,203. The option pricing reflects the economies received by completing the MNR design in advance of LIRR. At this time, MNR will only award the base CTSS work for \$2,917,994.

MNR completed a responsibility review of Trapeze as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

Approval is requested to award a five year, competitively solicited miscellaneous service contract in the not to exceed amount of \$3,929,197.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE/15% WBE goal for this project and Trapeze has met the pre-award submission requirements for this contract.

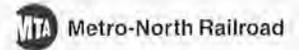
IV. IMPACT ON FUNDING:

This procurement will be funded by each Railroad's Operating Budget. As we are only awarding the base contract at this time, it will be funded by the MTA IT Budget.

V. ALTERNATIVES:

MNR does not have the available in-house staff with the expertise to develop and implement the software required to support crew/train/equipment scheduling.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Automotive Resources International (ARI)	Contract Number 1000009713	AWO/Modification # 7
Description Fleet Maintenance and Management Services	Original Amount:	\$34,080,000.00
Contract Term (including Options, if any) Five year	Prior Modifications:	\$14,625,740.00 (MNR-\$4,625,740, LIRR-\$10,000,000)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$48,705,740
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$19,100,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	39.2 %
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	99 %

Discussion:

On behalf of Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and New York City Transit (NYCT) Paratransit, approval is requested to extend this multi-agency miscellaneous service contract for an additional two years from July 31, 2017 – July 31, 2019) with Automotive Resources International (ARI) in the total amount of \$19,100,000. The prior contract modifications were executed by the individual agency and were necessitated by larger than expected usage.

In 2012 under a MTA Board approved multi-agency contract, MNR on behalf of LIRR and NYCT Paratransit awarded a contract to ARI in the amount of \$34,080,000 for a five year period. ARI manages all aspects of vehicle repair approvals, recording repair details, payment of invoices from maintenance repair vendors who service MTA vehicles and the consolidation of monthly invoices for payment by each participating MTA agency. The estimated cost for the initial five years was \$34,080,000 and was allocated as follows: MNR-\$11,000,000, LIRR-\$18,080,000 and NYCT Paratransit-\$5,000,000. Prior modifications awarded were attributed to both MNR and LIRR experiencing significant unanticipated increases in the number of vehicles required for maintenance and repair projects throughout both agencies operating territories. These additional efforts required the use of significantly more agency-owned vehicles than what was originally forecasted at the time of award. This will continue through the contract’s additional two year extension which is now proposed.

This modification is required to allow sufficient time for the reassignment of this multi-agency master service agreement to MTA Headquarters for their initiation of an all agency consolidated fleet maintenance and management services contract. This agreement may be terminated in the event that HQ procurement is able to put in place a service contract prior to the end date of this agreement.

MNR completed a responsibility review of ARI as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information.

The total cost for the two year contract extension is \$19,100,000 (MNR = \$6,100,000 & LIRR = \$13,000,000). NYCT Paratransit does not require additional funding for this extension period at this time. All rates and terms and conditions previously established under the current agreement shall remain the same for the two year extension period, which is deemed fair and reasonable. This procurement is to be funded by each Agency’s Operating Budget.



Metro-North Railroad

Operations Report

Performance Summary			2017 Data			2016 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%	96.3%	95.7%	95.9%	95.2%	
		AM Peak	93.0%	97.9%	95.5%	95.7%	90.9%	
		AM Reverse Peak	93.0%	98.4%	97.3%	97.1%	96.4%	
		PM Peak	93.0%	98.2%	96.6%	96.6%	96.2%	
		Total Peak	93.0%	98.1%	96.2%	96.3%	93.9%	
		Off Peak Weekday	93.0%	94.7%	94.8%	94.6%	95.0%	
		Weekend	93.0%	96.3%	96.7%	97.6%	97.7%	
		Hudson Line	Overall	93.0%	96.5%	96.2%	95.8%	95.8%
		AM Peak	93.0%	98.2%	95.3%	96.2%	91.1%	
		AM Reverse Peak	93.0%	100.0%	97.7%	97.4%	97.7%	
		PM Peak	93.0%	98.6%	97.7%	96.4%	96.8%	
		Total Peak	93.0%	98.6%	96.6%	96.5%	94.3%	
		Off Peak Weekday	93.0%	94.6%	95.5%	93.9%	95.9%	
		Weekend	93.0%	96.5%	96.9%	98.1%	98.0%	
		Harlem Line	Overall	93.0%	96.6%	95.8%	95.7%	95.4%
		AM Peak	93.0%	98.1%	96.6%	96.6%	91.4%	
		AM Reverse Peak	93.0%	97.6%	97.1%	98.0%	96.7%	
		PM Peak	93.0%	98.3%	95.8%	94.5%	95.7%	
		Total Peak	93.0%	98.1%	96.3%	96.0%	94.0%	
		Off Peak Weekday	93.0%	95.4%	94.8%	94.7%	95.6%	
		Weekend	93.0%	96.0%	96.8%	97.1%	97.7%	
	New Haven Line	Overall	93.0%	95.9%	95.4%	96.0%	94.7%	
	AM Peak	93.0%	97.5%	94.7%	94.7%	90.4%		
	AM Reverse Peak	93.0%	98.3%	97.3%	96.0%	95.5%		
	PM Peak	93.0%	97.8%	96.5%	98.4%	96.4%		
	Total Peak	93.0%	97.8%	95.8%	96.4%	93.6%		
	Off Peak Weekday	93.0%	94.2%	94.4%	95.0%	94.0%		
	Weekend	93.0%	96.4%	96.4%	97.7%	97.6%		
Operating Statistics	Trains Scheduled		18,924	75,040	19,231	75,962		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.9	12.2	13.3	12.8		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	139	591	167		
	Trains Canceled		230	10	114	22		
	Trains Terminated		230	24	94	28		
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.7%	99.7%		
Consist Compliance	System	Overall	99.5%	99.1%	99.0%	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	99.0%	97.9%	97.9%	99.3%	99.4%	
		AM Reverse Peak	99.5%	99.8%	99.9%	100.0%	100.0%	
		PM Peak	99.0%	97.7%	97.4%	99.4%	99.2%	
		Total Peak	99.0%	98.1%	98.0%	99.5%	99.4%	
		Off Peak Weekday	99.5%	99.5%	99.5%	99.8%	99.8%	
		Weekend	99.5%	99.8%	99.9%	99.9%	99.9%	
		Hudson Line	AM Peak	99.5%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.5%	99.9%	99.8%	99.9%	99.9%	
		Harlem Line	AM Peak	99.0%	98.5%	98.0%	98.8%	99.0%
		PM Peak	99.0%	98.7%	97.6%	99.3%	98.9%	
		New Haven Line	AM Peak	98.5%	95.9%	96.6%	99.3%	99.3%
		PM Peak	98.5%	95.5%	95.6%	99.2%	98.9%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	March	2017 Data		2016 Data		YTD 2017 Vs 2016
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	17.0%	150	247	743	222	643	100
Engineering (Unscheduled)	30.4%	288	441	1,410	250	1,774	-365
Maintenance of Equipment	19.4%	197	281	1,067	280	1,360	-293
Transportation	3.2%	32	47	218	56	271	-53
Capital Projects	0.0%	0	0	5	4	42	-37
Weather and Environmental	1.9%	536	28	1,453	123	714	739
Police	11.7%	105	169	431	124	1,515	-1,084
Customers	5.1%	70	74	263	65	318	-55
Other	11.3%	182	163	480	527	773	-294
3rd Party Operations	0.0%	0	0	0	4	14	-14
TOTAL	100.0%	1,558	1,450	6,069	1,655	7,423	-1,354

HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2017 Vs 2016
Engineering	51.4%	59	169	398	112	521	-123
Maintenance of Equipment	14.9%	82	49	298	53	386	-88
Transportation	2.7%	3	9	38	24	58	-20
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	0.3%	171	1	393	70	252	141
Police	6.7%	39	22	88	29	130	-42
Customers	10.9%	21	36	80	25	63	17
Other	13.1%	12	43	68	75	138	-70
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	387	329	1,363	388	1,549	-186

HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2017 Vs 2016
Engineering	44.6%	175	190	593	209	759	-166
Maintenance of Equipment	25.6%	34	109	317	94	354	-37
Transportation	3.8%	14	16	62	18	91	-29
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	0.5%	227	2	495	41	200	295
Police	13.8%	40	59	151	32	558	-407
Customers	2.1%	16	9	56	10	98	-42
Other	9.6%	85	41	161	237	296	-135
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	591	426	1,835	641	2,357	-522

NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2017 Vs 2016
Engineering	47.4%	203	330	1,162	151	1,138	24
Maintenance of Equipment	17.7%	82	123	451	133	620	-169
Transportation	3.0%	15	21	118	13	122	-4
Capital Projects	0.0%	0	0	5	4	42	-37
Weather and Environmental	3.6%	138	25	565	11	262	303
Police	12.6%	26	88	192	64	827	-635
Customers	4.2%	32	29	127	30	156	-29
Other	11.5%	84	80	251	215	338	-87
3rd Party Operations	0.0%	0	0	0	4	10	-10
TOTAL	100.0%	580	696	2,871	625	3,515	-644

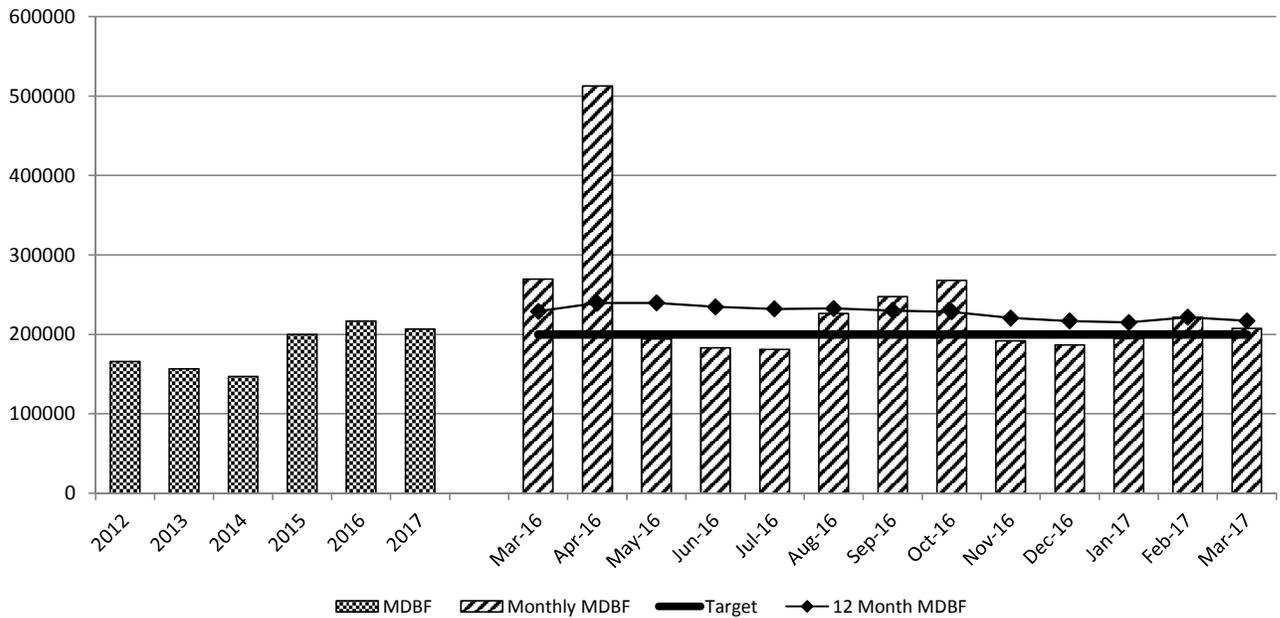
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
04/04	Tue	Required opening of 138th Street Bridge.	0	0	0	0	0	0	0	0	0	26	0	0	26	0	0
04/05	Wed	Required opening of 138th Street Bridge.	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0
04/06	Thu	Congestion from CP1 to CP5 due to third rail failure on track 2.	0	0	0	0	0	0	10	0	0	31	0	0	41	0	0
04/27	Thu	New Canaan Yard derailment.	0	0	0	0	0	0	0	0	5	8	0	1	8	0	6
04/28	Fri	Slow loading of Yankees game passengers.	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
TOTAL FOR MONTH			0	0	0	0	0	0	10	0	5	99	0	1	109	0	6
115																	

			2017 Data						2016 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	13,938	2	4	22,152	28,007	27,126	1	22,920
	M8	405	350,000	233,667	7	11	309,163	363,597	687,741	4	454,307
	M3	138	120,000	179,475	3	2	95,528	124,916	78,167	4	52,956
	M7	334	440,000	490,908	4	4	274,425	385,313	363,591	6	384,697
	Coach	209	260,000	486,023	6	3	383,973	278,460	250,517	6	284,137
	P-32	31	27,000	26,935	7	7	36,756	25,803	65,816	3	25,482
	BL-20	12	13,000	46,717	3	1	41,081	33,874	20,689	2	29,521
	Fleet	1165	200,000	207,563	32	32	206,836	216,996	269,778	26	206,291
	M2/8		260,000	175,073	9	15	230,887	287,327	555,618	5	341,771
	M3/7		300,000	387,097	7	6	216,716	301,314	249,421	10	218,827
Diesel/Coach		110,000	153,939	16	11	168,907	122,008	158,357	11	120,506	

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 2012 - 2017



West of Hudson Performance Summary			2017 Data			2016 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%	93.7%	94.0%	96.7%	96.8%
		AM Peak	95.5%	92.1%	92.8%	96.9%	96.0%
		PM Peak	95.5%	96.2%	94.1%	98.9%	98.0%
		Total Peak	95.5%	94.1%	93.4%	97.9%	97.0%
		Off Peak Weekday	95.5%	94.9%	94.9%	95.9%	96.8%
		Weekend	95.5%	90.9%	93.0%	96.5%	96.3%
	Pascack Line	Overall	96.5%	95.6%	95.8%	97.1%	97.0%
	Valley Line	AM Peak	96.5%	94.4%	96.4%	98.2%	96.5%
		PM Peak	96.5%	97.1%	96.3%	98.6%	98.5%
		Total Peak	96.5%	95.7%	96.3%	98.4%	97.4%
		Off Peak Weekday	96.5%	94.8%	95.8%	96.0%	97.0%
		Weekend	96.5%	97.1%	95.2%	97.7%	96.3%
	Port Jervis Line	Overall	95.0%	90.9%	91.4%	96.1%	96.4%
		AM Peak	95.0%	89.2%	87.9%	95.2%	95.4%
		PM Peak	95.0%	95.0%	91.7%	99.2%	97.4%
		Total Peak	95.0%	92.1%	89.8%	97.2%	96.4%
		Off Peak Weekday	95.0%	95.0%	93.7%	95.9%	96.5%
	Weekend	95.0%	80.0%	89.2%	94.4%	96.3%	
Operating Statistics	Trains Scheduled		1,644	6,589	1,669	6,623	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		17.0	21.7	19.9	20.2	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	34	165	26	107	
	Trains Canceled	60	4	27	1	11	
	Trains Terminated	60	9	25	6	17	
	Percent of Scheduled Trips Completed	99.4%	99.2%	99.2%	99.6%	99.6%	



APRIL 2017 STANDEE REPORT

East of Hudson

			APR 2016	YTD 2016	APR 2017	YTD 2017
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	3
Total Standees			0	0	0	3
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	9	30	44
Total Standees			4	9	30	44
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	32	23	27
Total Standees			11	32	23	27
EAST OF HUDSON TOTAL - AM PEAK			15	41	53	74
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	4	3
Total Standees			0	0	4	3
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	13	20	6	28
Total Standees			13	20	6	28
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	64	94	104
Total Standees			79	64	94	104
EAST OF HUDSON TOTAL - PM PEAK			92	84	104	134

West of Hudson

			APR 2016	YTD 2016	APR 2017	YTD 2017
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
AM Peak	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	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	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 2017

Elevator Availability	2017		2016	
	April	Year to Date	April	Year to Date
Grand Central Terminal	93.75%	95.48%	100.00%	99.30%
Harlem	100.00%	99.98%	99.85%	99.91%
Hudson	100.00%	100.00%	100.00%	99.71%
New Haven	100.00%	99.94%	100.00%	99.46%
Overall Average	98.44%	98.85%	99.96%	99.59%

Escalator Availability	2017		2016	
	April	Year to Date	April	Year to Date
Grand Central Terminal	99.75%	98.87%	100.00%	97.29%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.88%	99.44%	100.00%	98.65%



Metro-North Railroad

Finance Report

**MTA METRO-NORTH RAILROAD
MARCH 2017 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ in millions)**

SUMMARY

March 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$209.3 million was \$6.5 million or 3.0% favorable vs. the Adopted Budget. The month of March Net Deficit (Non-Reimbursable and Reimbursable) of \$75.9 million was \$3.4 million or 4.7% unfavorable vs. the Adopted Budget.

Major drivers of the March 2017 YTD favorable result of \$6.5 million include lower Non-Reimbursable Expenses of \$11.5 million mainly due to the timing of both maintenance contracts and professional services (\$10.9 million) and favorable electric power rates (\$4.2 million) partially offset by higher labor costs mainly due to higher holiday pay for represented employees as well as the reallocation of forces to operations coverage due to the rescheduling of capital projects (\$5.6 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$5.1 million. Farebox revenue was \$3.0 million unfavorable resulting from lower commutation ridership as well as the impact of the system-wide suspension of service related to Winter Storm Stella on non-commutation ridership. Other operating revenue was unfavorable by \$2.1 million mainly due to the current suspension of commissary services – *note that March YTD budgeted net commissary earnings would have been approximately \$0.3 million.*

Results for the month include the financial impact of \$4.0 million for Winter Storm Stella. On March 14th, MNR implemented a system-wide shut-down at noon and limited service was restored by 6 p.m. resulting in an estimated loss of \$1.1 million in farebox revenue based on 100,000 fewer non-commutation ticket sales. Expenses for preparation and cleanup reflect \$2.8 million in overtime and fringe costs, as well as non-labor costs of \$0.1 million for snow removal and de-icing materials.

March 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$43.4 million was \$11.6 million favorable vs. the Adopted Budget primarily due to timing for several capital projects including Signal Replacement from Greenwich to South Norwalk, Cyclical Track Program, West of Hudson Track Improvements, GCT Turnouts Switch Renewal and Network Infrastructure Replacement partially offset by a reclassification of prior year cost for Timber Replacement on Undergrade Bridges and GCT Fire Life safety projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was \$3.0 million unfavorable vs. the Adopted Budget (1.8%) primarily due to lower commutation ridership and the adverse impact of Winter Storm Stella on non-commutation ridership. For the month, revenue was \$2.5 million unfavorable vs. the Adopted Budget.
 - YTD Ridership of 20.3 million was 1.9% unfavorable vs. the Adopted Budget and 0.1% unfavorable when compared to YTD 2016. March ridership of 7.3 million was 4.4% unfavorable vs. the Adopted Budget and 3.0% unfavorable compared to 2016.
 - YTD East of Hudson Ridership of 19.9 million was 1.8% unfavorable vs. the Adopted Budget and 0.1% unfavorable compared to YTD 2016. East of Hudson ridership for March of 7.2 million was 4.4% unfavorable vs. the Adopted Budget and 2.9% unfavorable compared to 2016.
 - YTD commutation ridership of 12.0 million was 2.3% unfavorable vs. the Adopted Budget and 0.7% unfavorable vs. YTD 2016. March commutation ridership of 4.4 million was 2.8% unfavorable vs. the Adopted Budget and 1.3% unfavorable compared to 2016.
 - YTD non-commutation ridership of 7.9 million was 1.1% unfavorable vs. the Adopted Budget and 0.9% favorable vs. YTD 2016. March non-commutation ridership of 2.7 million was 6.9% unfavorable vs. the Adopted Budget and 5.6% unfavorable vs. 2016.
 - YTD West of Hudson Ridership of 0.4 million was 5.4% unfavorable vs. the Adopted Budget and 3.1% unfavorable vs. YTD 2016. March ridership of 0.1 million 6.6% unfavorable vs. the Adopted Budget and 4.3% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$2.1 million (12.7%) unfavorable vs. the Adopted Budget primarily due to the current suspension of commissary services as well as lower advertising. For the month, revenue was \$1.3 million unfavorable vs. the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was \$11.6 million unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above. For the month, reimbursements were \$5.8 million unfavorable vs. the Adopted Budget.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$434.5 million were \$23.1 million or 5.1% favorable vs. the Adopted Budget. For the month, expenses of \$153.0 million were \$6.1 million or 3.8% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$260.3 million YTD were \$1.7 million unfavorable vs. the Adopted Budget. For the month, expenses of \$90.2 million were \$0.4 million favorable vs. the Adopted Budget.

- **Payroll** – YTD was \$1.0 million unfavorable vs. the Adopted Budget due to higher Non-Reimbursable payroll expense due to higher holiday pay for represented employees partially offset by lower Reimbursable activity. For the month, expenses were \$0.6 million favorable vs. the Adopted Budget.
- **Overtime** – YTD was \$0.5 million favorable vs. the Adopted Budget due to lower Non-Reimbursable overtime requirements for programmatic/routine maintenance partially offset by higher Reimbursable project activity. For the month, Overtime was \$0.2 million unfavorable vs. the Adopted Budget.

Non-Labor Expenses of \$99.1 million YTD were \$21.6 million favorable vs. the Adopted Budget. For the month, expenses of \$37.5 million were favorable by \$4.2 million compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable YTD results of \$4.2 million vs. the Adopted Budget. For the month, expenses were \$1.0 million favorable vs. the Adopted Budget.
- **Fuel** – YTD expenses of \$4.7 million were \$0.3 million unfavorable vs. the Adopted Budget mainly due to the timing of invoices. For the month, expenses were \$0.3 million unfavorable when compared to the Adopted Budget.
- **Maintenance & Other Operating Contracts** – YTD was \$8.3 million favorable vs. the Adopted Budget primarily due to the timing of Non-Reimbursable expenses for maintenance contracts, BL-20 locomotive overhaul, escalator and elevator maintenance, and bus and transfer services. For the month, expenses were \$4.4 million favorable compared to the Adopted Budget.
- **Professional Services** – YTD was \$6.8 million favorable vs. the Adopted Budget primarily due to timing of Non-Reimbursable expenses for engineering, consulting and legal services, outside training and market research studies combined with lower Reimbursable project activity for the Signal Replacement from Greenwich to South Norwalk. For the month, expenses were favorable by \$0.9 million compared to the Adopted Budget.
- **Materials & Supplies** – YTD was \$2.5 million favorable vs. the Adopted Budget primarily due to timing of Reimbursable project activity (West of Hudson Track Improvements, Cyclical Track Program and the Network Infrastructure Replacement) partially offset by higher Non-Reimbursable expenses for infrastructure maintenance. For the month, expenses were \$0.7 million unfavorable vs. the Adopted Budget.
- **Other Business Expenses** – YTD expenses were \$0.7 million favorable vs. the Adopted Budget primarily due to lower subsidy payments to NJT for West of Hudson operations and the timing of expenses for non-capital equipment purchases. For the month, expenses were \$0.4 million unfavorable compared to the Adopted Budget.

Depreciation and Other Non-Cash Liability Adjustments were \$3.2 million favorable vs. the YTD Adopted Budget primarily due to the timing of the capitalization of assets (\$1.7 million) and environmental remediation (\$0.9 million). For the month, expenses were \$1.4 million favorable vs. the Adopted Budget.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$130.2 million was \$32.6 million or 20.0% favorable to the Adopted Budget. This is mainly due to the timing of expenditures for capital projects, operations and passenger injury settlements.

FINANCIAL PERFORMANCE MEASURES

March YTD performance indicators primarily reflect favorable overall expenses vs. the Adopted Budget:

- Adjusted Farebox Operating Ratio of 60.4% was 1.6% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.02 was \$0.54 favorable to the Adopted Budget.
- Revenue per Passenger of \$8.24 was \$0.07 unfavorable vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2017
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$59.741	\$57.265	(\$2.476)	(4.1)	\$0.000	\$0.000	\$0.000	-	\$59.741	\$57.265	(\$2.476)	(4.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.817	4.567	(1.250)	(21.5)	0.000	0.000	0.000	-	5.817	4.567	(1.250)	(21.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.392	7.283	(5.109)	(41.2)	12.392	7.283	(5.109)	(41.2)
CDOT	0.000	0.000	0.000	-	7.158	6.231	(0.927)	(12.9)	7.158	6.231	(0.927)	(12.9)
Other	0.000	0.000	0.000	-	1.514	1.793	0.278	18.4	1.514	1.793	0.278	18.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	21.064	15.306	(5.757)	(27.3)	21.064	15.306	(5.757)	(27.3)
Total Revenue/Receipts	\$65.558	\$61.831	(\$3.727)	(5.7)	\$21.064	\$15.306	(\$5.757)	(27.3)	\$86.621	\$77.138	(\$9.484)	(10.9)
Expenses												
<i>Labor:</i>												
Payroll	\$43.066	\$43.905	(\$0.838)	(1.9)	\$4.436	\$2.950	\$1.485	33.5	\$47.502	\$46.855	\$0.647	1.4
Overtime	7.401	8.275	(0.874)	(11.8)	2.190	1.515	0.675	30.8	9.591	9.790	(0.199)	(2.1)
Health and Welfare	9.258	9.933	(0.676)	(7.3)	1.516	1.036	0.479	31.6	10.773	10.970	(0.196)	(1.8)
OPEB Current Payment	2.600	2.673	(0.073)	(2.8)	0.000	0.000	0.000	-	2.600	2.673	(0.073)	(2.8)
Pensions	8.115	7.998	0.117	1.4	0.986	0.645	0.340	34.5	9.101	8.644	0.457	5.0
Other Fringe Benefits	10.062	10.592	(0.530)	(5.3)	1.133	0.769	0.364	32.1	11.194	11.361	(0.166)	(1.5)
Reimbursable Overhead	(4.991)	(3.365)	(1.625)	(32.6)	4.832	3.245	1.587	32.8	(0.159)	(0.120)	(0.039)	(24.3)
Total Labor	\$75.511	\$80.011	(\$4.500)	(6.0)	\$15.092	\$10.161	\$4.931	32.7	\$90.603	\$90.172	\$0.430	0.5
<i>Non-Labor:</i>												
Electric Power	\$7.013	\$6.023	\$0.989	14.1	\$0.000	\$0.000	(\$0.000)	-	\$7.013	\$6.024	\$0.989	14.1
Traction Power	5.755	4.831	0.925	16.1	0.000	0.000	0.000	-	5.755	4.831	0.925	16.1
Non-Traction Power	1.257	1.193	0.065	5.1	0.000	0.000	(0.000)	-	1.257	1.193	0.065	5.1
Fuel	1.457	1.761	(0.305)	(20.9)	0.000	0.000	0.000	-	1.457	1.761	(0.305)	(20.9)
Revenue Vehicle Fuel	0.992	1.329	(0.337)	(34.0)	0.000	0.000	0.000	-	0.992	1.329	(0.337)	(34.0)
Non-Revenue Fuel	0.465	0.432	0.033	7.1	0.000	0.000	0.000	-	0.465	0.432	0.033	7.1
Insurance	1.691	1.532	0.159	9.4	0.354	0.354	(0.001)	(0.2)	2.045	1.887	0.158	7.7
Claims	0.098	0.848	(0.751)	*	0.000	0.000	0.000	-	0.098	0.848	(0.751)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.883	8.167	2.717	25.0	2.558	0.910	1.648	64.4	13.441	9.077	4.364	32.5
Professional Service Contracts	3.607	2.826	0.781	21.7	1.662	1.581	0.080	4.8	5.269	4.408	0.861	16.3
Materials & Supplies	8.413	8.260	0.153	1.8	1.378	2.270	(0.892)	(64.7)	9.791	10.530	(0.739)	(7.6)
Other Business Expenses	2.565	2.949	(0.384)	(15.0)	0.020	0.029	(0.009)	(43.5)	2.585	2.978	(0.393)	(15.2)
Total Non-Labor	\$35.727	\$32.368	\$3.359	9.4	\$5.972	\$5.145	\$0.827	13.8	\$41.699	\$37.513	\$4.186	10.0
<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.	\$111.238	\$112.379	(\$1.141)	(1.0)	\$21.064	\$15.306	\$5.757	27.3	\$132.301	\$127.685	\$4.616	3.5
Depreciation	20.058	20.102	(0.044)	(0.2)	0.000	0.000	0.000	-	20.058	20.102	(0.044)	(0.2)
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
GASB68 Pension Adjustment**	0.000	(0.574)	0.574	-	0.000	0.000	0.000	-	0.000	(0.574)	0.574	-
Environmental Remediation	1.000	0.088	0.912	91.2	0.000	0.000	0.000	-	1.000	0.088	0.912	91.2
Total Expenses	\$137.989	\$137.688	\$0.301	0.2	\$21.064	\$15.306	\$5.757	27.3	\$159.052	\$152.994	\$6.058	3.8
Net Surplus/(Deficit)	(\$72.431)	(\$75.857)	(\$3.426)	(4.7)	\$0.000	\$0.000	(\$0.000)	-	(\$72.431)	(\$75.857)	(\$3.426)	(4.7)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.058	20.102	0.044	0.2	0.000	0.000	0.000	-	20.058	20.102	0.044	0.2
Operating/Capital	(9.401)	(2.171)	7.230	76.9	0.000	0.000	0.000	-	(9.401)	(2.171)	7.230	76.9
Other Cash Adjustments	(9.550)	9.662	19.212	*	0.000	0.000	0.000	-	(9.550)	9.662	19.212	*
Total Cash Conversion Adjustments	\$1.106	\$27.593	\$26.486	*	\$0.000	\$0.000	\$0.000	-	\$1.106	\$27.593	\$26.486	*
Net Cash Surplus/(Deficit)	(\$71.324)	(\$48.264)	\$23.060	32.3	\$0.000	\$0.000	(\$0.000)	-	(\$71.324)	(\$48.264)	\$23.060	32.3

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 - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$170.345	\$167.354	(\$2.991)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$170.345	\$167.354	(\$2.991)	(1.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.566	14.463	(2.103)	(12.7)	0.000	0.000	0.000	-	16.566	14.463	(2.103)	(12.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	34.330	23.490	(10.840)	(31.6)	34.330	23.490	(10.840)	(31.6)
CDOT	0.000	0.000	0.000	-	16.372	14.170	(2.203)	(13.5)	16.372	14.170	(2.203)	(13.5)
Other	0.000	0.000	0.000	-	4.295	5.735	1.441	33.5	4.295	5.735	1.441	33.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	54.997	43.395	(11.602)	(21.1)	54.997	43.395	(11.602)	(21.1)
Total Revenue/Receipts	\$186.910	\$181.816	(\$5.094)	(2.7)	\$54.997	\$43.395	(\$11.602)	(21.1)	\$241.907	\$225.211	(\$16.696)	(6.9)
Expenses												
<i>Labor:</i>												
Payroll	\$122.768	\$125.451	(\$2.682)	(2.2)	\$10.725	\$9.036	\$1.689	15.8	\$133.493	\$134.486	(\$0.993)	(0.7)
Overtime	24.219	23.493	0.726	3.0	5.116	5.366	(0.250)	(4.9)	29.335	28.859	0.476	1.6
Health and Welfare	26.569	27.897	(1.327)	(5.0)	3.623	3.292	0.330	9.1	30.192	31.189	(0.997)	(3.3)
OPEB Current Payment	7.800	8.185	(0.385)	(4.9)	0.000	0.000	0.000	-	7.800	8.185	(0.385)	(4.9)
Pensions	23.469	22.832	0.637	2.7	2.369	2.054	0.315	13.3	25.839	24.886	0.953	3.7
Other Fringe Benefits	29.686	30.655	(0.969)	(3.3)	2.704	2.449	0.254	9.4	32.390	33.104	(0.714)	(2.2)
Reimbursable Overhead	(12.272)	(10.683)	(1.589)	(12.9)	11.870	10.288	1.582	13.3	(0.402)	(0.395)	(0.007)	(1.7)
Total Labor	\$222.241	\$227.830	(\$5.589)	(2.5)	\$36.406	\$32.485	\$3.921	10.8	\$258.647	\$260.315	(\$1.668)	(0.6)
<i>Non-Labor:</i>												
Electric Power	\$22.269	\$18.092	\$4.176	18.8	\$0.000	\$0.002	(\$0.002)	-	\$22.269	\$18.094	\$4.174	18.7
Traction Power	18.738	15.255	3.483	18.6	0.000	0.000	0.000	-	18.738	15.255	3.483	18.6
Non-Traction Power	3.530	2.837	0.693	19.6	0.000	0.002	(0.002)	-	3.530	2.839	0.691	19.6
Fuel	4.472	4.735	(0.263)	(5.9)	0.000	0.000	0.000	-	4.472	4.735	(0.263)	(5.9)
Revenue Vehicle Fuel	3.081	3.436	(0.355)	(11.5)	0.000	0.000	0.000	-	3.081	3.436	(0.355)	(11.5)
Non-Revenue Fuel	1.391	1.299	0.092	6.6	0.000	0.000	0.000	-	1.391	1.299	0.092	6.6
Insurance	5.039	4.498	0.540	10.7	0.799	1.146	(0.346)	(43.3)	5.838	5.644	0.194	3.3
Claims	0.288	1.025	(0.737)	*	0.000	0.000	0.000	-	0.288	1.025	(0.737)	*
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	30.051	23.078	6.973	23.2	4.566	3.282	1.285	28.1	34.617	26.359	8.258	23.9
Professional Service Contracts	10.653	6.738	3.915	36.8	2.975	2.051	2.924	58.8	15.627	8.788	6.839	43.8
Materials & Supplies	22.408	23.785	(1.376)	(6.1)	8.189	4.339	3.850	47.0	30.597	28.124	2.473	8.1
Other Business Expenses	6.954	6.251	0.703	10.1	0.061	0.091	(0.030)	(48.1)	7.015	6.342	0.673	9.6
Total Non-Labor	\$102.132	\$88.202	\$13.930	13.6	\$18.591	\$10.910	\$7.680	41.3	\$120.723	\$99.112	\$21.611	17.9
<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.	\$324.373	\$316.032	\$8.341	2.6	\$54.997	\$43.395	\$11.602	21.1	\$379.370	\$359.427	\$19.943	5.3
Depreciation	60.173	58.455	1.718	2.9	0.000	0.000	0.000	-	60.173	58.455	1.718	2.9
OPEB Obligation	17.079	17.079	0.000	0.0	0.000	0.000	0.000	-	17.079	17.079	0.000	0.0
GASB68 Pension Adjustment**	0.000	(0.574)	0.574	-	0.000	0.000	0.000	-	0.000	(0.574)	0.574	-
Environmental Remediation	1.000	0.088	0.912	91.2	0.000	0.000	0.000	-	1.000	0.088	0.912	91.2
Total Expenses	\$402.625	\$391.080	\$11.545	2.9	\$54.997	\$43.395	\$11.602	21.1	\$457.622	\$434.475	\$23.146	5.1
Net Surplus/(Deficit)	(\$215.715)	(\$209.264)	\$6.451	3.0	\$0.000	\$0.000	(\$0.000)	-	(\$215.715)	(\$209.264)	\$6.451	3.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	60.173	58.455	(1.718)	(2.9)	0.000	0.000	0.000	-	60.173	58.455	(1.718)	(2.9)
Operating/Capital	(14.577)	(6.029)	8.548	58.6	0.000	0.000	0.000	-	(14.577)	(6.029)	8.548	58.6
Other Cash Adjustments	7.365	26.655	19.289	*	0.000	0.000	0.000	-	7.365	26.655	19.289	*
Total Cash Conversion Adjustments	\$52.961	\$79.080	\$26.119	49.3	\$0.000	\$0.000	\$0.000	-	\$52.961	\$79.080	\$26.119	49.3
Net Cash Surplus/(Deficit)	(\$162.754)	(\$130.184)	\$32.570	20.0	\$0.000	\$0.000	(\$0.000)	-	(\$162.754)	(\$130.184)	\$32.570	20.0

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 - 2017 ADOPTED BUDGET
MARCH 2017
(\$ 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		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	(\$2.476)	(4.1%)	Primarily due to non-commutation ridership losses from Winter Storm Stella.	(\$2.991)	(1.8%)			
OTHER OPERATING REVENUE	Non-Reimb	(\$1.250)	(21.5%)	Primarily due to lower advertising revenue and the current suspension of commissary services.	(\$2.103)	(12.7%)	Primarily due to the current suspension of commissary services and lower advertising revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.757)	(27.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$11.602)	(21.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Non-Reimb	(\$0.838)	(1.9%)	Primarily due to the reallocation of forces to operations coverage due to the preparation and clean-up for Winter Storm Stella.	(\$2.682)	(2.2%)	Primarily due to higher holiday pay for represented employees as well as the reallocation of forces to operations coverage due to the rescheduling of capital projects.		
	Reimb	\$1.485	33.5%	Reflects lower activity for the following projects: Cyclical Track Program, GCT Turnouts Switch Renewal, Replacement of the Undergrade Bridge, CT Track Program, Devon Bridge Repair and the Signal Replacement from Greenwich to South Norwalk.	\$1.689	15.8%	Primarily reflects reclassification of costs for the Cyclical Track Program and Park Avenue Viaduct project and lower activity for GCT Turnouts Switch Renewal, Positive Train Control, Signal Replacement from Greenwich to South Norwalk and the Catenary Replacement.		
OVERTIME	Non-Reimb	(\$0.874)	(11.8%)	See overtime tables.	\$0.726	3.0%	See overtime tables.		
	Reimb	\$0.675	30.8%	See overtime tables.	(\$0.250)	(4.9%)	See overtime tables.		
HEALTH AND WELFARE	Non-Reimb	(\$0.676)	(7.3%)	Primarily reflects higher than budgeted rates and higher payroll costs.	(\$1.327)	(5.0%)	Primarily reflects higher than budgeted rates and higher payroll costs.		
	Reimb	\$0.479	31.6%	Reflects lower project activity driven by the GCT Turnouts Switch Renewal and the Cyclical Track Program.	\$0.330	9.1%	Reflects lower YTD activity for the GCT Turnouts Switch Renewal and the current Cyclical Track Program.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.073)	(2.8%)	Reflects additional retirees.	(\$0.385)	(4.9%)	Reflects additional retirees.		
PENSIONS	Non-Reimb	\$0.117	1.4%	Primarily reflects lower than budgeted rates partially offset by higher payroll costs.	\$0.637	2.7%	Primarily reflects lower than budgeted rates partially offset by higher payroll costs.		
	Reimb	\$0.340	34.5%	Reflects lower project activity driven by the GCT Turnouts Switch Renewal, Cyclical Track Program and the Replacement of the Timbers on the Undergrade Bridge.	\$0.315	13.3%	Reflects lower YTD activity for the GCT Turnouts Switch Renewal and the Cyclical Track program.		

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
 MARCH 2017
 (\$ 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 FRINGE BENEFITS	Non-Reimb	(\$0.530)	(5.3%)	Primarily reflects higher payroll costs and higher than budgeted rates.	(\$0.969)	(3.3%)	Primarily reflects higher payroll costs and higher than budgeted rates.
	Reimb	\$0.364	32.1%	Reflects lower project activity driven by the GCT Turnouts Switch Renewal, Cyclical Track Program and the Replacement of the Timbers Undergrade Bridge.	\$0.254	9.4%	Reflects lower YTD activity for the GCT Turnouts Switch Renewal and the Cyclical Track program.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.625)	(32.6%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Cyclical Track Program, GCT Turnouts Switch Renewal, Replacement of Timbers Undergrade Bridge, Positive Train Control, Power Infrastructure Replacement, CT Track Program and Devon Bridge Repairs.	(\$1.589)	(12.9%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the GCT Switch Renewal and Cyclical Track Program.
	Reimb	\$1.587	32.8%		\$1.582	13.3%	
ELECTRIC POWER	Non-Reimb	\$0.989	14.1%	Reflects favorable rates.	\$4.176	18.8%	Reflects favorable rates.
FUEL	Non-Reimb	(\$0.305)	(20.9%)	Primarily reflects timing of invoices.	(\$0.263)	(5.9%)	Primarily reflects timing of invoices.
INSURANCE	Non-Reimb	\$0.159	9.4%	Reflects lower insurance premiums.	\$0.540	10.7%	Reflects lower insurance premiums.
	Reimb	(\$0.001)	(0.0%)		(\$0.346)	(43.3%)	
CLAIMS	Non-Reimb	(\$0.751)	*	Primarily due to higher claims expense for the month.	(\$0.737)	*	Primarily due to higher YTD claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.717	25.0%	Primarily reflects timing of expenses for the BL-20 locomotive overhaul, maintenance contracts, bus and transfer services, and escalator and elevator maintenance.	\$6.973	23.2%	Primarily reflects timing of expenses for maintenance contracts, BL-20 locomotive overhaul, escalator and elevator maintenance, and bus and transfer services.
	Reimb	\$1.648	64.4%		\$1.285	28.1%	

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
MARCH 2017
(\$ 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
		\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.781	21.7%	Primarily due to timing of expenses for engineering and consulting services, outside training and market research studies.	\$3.915	36.8%	Primarily due to timing of expenses for engineering, consulting and legal services as well as outside training and market research studies.
	Reimb	\$0.080	4.8%		\$2.924	58.8%	
MATERIAL AND SUPPLIES	Non-Reimb	\$0.153	1.8%	Reflects higher project activity for the Bronx Stations Capacity Improvements.	(\$1.376)	(6.1%)	Primarily reflects higher expenses for infrastructure maintenance.
	Reimb	(\$0.892)	(64.7%)		\$3.850	47.0%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.384)	(15.0%)	Primarily due to an adjustment for CDOT capital project billing.	\$0.703	10.1%	Reflects lower subsidy payment to NJT for West of Hudson operations and lower expenses for non-capitalizable equipment purchases.
	Reimb	(\$0.009)	(43.5%)		(\$0.030)	(48.1%)	
OPERATING CAPITAL	Non-Reimb	\$7.230	76.9%	Primarily due to timing of project activity for the Cameras & Audio for Non-M8 Fleet, Track Geometry Car, Vehicle Replacement Program, Geometric Measuring System, Overhaul of the GP 35 Locomotive, West of Hudson Camera Installation, Mobile Ticketing Contractor and the Avaya Phone System Upgrade.	\$8.548	58.6%	Primarily due to timing of project activity for the Cameras & Audio for the Non-M8 Fleet, GCT Escalators, GCT Biltmore Restroom and Vehicle Purchases.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2017 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	43,956	\$ 2.716	34,449	\$ 2.129	9,508	\$0.587	139,506	\$ 8.620	152,845	\$ 9.203	(13,340)	(\$0.584)
					21.6%	21.6%					-9.6%	-6.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	52,325	\$ 2.969	37,629	\$ 2.111	14,696	\$0.858	132,833	\$ 7.537	125,079	\$ 7.018	7,754	\$0.518
					28.1%	28.9%					5.8%	6.9%
<u>Unscheduled Maintenance</u>	948	\$ 0.051	571	\$ 0.028	378	\$0.023	2,845	\$ 0.153	1,836	\$ 0.088	1,009	\$0.065
					39.8%	45.0%					35.5%	42.7%
<u>Vacancy/Absentee Coverage</u> ²	25,626	\$ 1.359	20,477	\$ 1.078	5,150	\$0.281	76,065	\$ 4.034	68,974	\$ 3.636	7,091	\$0.398
					20.1%	20.7%					9.3%	9.9%
<u>Weather Emergencies</u>	5,357	\$ 0.306	35,158	\$ 1.921	(29,800)	(\$1.615)	67,859	\$ 3.876	69,571	\$ 3.802	(1,711)	\$0.074
					*	*					-2.5%	1.9%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u> ⁴	0	\$ -	18	\$ 1.008	(18)	(\$1.008)	0	\$ -	18	\$ (0.254)	(18)	\$0.254
Subtotal	128,213	\$ 7.401	128,300	\$ 8.275	(87)	(\$0.874)	419,109	\$ 24.219	418,324	\$ 23.493	785	\$0.726
					-0.1%	-11.8%					0.2%	3.0%
REIMBURSABLE OVERTIME	36,490	\$ 2.190	26,127	\$ 1.515	10,363	\$0.675	85,109	\$ 5.116	79,558	\$ 5.366	5,551	(\$0.250)
					28.4%	30.8%					6.5%	-4.9%
TOTAL OVERTIME	164,704	\$ 9.591	154,428	\$ 9.790	10,276	(\$0.199)	504,218	\$ 29.335	497,882	\$ 28.859	6,336	\$0.476
					6.2%	-2.1%					1.3%	1.6%

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
February Financial Plan - 2017 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	9,508	\$0.587	Higher staff availability due to recently graduated conductor classes available for service coverage.	(13,340)	(\$0.584)	Higher than anticipated holiday related overtime.
	21.6%	21.6%		-9.6%	-6.8%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	14,696	\$0.858	Lower infrastructure repair work due to coverage for Winter Storm Stella.	7,754	\$0.518	Lower infrastructure repair work in Maintenance of Way and lower Reliability Centered Maintenance in Maintenance of Equipment due to coverage for Winter Storm Stella.
	28.1%	28.9%		5.8%	6.9%	
<u>Unscheduled Maintenance</u>	378	\$0.023		1,009	\$0.065	
	39.8%	45.0%		35.5%	42.7%	
<u>Vacancy/Absentee Coverage</u> ²	5,150	\$0.281	Slightly lower vacation, sick and vacancy coverage requirements.	7,091	\$0.398	Slightly lower vacation, sick and vacancy coverage requirements.
	20.1%	20.7%		9.3%	9.9%	
<u>Weather Emergencies</u>	(29,800)	(\$1.615)	Coverage for Winter Storm Stella.	(1,711)	\$0.074	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	*	*		-2.5%	1.9%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u> ⁴	(18)	(\$1.008)	Reflects timing differences related to payroll and calendar cutoff dates.	(18)	\$0.254	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(87)	(\$0.874)		785	\$0.726	
	-0.1%	-11.8%		0.2%	3.0%	
REIMBURSABLE OVERTIME	10,363	\$0.675	Primarily due to lower project activity for Turnout Replacements and the rescheduling of the Cyclical Track Program.	5,551	(\$0.250)	Primarily due to a reclassification of prior year project costs for the Replace Timbers Undergrade Bridge and GCT Fire Life Safety Programs partially offset by lower project activity for Turnout Replacements and the rescheduling of the Cyclical Track Program.
	28.4%	30.8%		6.5%	-4.9%	
TOTAL OVERTIME	10,276	(\$0.199)		6,336	\$0.476	

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
2017 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 - 2017 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	March 2017				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$58.922	\$58.753	(\$0.169)	(0.3)	\$167.817	\$167.258	(\$0.559)	(0.3)
Toll Receipts	0.000	0.000	-	-	0.000	0.000	0.000	-
Other Operating Receipts	8.487	6.675	(1.812)	(21.4)	22.835	28.962	6.127	26.8
<i>Capital & Other Reimbursements:</i>								
MTA	7.396	6.357	(1.039)	(14.0)	29.846	22.826	(7.020)	(23.5)
CDOT	7.158	12.891	5.733	80.1	16.372	18.286	1.914	11.7
Other	1.514	0.676	(0.838)	(55.4)	4.295	2.173	(2.122)	(49.4)
Total Capital and Other Reimbursements	16.068	19.924	3.856	24.0	50.513	43.285	(7.228)	(14.3)
Total Receipts	\$83.477	\$85.352	\$1.875	2.2	\$241.165	\$239.505	(\$1.660)	(0.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$52.298	\$51.242	\$1.056	2.0	\$134.693	\$136.969	(\$2.276)	(1.7)
Overtime	10.435	11.332	(0.897)	(8.6)	29.412	28.942	0.470	1.6
Health and Welfare	11.146	10.133	1.013	9.1	31.158	30.388	0.770	2.5
OPEB Current Payment	2.600	2.658	(0.058)	(2.2)	7.800	8.071	(0.271)	(3.5)
Pensions	9.142	8.732	0.410	4.5	25.941	26.108	(0.167)	(0.6)
Other Fringe Benefits	11.282	13.229	(1.947)	(17.3)	32.365	36.630	(4.265)	(13.2)
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	\$96.903	\$97.326	(\$0.423)	(0.4)	\$261.369	\$267.108	(\$5.739)	(2.2)
<i>Non-Labor:</i>								
Electric Power	\$7.171	\$6.626	\$0.545	7.6	\$22.744	\$15.330	\$7.414	32.6
Traction Power	5.755	5.380	0.375	6.5	18.738	11.171	7.567	40.4
Non-Traction Power	1.416	1.246	0.170	12.0	4.005	4.159	(0.154)	(3.8)
Fuel	1.345	1.132	0.213	15.8	4.360	3.935	0.425	9.7
Revenue Vehicle Fuel	0.880	0.832	0.048	5.4	2.969	3.161	(0.192)	(6.5)
Non-Revenue Fuel	0.465	0.300	0.165	35.5	1.391	0.774	0.617	44.4
Insurance	0.373	0.000	0.373	100.0	7.363	9.328	(1.965)	(26.7)
Claims	3.186	4.157	(0.971)	(30.5)	9.553	5.444	4.109	43.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	22.116	9.527	12.589	56.9	37.023	28.078	8.945	24.2
Professional Service Contracts	8.604	1.843	6.761	78.6	17.262	5.932	11.330	65.6
Materials & Supplies	10.878	10.369	0.509	4.7	32.254	26.856	5.398	16.7
Other Business Expenditures	4.223	2.636	1.587	37.6	11.991	7.678	4.313	36.0
Total Non-Labor	\$57.898	\$36.290	\$21.608	37.3	\$142.549	\$102.581	\$39.968	28.0
<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	\$154.801	\$133.616	\$21.185	13.7	\$403.918	\$369.689	\$34.229	8.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$71.324)	(\$48.264)	\$23.060	32.3	(\$162.754)	(\$130.184)	\$32.570	20.0
Subsidies								
MTA	59.920	42.142	(17.778)	(29.7)	129.248	102.287	(26.961)	(20.9)
CDOT	11.404	6.416	(4.988)	(43.7)	33.506	27.036	(6.470)	(19.3)
Total Subsidies	\$71.324	\$48.558	(\$22.766)	(31.9)	\$162.754	\$129.323	(\$33.431)	(20.5)
Cash Timing and Availability Adjustment	\$0.000	(\$0.594)	(\$0.594)	-	\$0.000	\$0.340	\$0.340	-

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2017 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, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(0.169)	(0.3%)		(0.559)	(0.3%)	
OTHER OPERATING REVENUE	(1.812)	(21.4%)	Timing of Commuter Parking, Amtrak reimbursement, GCT Revenues and current suspension of Commissary Services partially offset by timing of MTA TWU Pass Reimbursement.	6.127	26.8%	Timing of FMTAC reimbursement for injury claims relating to Spuyten Duyvil partially offset by current suspension of Commissary Services and timing of Miscellaneous Income, Amtrak PRIAA Reimbursement and GCT Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.039)	(14.0%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.	(7.020)	(23.5%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
CDOT	5.733	80.1%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	1.914	11.7%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
OTHER	(0.838)	(55.4%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.	(2.122)	(49.4%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.
PAYROLL	1.056	2.0%		(2.276)	(1.7%)	
OVERTIME	(0.897)	(8.6%)	Weather emergencies combined with timing of overtime paid partially offset by lower Programmatic/Routine Maintenance and Scheduled Service.	0.470	1.6%	
HEALTH & WELFARE	1.013	9.1%	Timing of payments for dental & vision premiums.	0.770	2.5%	
OPEB CURRENT PAYMENT	(0.058)	(2.2%)		(0.270)	(3.5%)	
PENSIONS	0.410	4.5%		(0.167)	(0.6%)	
OTHER FRINGE BENEFITS	(1.947)	(17.3%)	Timing of payroll taxes partially offset by lower employee claims.	(4.265)	(13.2%)	Timing of payroll taxes paid partially offset by lower employee claims.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	0.545	7.6%	Lower rates partially offset by timing of payments.	7.414	32.6%	Lower rates combined with timing of payments.
FUEL	0.213	15.8%	Timing of payments partially offset by rising market prices for diesel fuel.	0.425	9.7%	Timing of payments partially offset by rising market prices for diesel fuel.
INSURANCE	0.373	100.0%	Timing of premiums paid for Force Account.	(1.965)	(26.7%)	Timing of insurance premiums paid for All Agency Property - Bio Terrorism, Automobile, Force Account, All Agency Excess and Excess Liability partially offset by Station Liability.

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2017 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, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	(0.971)	(30.5%)	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	4.109	43.0%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	12.589	56.9%	Timing of payments for MTA Police Services, Security Surveillance Equipment, Maint. & Repairs and Real Estate Mgmt. Services.	8.945	24.2%	Timing of payments for MTA Police Services, Maint. & Repairs, Construction Costs, Security Surveillance Equipment and Real Estate Mgmt. Services partially offset by Track Leases.
PROFESSIONAL SERVICE CONTRACTS	6.761	78.6%	Timing of payments for NHL BSC Costs, Engineer Services, MTA Audit Fees and Professional Services.	11.330	65.6%	Timing of payments for Engineering Services, NHL BSC Costs, Professional Services, MTA Audit Fees, IT Software and Medical Services.
MATERIALS & SUPPLIES	0.509	4.7%	Timing of material purchases for Roadway Equipment, Truck Suspension and Communication partially offset by materials placed into inventory.	5.398	16.7%	Timing of material purchases for Projects, Track Suspension, Roadway Equipment, Carbody, Friction Brakes and Propulsion partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	1.587	37.6%	Lower subsidy payments to New Jersey Transit.	4.313	36.0%	Lower subsidy payments to New Jersey Transit.
MTA SUBSIDY RECEIPTS	(17.778)	(29.7%)	Lower cash deficit partially offset by lower CDOT subsidy and available cash balance.	(26.961)	(20.9%)	Lower cash deficit and available cash balance partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	(4.988)	(43.7%)	Lower share of prior month deficit than budgeted.	(6.470)	(19.3%)	Lower share of prior months deficit than budgeted.
TOTAL SUBSIDY RECEIPTS	(22.766)	(31.9%)		(33.431)	(20.5%)	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	March 2017				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$0.819)	\$1.488	\$2.307	*	(\$2.528)	(\$0.096)	\$2.433	96.2
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.670	2.108	(0.562)	(21.0)	6.269	14.499	8.230	*
<i>Capital & Other Reimbursements:</i>								
MTA	(4.996)	(0.926)	4.070	81.5	(4.484)	(0.664)	3.820	85.2
CDOT	0.000	6.660	6.660	-	0.000	4.116	4.116	-
Other	0.000	(1.117)	(1.117)	-	0.000	(3.562)	(3.562)	-
Total Capital and Other Reimbursements	(4.996)	4.618	9.613	*	(4.484)	(0.110)	4.373	97.5
Total Revenue/Receipts	(\$3.145)	\$8.214	\$11.359	*	(\$0.742)	\$14.294	\$15.036	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.796)	(\$4.387)	\$0.409	8.5	(\$1.200)	(\$2.483)	(\$1.283)	*
Overtime	(0.844)	(1.542)	(0.698)	(82.7)	(0.077)	(0.083)	(0.006)	(7.3)
Health and Welfare	(0.372)	0.837	1.209	*	(0.966)	0.801	1.767	*
OPEB Current Payment	0.000	0.015	0.000	-	0.000	0.114	0.114	-
Pensions	(0.041)	(0.088)	(0.047)	*	(0.102)	(1.222)	(1.120)	*
Other Fringe Benefits	(0.088)	(1.868)	(1.780)	*	0.025	(3.526)	(3.551)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.159)	(0.120)	0.039	24.3	(0.402)	(0.395)	0.007	1.7
Total Labor	(\$6.301)	(\$7.154)	(\$0.853)	(13.5)	(\$2.722)	(\$6.793)	(\$4.071)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$0.602)	(\$0.444)	*	(\$0.475)	\$2.764	\$3.240	*
Fuel	0.112	0.629	0.517	*	0.112	0.800	0.688	*
Insurance	1.672	1.887	0.215	12.9	(1.525)	(3.684)	(2.159)	*
Claims	(3.089)	(3.309)	(0.220)	(7.1)	(9.266)	(4.419)	4.846	52.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(8.675)	(0.450)	8.225	94.8	(2.406)	(1.719)	0.687	28.6
Professional Service Contracts	(3.335)	2.565	5.900	*	(1.634)	2.856	4.491	*
Materials & Supplies	(1.087)	0.161	1.248	*	(1.657)	1.268	2.925	*
Other Business Expenses	(1.638)	0.342	1.980	*	(4.975)	(1.336)	3.639	73.1
Total Non-Labor	(\$16.199)	\$1.223	\$17.422	*	(\$21.826)	(\$3.469)	\$18.357	84.1
<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.	(\$22.500)	(\$5.931)	\$16.569	73.6	(\$24.549)	(\$10.262)	\$14.287	58.2
Depreciation	20.058	20.102	0.044	0.2	60.173	58.455	(1.718)	(2.9)
OPEB Obligation	5.693	5.693	0.000	0.0	17.079	17.079	0.000	0.0
GASB68 Pension Adjustment**	0.000	(0.574)	(0.574)	-	0.000	(0.574)	(0.574)	-
Environmental Remediation	1.000	0.088	(0.912)	(91.2)	1.000	0.088	(0.912)	91.2
Total Expenditures Adjustments	\$4.251	\$19.378	\$15.127	*	\$53.704	\$64.786	\$11.083	20.6
Total Cash Conversion Adjustments	\$1.106	\$27.593	\$26.486	*	\$52.961	\$79.080	\$26.119	49.3

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 - 2017 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MARCH 2017
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2017	2016	ADOPTED BUDGET		2016		ADOPTED BUDGET	2017	2016	ADOPTED BUDGET		2016	
				\$	%	\$	%				\$	%	\$	%
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.335	9.160	9.185	(0.175)	-1.9%	(0.025)	-0.3%	27.794	27.163	27.354	(0.631)	-2.3%	(0.190)	-0.7%
<i>Harlem Line - Non-Commutation</i>	8.001	7.654	7.714	(0.347)	-4.3%	(0.060)	-0.8%	22.166	21.741	21.403	(0.424)	-1.9%	0.338	1.6%
TOTAL HARLEM LINE	\$17.337	\$16.815	\$16.899	(\$0.522)	-3.0%	(\$0.085)	-0.5%	\$49.960	\$48.904	\$48.757	(\$1.055)	-2.1%	\$0.148	0.3%
<i>Hudson Line - Commutation</i>	6.115	6.020	6.027	(0.095)	-1.6%	(0.007)	-0.1%	18.157	17.823	17.901	(0.334)	-1.8%	(0.078)	-0.4%
<i>Hudson Line - Non-Commutation</i>	6.393	5.935	6.170	(0.458)	-7.2%	(0.235)	-3.8%	17.279	17.130	16.726	(0.149)	-0.9%	0.404	2.4%
TOTAL HUDSON LINE	\$12.508	\$11.955	\$12.197	(\$0.553)	-4.4%	(\$0.242)	-2.0%	\$35.436	\$34.953	\$34.626	(\$0.483)	-1.4%	\$0.327	0.9%
<i>New Haven Line - Commutation</i>	13.384	13.098	12.787	(0.286)	-2.1%	0.311	2.4%	39.514	39.054	37.755	(0.461)	-1.2%	1.299	3.4%
<i>New Haven Line - Non-Commutation</i>	15.238	14.257	14.587	(0.982)	-6.4%	(0.330)	-2.3%	41.830	41.078	39.997	(0.752)	-1.8%	1.080	2.7%
TOTAL NEW HAVEN LINE	\$28.622	\$27.355	\$27.374	(\$1.267)	-4.4%	(\$0.019)	-0.1%	\$81.344	\$80.131	\$77.752	(\$1.213)	-1.5%	\$2.379	3.1%
<i>All Lines - Commutation</i>	28.834	28.278	28.000	(0.556)	-1.9%	0.279	1.0%	85.465	84.040	83.009	(1.426)	-1.7%	1.031	1.2%
<i>All Lines - Non-Commutation</i>	29.633	27.846	28.471	(1.786)	-6.0%	(0.624)	-2.2%	81.275	79.949	78.126	(1.326)	-1.6%	1.823	2.3%
TOTAL EAST OF HUDSON LINES	\$58.467	\$56.125	\$56.470	(\$2.342)	-4.0%	(\$0.345)	-0.6%	\$166.740	\$163.989	\$161.135	(\$2.751)	-1.7%	\$2.854	1.8%
<i>West of Hudson*</i>	<u>\$1.274</u>	<u>\$1.140</u>	<u>\$1.234</u>	<u>(0.134)</u>	<u>-10.5%</u>	<u>(0.094)</u>	<u>-7.6%</u>	<u>\$3.604</u>	<u>\$3.365</u>	<u>\$3.511</u>	<u>(0.240)</u>	<u>-6.8%</u>	<u>(0.147)</u>	<u>-4.2%</u>
TOTAL FAREBOX REVENUE	\$59.741	\$57.265	\$57.704	(\$2.476)	-4.1%	(\$0.440)	-0.8%	\$170.345	\$167.354	\$164.646	(\$2.991)	-1.8%	\$2.707	1.6%
RIDERSHIP**														
<i>Harlem Line - Commutation</i>	1.580	1.540	1.549	(0.040)	-2.5%	(0.010)	-0.6%	4.262	4.156	4.181	(0.106)	-2.5%	(0.025)	-0.6%
<i>Harlem Line - Non-Commutation</i>	0.904	0.859	0.886	(0.045)	-4.9%	(0.026)	-3.0%	2.491	2.469	2.416	(0.022)	-0.9%	0.053	2.2%
TOTAL HARLEM LINE	2.484	2.399	2.435	(0.085)	-3.4%	(0.036)	-1.5%	6.754	6.625	6.597	(0.129)	-1.9%	0.028	0.4%
<i>Hudson Line - Commutation</i>	0.883	0.862	0.867	(0.021)	-2.4%	(0.004)	-0.5%	2.369	2.324	2.325	(0.045)	-1.9%	(0.001)	0.0%
<i>Hudson Line - Non-Commutation</i>	0.579	0.534	0.567	(0.045)	-7.7%	(0.033)	-5.8%	1.566	1.565	1.522	(0.001)	0.0%	0.043	2.8%
TOTAL HUDSON LINE	1.462	1.396	1.434	(0.065)	-4.5%	(0.038)	-2.6%	3.935	3.889	3.847	(0.045)	-1.2%	0.042	1.1%
<i>New Haven Line - Commutation</i>	2.107	2.039	2.081	(0.067)	-3.2%	(0.042)	-2.0%	5.664	5.534	5.595	(0.130)	-2.3%	(0.061)	-1.1%
<i>New Haven Line - Non-Commutation</i>	1.440	1.328	1.429	(0.111)	-7.7%	(0.101)	-7.0%	3.926	3.860	3.884	(0.066)	-1.7%	(0.024)	-0.6%
TOTAL NEW HAVEN LINE	3.546	3.367	3.510	(0.179)	-5.0%	(0.143)	-4.1%	9.590	9.394	9.479	(0.196)	-2.0%	(0.085)	-0.9%
Total Ridership East of Hudson														
<i>All Lines - Commutation</i>	4.569	4.441	4.497	(0.128)	-2.8%	(0.056)	-1.3%	12.295	12.014	12.101	(0.281)	-2.3%	(0.087)	-0.7%
<i>All Lines - Non-Commutation</i>	2.922	2.722	2.882	(0.201)	-6.9%	(0.160)	-5.6%	7.983	7.894	7.821	(0.089)	-1.1%	0.072	0.9%
TOTAL EAST OF HUDSON LINES	7.492	7.163	7.379	(0.329)	-4.4%	(0.216)	-2.9%	20.278	19.908	19.923	(0.371)	-1.8%	(0.015)	-0.1%
<i>West of Hudson*</i>	<u>0.156</u>	<u>0.146</u>	<u>0.153</u>	<u>(0.010)</u>	<u>-6.6%</u>	<u>(0.007)</u>	<u>-4.3%</u>	<u>0.419</u>	<u>0.397</u>	<u>0.410</u>	<u>(0.022)</u>	<u>-5.4%</u>	<u>(0.013)</u>	<u>-3.1%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.648	7.309	7.532	(0.339)	-4.4%	(0.223)	-3.0%	20.698	20.305	20.332	(0.393)	-1.9%	(0.028)	-0.1%

*West of Hudson actuals are preliminary

**2016 Ridership figures have been restated to eliminate calendar impacts on ridership

MTA METRO-NORTH RAILROAD
2017 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2017

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	3	1	
Labor Relations	18	17	1	
Safety	54	43	11	A
Security	24	20	4	
Office of the Executive VP	10	9	1	
Corporate & Public Affairs	18	16	2	
Customer Service	64	59	5	A
Legal	18	15	3	
Claims	13	11	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	49	43	6	
Training	98	77	21	A
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	22	19	3	
Capital Planning & Programming	18	12	6	
Long Range Planning	8	8	-	
VP Finance & Info Systems	6	3	3	
Controller	80	71	9	
Budget	21	17	4	
Procurement & Material Management	33	27	6	A
Total Administration	573	483	90	
Operations				
Operations Administration	68	56	12	A
Transportation	1,596	1,578	18	
Customer Service	316	271	45	B
Metro-North West	31	26	4	
Total Operations	2,010	1,931	79	
Maintenance				
Maintenance of Equipment	1,661	1,660	1	
Maintenance of Way	2,219	2,083	136	A
Procurement & Material Mgmt	124	125	(1)	
Total Maintenance	4,004	3,868	136	
Engineering/Capital				
Construction Management	43	38	5	
Engineering & Design	84	71	13	
Total Engineering/Capital	127	109	18	
Total Positions	6,714	6,391	323	
Non-Reimbursable	6,030	5,834	196	
Reimbursable	684	557	127	
Total Full-Time	6,713	6,390	323	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

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

(B) Variance reflects the current suspension of Commissary group operations.

MTA METRO-NORTH RAILROAD
2017 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2017

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	188	160	28
Professional, Technical, Clerical	385	323	62
Operational Hourlies	-	-	-
Total Administration	573	483	90
Operations			
Managers/Supervisors	239	203	36
Professional, Technical, Clerical	193	180	13
Operational Hourlies	1,578	1,548	31
Total Operations	2,010	1,931	79
Maintenance			
Managers/Supervisors	586	597	(11)
Professional, Technical, Clerical	519	507	12
Operational Hourlies	2,899	2,763	136
Total Maintenance	4,004	3,868	136
Engineering/Capital			
Managers/Supervisors	45	44	1
Professional, Technical, Clerical	82	65	17
Operational Hourlies	-	-	-
Total	127	109	18
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,058	1,005	53
Professional, Technical, Clerical	1,179	1,076	103
Operational Hourlies	4,477	4,311	166
Total Positions	6,714	6,391	323

**MTA METRO-NORTH RAILROAD
2017 ADOPTED BUDGET VS. ACTUALS
March 31, 2017**

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	2,010	1,931	79	Reflects the current suspension of Commissary group operations and timing differences in hiring of positions in the Operations Administration department.
Maintenance	4,004	3,868	136	Reflects vacant positions in Maintenance of Way (engineers, electricians, mechanics and trackworkers) 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 filling vacant positions.
Administration	573	483	90	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety, Controllers, and Procurement and Capital Planning departments.
Engineering / Capital	127	109	18	Vacancies reflects timing differences in hiring of positions primarily in the Engineering & Design department.
Total Agency-wide Headcount	6,714	6,391	323	
Non-Reimbursable	6,030	5,834	196	
Reimbursable	684	557	127	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MARCH 2017**

	MONTH			VARIANCE Fav/(Unfav)	
	BUDGET	2017	2016	BUDGET	2016
Farebox Operating Ratio					
Standard ^(B)	51.4%	51.3%	56.1%	-0.1%	-4.8%
Adjusted ^(C)	57.7%	57.5%	64.4%	-0.2%	-6.9%
Cost per Passenger					
Standard ^(B)	\$15.36	\$15.24	\$13.81	\$0.12	(\$1.43)
Adjusted ^(C)	\$15.04	\$14.90	\$13.26	\$0.14	(\$1.64)
Passenger Revenue/Passenger	\$7.89	\$7.82	\$7.74	(\$0.07)	\$0.08

	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	BUDGET	2017	2016	BUDGET	2016
Farebox Operating Ratio					
Standard ^(B)	52.2%	53.5%	56.1%	1.3%	-2.6%
Adjusted ^(C)	58.8%	60.4%	63.7%	1.6%	-3.3%
Cost per Passenger					
Standard ^(B)	\$15.92	\$15.40	\$14.50	\$0.52	(\$0.90)
Adjusted ^(C)	\$15.56	\$15.02	\$14.19	\$0.54	(\$0.83)
Passenger Revenue/Passenger	\$8.31	\$8.24	\$8.13	(\$0.07)	\$0.11

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(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.



Metro-North Railroad

Ridership Report

MARCH 2017 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2017	% Change vs. 2016
Total Rail Ridership	7.309	-3.0% ▼
Commutation Ridership	4.528	-1.3% ▼
Non-Commutation Ridership	2.781	-5.5% ▼
Connecting Service Ridership	0.052	+0.4% ▲
Total MNR System Ridership	7.361	-2.9% ▼
Rail Revenue	\$57.3	-0.7% ▼

Key Factors Impacting March Ridership

- Large decreases in non-commutation ridership can be attributed to the unseasonably cold weather which occurred during March
 - It was much colder in March 2017 than in March 2016 (average monthly temperature was 39.2 degrees vs. 48.9 degrees last March).
 - We had more snow in March 2017 than in March 2016 (9.7 inches of snow fell in Central Park in March 2017, compared to 0.9 inches in March 2016).
 - On March 14th a major snow storm totaling 7.6 inches of snow (NY Central Park) decreased non-commutation ridership by approximately 100,000 rides. Had this storm not occurred total ridership would have decreased by 1.5%

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

	YTD 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	20.305	-0.1% ▼	-1.9% ▼
Commutation Ridership	12.245	-0.8% ▼	-2.4% ▼
Non-Commutation Ridership	8.060	+0.9% ▲	-1.2% ▼
Connecting Service Ridership	0.143	+0.2% ▲	-0.6% ▼
Total MNR System Ridership	20.448	-0.1% ▼	-1.9% ▼
Rail Revenue	\$167.4	+1.7% ▲	-1.7% ▼

MARCH RAIL RIDERSHIP ⁽¹⁾

- March's Total Rail Ridership was 3.0% below 2016 and 4.4% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	6.7	6.3	7.3										20.3
2016	6.6	6.2	7.5										20.3
PCT CHG.	1.7%	1.3%	-3.0%										-0.1%

1) Includes East and West of Hudson.

MARCH RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- March's Rail Commutation Ridership was 1.3% below 2016 and 2.9% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.0	3.7	4.5										12.2
2016	4.0	3.8	4.6										12.3
PCT CHG.	-0.3%	-0.7%	-1.3%										-0.8%

1) Includes East and West of Hudson.

MARCH RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- March's Rail Non-Commutation Ridership was 5.5% below 2016 and 6.9% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.5	2.8										8.1
2016	2.6	2.4	2.9										8.0
PCT CHG.	4.8%	4.5%	-5.5%										0.9%

1) Includes East and West of Hudson.

MARCH RAIL REVENUE ⁽¹⁾

- March's Total Rail Revenue was 0.7% below 2016 and 4.1% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.5	\$53.6	\$57.3										\$167.4
2016	\$54.3	\$52.6	\$57.7										\$164.6
PCT CHG.	4.1%	1.8%	-0.7%										1.7%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2017**

TICKET TYPE/SERVICE	MARCH 2017 ACTUAL	MARCH 2017 BUDGET	VARIANCE VS. BUDGET		MARCH 2016 RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,440,994	4,569,268	(128,274)	-2.8%	4,497,244	(56,250)	-1.3%
West of Hudson	86,689	92,371	(5,682)	-6.2%	90,120	(3,431)	-3.8%
Total Rail Commutation Ridership	4,527,683	4,661,639	(133,956)	-2.9%	4,587,364	(59,681)	-1.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,721,520	2,922,352	(200,832)	-6.9%	2,881,631	(160,111)	-5.6%
West of Hudson	59,450	64,014	(4,564)	-7.1%	62,605	(3,155)	-5.0%
Total Rail Non-Commutation Ridership	2,780,970	2,986,366	(205,396)	-6.9%	2,944,236	(163,266)	-5.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,162,514	7,491,620	(329,106)	-4.4%	7,378,875	(216,361)	-2.9%
West of Hudson ⁽²⁾	146,139	156,385	(10,246)	-6.6%	152,725	(6,586)	-4.3%
TOTAL RAIL RIDERSHIP	7,308,653	7,648,005	(339,352)	-4.4%	7,531,600	(222,947)	-3.0%
CONNECTING SERVICES RIDERSHIP ⁽³⁾	52,479	53,449	(970)	-1.8%	52,272	207	0.4%
TOTAL MNR SYSTEM RIDERSHIP	7,361,132	7,701,454	(340,322)	-4.4%	7,583,872	(222,740)	-2.9%

Notes:

- 1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE VS. BUDGET		2016 YTD RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	12,014,076	12,295,464	(281,388)	-2.3%	12,101,432	(87,356)	-0.7%
West of Hudson	230,763	248,522	(17,759)	-7.1%	242,416	(11,653)	-4.8%
Total Rail Commutation Ridership	12,244,839	12,543,986	(299,147)	-2.4%	12,343,848	(99,009)	-0.8%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	7,893,580	7,982,802	(89,222)	-1.1%	7,821,199	72,381	0.9%
West of Hudson	166,142	170,847	(4,705)	-2.8%	167,099	(957)	-0.6%
Total Rail Non-Commutation Ridership	8,059,722	8,153,649	(93,927)	-1.2%	7,988,298	71,424	0.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	19,907,656	20,278,266	(370,610)	-1.8%	19,922,631	(14,975)	-0.1%
West of Hudson	396,905	419,369	(22,464)	-5.4%	409,515	(12,610)	-3.1%
TOTAL RAIL RIDERSHIP	20,304,561	20,697,635	(393,074)	-1.9%	20,332,146	(27,585)	-0.1%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	143,247	144,075	(828)	-0.6%	143,013	234	0.2%
TOTAL MNR SYSTEM RIDERSHIP	20,447,808	20,841,710	(393,902)	-1.9%	20,475,159	(27,351)	-0.1%

Notes:

- 1) 2016 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 2017**

LINE	MARCH 2017 ACTUAL	MARCH 2016 RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,398,995	2,435,142	(36,147)	-1.5%
Hudson Line	1,396,026	1,433,576	(37,550)	-2.6%
New Haven Line	3,367,493	3,510,157	(142,664)	-4.1%
Total East of Hudson	7,162,514	7,378,875	(216,361)	-2.9%
WEST OF HUDSON				
Port Jervis Line	85,896	90,131	(4,235)	-4.7%
Pascack Valley Line	60,243	62,594	(2,351)	-3.8%
Total West of Hudson (2)	146,139	152,725	(6,586)	-4.3%
TOTAL RAIL RIDERSHIP				
	7,308,653	7,531,600	(222,947)	-3.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	36,950	36,312	638	1.8%
Haverstraw-Ossining Ferry	10,524	10,970	(446)	-4.1%
Newburgh-Beacon Ferry	5,005	4,990	15	0.3%
Total Connecting Services	52,479	52,272	207	0.4%
TOTAL MNR SYSTEM				
	7,361,132	7,583,872	(222,740)	-2.9%

Notes:

1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.

2) West of Hudson ridership figures are preliminary.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2016 YTD RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	6,624,903	6,596,509	28,394	0.4%
Hudson Line	3,889,226	3,847,207	42,019	1.1%
New Haven Line	9,393,527	9,478,915	(85,388)	-0.9%
Total East of Hudson	19,907,656	19,922,631	(14,975)	-0.1%
WEST OF HUDSON				
Port Jervis Line	234,969	240,595	(5,626)	-2.3%
Pascack Valley Line	161,936	168,920	(6,984)	-4.1%
Total West of Hudson	396,905	409,515	(12,610)	-3.1%
TOTAL RAIL RIDERSHIP	20,304,561	20,332,146	(27,585)	-0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	101,153	99,367	1,786	1.8%
Haverstraw-Ossining Ferry	28,654	30,146	(1,492)	-4.9%
Newburgh-Beacon Ferry	13,440	13,500	(60)	-0.4%
Total Connecting Services	143,247	143,013	234	0.2%
TOTAL MNR SYSTEM	20,447,808	20,475,159	(27,351)	-0.1%

Notes:

1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

April 30, 2017

ROLLING STOCK

M-8 Procurement Option

Metro-North, in partnership with Connecticut Department of Transportation, executed an agreement with the manufacturer in January 2017 to purchase 60 additional M-8 cars for the New Haven Line, with an option for an additional 34 cars. The new cars will begin arriving in the fourth quarter of 2019. These cars will be fully interoperable and benefit from parts compatibility, reducing operating and future procurement costs with the 405 M-8 cars already purchased. A formal kick-off meeting was held on April 7, 2017. Metro-North has reviewed and provided comments on the manufacturer's Program Schedule and Management Plan.

GRAND CENTRAL TERMINAL (GCT)

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: The elevator is in service.

SE-2: Elevator rehabilitation work is underway; plan to place in-service in June 2017.

A-car: The elevator was placed in service in early April 2017.

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

Installation of pipes, hangers and related electrical items continues across the lower level tracks and is nearing completion in the 43rd Street, 45th Street and west tunnels. The fire pump at 49th Street has been delivered and set on mounting pad.

Overall project completion anticipated in June 2018.

GCT Leaks Remediation Phase II

Structural steel repairs at select sidewalk expansion joints continue. Structural steel repairs at the 45th Street bridges are complete. Ongoing restoration continues with offsite cleaning and painting of the 45th Street bridge architectural panels.

Overall project completion is June 2017.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

The project scope is to furnish and install a new elevator at Port Chester Station and replace the adjacent stairs to the platform (outbound side); demolish an abandoned building; and construct an ADA compliant ramp on the inbound side. Installation of the elevator, machine, and storage rooms' walls were completed. Installation of the elevator's tower windows is underway. The elevator's piston, rails and jack assembly installation continues. Concrete slab was placed for the ADA ramp.

The elevator is forecasted to be in service within the third quarter of 2017.

Harlem 125th Street Improvements

Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II) – Continue with pre-construction submittals phase; site mobilization to commence in early July 2017.

Exterior Lighting Improvements & Arts & Design Work on the Viaduct – Bids to acquire construction services from Tier 1 Small Business Mentoring Program are due in May 2017. Award is anticipated in July 2017.

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 preliminary design is being finalized to prepare GCT and Outlying Station Design Packages for visual and audio public address system infrastructure. Both GCT and Outlying Stations will be proceeding with design-build project delivery methods. Of the eight CSI packages, three were advertised in November 2016; three in January 2017; one in March 2017; and the remaining package in April 2017. Anticipate awarding the various CSI packages by the end of the Year 2017.

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

Through a joint procurement, Metro-North and Long Island Rail Road awarded a contract in July 2016 to a Best Practices Design Consultant to advise on industry best practices as a means to enhance the aesthetics and amenities of stations, passenger experience, and improve stations through design innovation and excellence, all with minimal disruptions to customers. The design documents are progressing to 30% level, with completion anticipated in June 2017. It is anticipated that a design-build contract will be awarded in the third quarter of 2017.

POWER

Power, C&S Infrastructure Restoration Phase I – Sandy (Design-Build)

Continued Track 3 outage from CP26 to CP33 (North of Tarrytown to South of Croton Harmon), with completion forecasted in May 2017. During this outage, reverse off-peak busing is provided for customers at Philipse Manor and Scarborough stations. Punchlist work and Metro-North in-house work is underway which includes: track, power and signal, and train testing on the tracks.

Overall project completion of Phase I is anticipated in January 2018.

Power Infrastructure Restoration – Substations – Sandy

Riverdale and Tarrytown: Completed switchgear wiring and terminations. Field testing of switchgear components is underway.

Croton-Harmon: Preparation continues for the delivery of the electrical switchgear scheduled in May 2017.

Overall project completion anticipated in third quarter 2017.

Harlem & Hudson Lines Power Improvements

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

- 86th St. fabrication and testing of AC and DC switchgear equipment are complete. Both switchgears are forecasted to be delivered in the second quarter of 2017. Demolition and removal of equipment at the east platform will commence in May 2017. Footings for new columns and pit work for AC switchgear at the west platform is ongoing. Installation of the Con Edison low voltage services continues.
- 110th St. (replacement of negative return reactors in the substation under the viaduct): Operating as of July 2016.
- *Brewster Substation* – Delivery of electrical switchgear is scheduled in June 2017.

Brewster Substation completion will be in third quarter 2017 with overall project completion by first quarter 2018.

Substation Replacement Bridge-23

- Mount Vernon - Signal substation supervisory control and data acquisition (SCADA) system package fabrication continues with Factory Acceptance Test forecasted in June 2017.

- Pelham - Final testing of the voltage balancing station continues. MNR personnel to take training to put substation on in May and final acceptance is anticipated by end of May 2017.
- New Rochelle – Final preparation for a future 15KV power redundancy connection is underway with completion anticipated in May 2017.

Overall project completion anticipated in October 2017.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

The catch basin at 175th Street was installed and connected to the NYCDEP sewer system. This phase is anticipated to be completed by end of June 2017. The work includes the 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 nearing completion. Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholders.

Project completion anticipated in March 2018.

Undergrade Bridges – West of Hudson (between Harriman and Campbell Hall Stations)

Force account repairs to three bridges along the Port Jervis Line will commence in the second quarter of 2017. Overall project completion anticipated in December 2018.

Design-Build of Prospect Hill Road Bridge (Southeast Station)

Design-build proposals were received and are under review; project kickoff to commence by summer 2017. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service by first quarter 2019.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Subsystem Designs being finalized. On-Board and office software is in development. Surveys and FCC / Tribal applications continue for communication site locations, with a third of all sites approved by the FCC. Civil Speed Enforcement (MAS) is available from New Rochelle to New Haven for use by Amtrak revenue service. Installation and testing of PTC transponders is complete for Pilot 2 (Hudson Line CP 25 to 35) and is ongoing for Pilot 1 (New Haven Line CP 255 to CP 274). Wayside subsystem deliveries continue to support the installation of pilot locations. Wayside segment deliveries continue and are forecasted to complete in December 2017. P32 locomotives and Cab Car On Board hardware installation was completed. M7A on-board PTC hardware installation commenced in August 2016 and is ongoing. 80 M7A on-boards kits out of 167 have been installed to-date. Training of employees continues. Project is on schedule to meet the FRA requirements of December 31, 2018.

West of Hudson Signal Improvements

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. MNR forces are continuing to work on installations in preparation for a series of cut overs. The first signal cut over took place in April 2017 from CP-Sterling to Suffern. The second cut over from CP-Sterling to CP-Harriman is scheduled for August of 2017.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility/Building 6 (CSF): Continued roofing; exterior installation of metal wall panels and translucent panels; interior installation such as: duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards, and installation of new track running rail.
- EMU (Electric Multiple Unit) Annex Building: Continued roofing; exterior installation of metal wall panels and translucent panels; interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards. Commenced with the installation of metal stairs.
- Yard Utilities and Miscellaneous: Completed installation of temporary protective shield/platform for gas line on the bridge. Commenced with installation of gas main pipe at Croton Point Avenue Bridge. Continued with installation of medium voltage electric conduits and equipment pads for exterior transformers and switchgear.

Overall, Phase V, Stage 1 construction completion is anticipated in January 2018.

Phase V Stage II Preliminary Design

The preliminary 30% design pre-final bid documents are complete to facilitate the phase I solicitation for qualified Design-Builders; the anticipated advertisement is scheduled for May 2017. The award of Stage II is timed with the completion of Stage I for a seamless transition in 2018.

2017 MNR Capital Program Goals

As of April 30, 2017

In Millions

