



**Metropolitan Transportation Authority**

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

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## **September 2017**

### **Members**

S. Metzger

N. Brown

R. Glucksman

C. Moerdler

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, New York**

**Monday, 9/25/2017  
8:30 - 9:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. Approval of Minutes**

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## **3. 2017 Work Plan**

*2017 MNR Work Plan - Page 13*

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

### **Safety Report**

*MNR Safety Report - Page 20*

### **MTA Police Report**

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## **5. Information Items**

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### **2018 Preliminary Budget (Public Comment)**

### **2017 Mid-Year Forecast**

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### **Diversity/EEO Report – 2nd Quarter 2017**

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### **2017 Fall Schedule Change**

*2017 Fall Schedule Change - Page 57*

## **6. Action Items**

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### **Permanent Service Changes at Melrose and Tremont Stations**

*Permanent Service changes at Melrose and Tremont stations - Page 60*

### **NYSDOT Grant for Connecting Services**

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## **7. MNR Procurements**

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### **Non-Competitive Procurements**

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## **Competitive Procurements**

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## **Ratifications**

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## **8. Monthly Reports**

### **MNR Operations Report**

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### **MNR Finance Report**

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### **MNR Ridership Report**

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### **MNR Capital Program Report**

*MNR Capital Program Report - Page 169*

Next Joint MNR/LIRR meeting on October 23rd at 8:30 a.m.

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

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee  
Hon. Norman Brown  
Hon. Randy Glucksman  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Mitchell H. Pally  
Hon. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. Neal J. Zuckerman

Not Present:

Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

Also Present:

Catherine Rinaldi – Acting President, Metro-North Railroad  
Susan J. Doering – Vice President, Customer Service and Stations  
Richard L. Gans – Vice President and General Counsel  
Glen Hayden – Vice President, Engineering  
Yvonne Hill-Donald - Acting Vice President-Human Resources  
John Kesich – Senior Vice President, Operations  
John Kennard – Vice President – Capital Programs  
Owen Monaghan – Chief, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Robert Rodriguez – Director, Diversity and EEO  
Sean Ryan – Chief Security Officer, Security Department  
James McCormack – Director, Operations Planning and Analysis  
Justin Vonashek – Vice President, System Safety

Ms. Metzger called the meeting to order. She welcomed Board member Randy Glucksman, representing the Metro-North Railroad Commuter Council.

## **PUBLIC COMMENT**

There were three public speakers.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council asked Metro-North to work with New Jersey Transit to make Suffern Station ADA accessible. Because Ramsey Station, which is owned by New Jersey Transit, is ADA accessible New Jersey Transit is in compliance with the law and has no need to make Suffern Station ADA accessible. Mr. Getz noted that Rockland County paratransit is unable to cross the state line, making it unable to transport Rockland County residents who need an accessible station to Ramsey Station. He asked Metro-North to work with New Jersey Transit to make Suffern Station ADA accessible. He expressed his opinion that Suffern Station should be renovated as it is the core of Transit Oriented Development at Suffern.

Michael Vessio, Commercial Director, AM General Contracting, Bologna, Italy stated that he has worked with transportation systems outside of the United States and would like to meet with Metro-North officials to discuss how technology used in other parts of the world may be used to improve the streamlining and protection of passengers.

Murray Bodin commented on the proposed contract with Railtech Boutet, Inc., stating that at least one other company sells welding kits and supplies. He expressed his opinion that the culture at Metro-North needs to change. He further expressed his opinion that train horns should not be blown at stations and that Positive Train Control is an outdated technology.

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

## **APPROVAL OF MINUTES AND 2017 WORK PLAN**

Upon motion duly made and seconded, the Committee approved the minutes of the June 19, 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 PRESIDENT GIULIETTI'S PARTING COMMENTS**

Board member Metzger noted that President Giulietti had remarks that he wished to make at his last Committee meeting as President, sitting with his staff one more time before retirement. Board member Metzger noted that President Giulietti has a long history with Metro-North. He began his career with Penn Central in 1971, began with Metro-North in 1983 and came back to Metro-North approximately three years ago. She noted that his legacy is his senior staff of whom he is very proud. Ms. Rinaldi stated that she is proud to be on President Giulietti's team. She asked each member of the Executive Leadership Team to read portions of his remarks. Those remarks follow.

"Since I am retiring and this will be my last committee meeting, I'd like to share a few observations about my time as President of Metro-North.

The Metro-North I came to in 2014 was a very different place from the one I remembered and was certainly different from the one I am leaving. You could say I arrived here at what we could politely call “a challenging time.” Our service was falling far below our customers’ expectations—and they had come to expect a lot from us.

A series of incidents damaged the public’s confidence in our safety record and hampered our ability to manage the railroad effectively. The infrastructure, the foundation which Metro-North had built its success on, was beginning to crumble and fall apart. But as I made my initial visits around our territory, I was taken with the desire on the part of Metro-North’s employees to prove themselves once more; to show our customers that they were still capable of providing the quality service on which we had made our reputation.

What I could count on was the Metro-North team. I had worked here from 1971 to 1998 and I knew the dedication of the railroad workers here. I also was assured that I would have the commitment of the Board which has been true to this day. Finally I have an Executive Leadership Team which is, in my opinion, the best in the industry.

With respect to the Metro-North workforce, they were just too proud to fail. And it was that spirit, in part, that made me realize that Metro-North would come back. It would take a lot of hard work on my part, and on the part of our workforce.

But I saw the challenges we faced as opportunities for us to redefine ourselves and refocus the way we do business. That meant starting over at square one – rededicating our efforts to providing the basics of good railroading – operating a safe, reliable service on a daily basis. While not very flashy, these principals have guided all of our efforts in the three and a half years that I have led Metro-North, and have resulted in solid dividends.

We started with establishing an aggressive program to rebuild our infrastructure—the very cornerstone of a safe and reliable operation. During my tenure we have rebuilt miles of the railroad, and we accomplished this by working during the off-peak and on weekends, to minimize the impact on our customers. This effort will continue after I am gone, because without this solid foundation, successfully implementing other customer improvements becomes almost impossible.

While rebuilding the railroad, we were also rebuilding our senior management team with the type of leaders who had the skills to advance our new vision. And that vision put safety—and not statistics—first.

Our efforts began with a rebuilt and restructured Safety Department, one that would have all the necessary staff to achieve their objectives. We became the first commuter railroad in the country to fully implement the confidential “close call” reporting system. This gives our employees the ability to anonymously report any potential safety hazards without fear of reprisal.

We created an Enhanced Employee Protection System—or EEPs—which is now an industry-leading tool proving enhanced safety protection for employees working on or around our tracks. It allows the Roadway Worker-In-Charge to be an active participant in the safety of his crew

as they work along our right-of-way. EEPS was given APTA's gold safety award for enhanced employee protection. And it has been adopted by NJ TRANSIT and SEPTA, and is being reviewed by Amtrak and the MBTA.

We became the first agency to conduct sleep apnea testing on all 434 of our locomotive Engineers. The program has been expanded to include conductors. And the MTA has adopted it as well, making it the first public transportation agency to offer specialized screening and treatment for the disorder. We were proud to take the lead on this initiative.

We didn't limit our safety efforts to employees. We created TRACKS - Together Railroads and Communities Keeping Safe. It is a Safety Education & Community Outreach program with specialists to educate and promote grade crossing awareness and rail safety to schools, busing and trucking companies as well as the communities the railroad serves. Through it all, we told our customers and our stakeholders what we were doing, why we were doing it, and how it would affect their service. I have enjoyed the opportunities to meet with customers throughout the territory on a regular basis and get their input.

They understood, and even appreciated, our efforts on their behalf and we know this because our Customer Satisfaction Survey ratings have climbed steadily since 2014. I want to thank you all—the members of Metro-North Committee and the MTA's Leadership—for your support during my time here and your confidence in my abilities. I want to thank Ronnie Hakim, Joe Lhota as well as Tom Prendergast for all their support. I also want to thank the current and past presidents of the other MTA agencies. We have always supported each other and I've always been able to count on that support.

Finally, I want to thank all of the employees at Metro-North, whose dedication, hard work, and pride in our railroad made our accomplishments possible. Nobody does it alone, and I was proud to lead such an outstanding group of transportation professionals. I know they will continue to accomplish great things in my absence. Thank you.”

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

Acting President Rinaldi recognized Metro-North employees Alex Hyppolite, Dhundap Lama and Susan “Suzie” Meyer who, earlier this year, uncovered a scheme involving the purchase and resale of multiple tickets. When they became aware of the suspicious activity, they immediately contacted MTA Police Department who capably handled the matter. Thanks to the employees' alert observations and actions, the perpetrator was arrested and is being criminally charged. Acting President Rinaldi congratulated the employees, for their attention to detail, their common sense and their special awareness. She also thanked the MTA Police for their efforts. Ms. Rinaldi, Board member Metzger and Chief Monaghan presented the employees with certificates of appreciation.

Acting President Rinaldi reported that civil speed enforcement, an important milestone on the safety front, is now in effect on the Hudson Line between Spuyten Duyvil and the Park Avenue Tunnel.

Acting President Rinaldi reported on service reliability during the month of June, noting that reliability was adversely impacted by several incidents throughout the month. As a result, east of Hudson trains operated below goal at 90.2% in June 2017 and 94.3% year-to-date June 2017. These incidents involved police activity for an unidentified bag hanging from trestle on the Harlem River Lift Bridge during the height of the a.m. peak on June 14, resulting in extensive train delays and a truck fire adjacent to the Park Avenue Viaduct during the overnight of June 29, which required trains to travel through the area at a reduced speed. In addition, there were several infrastructure issues that required temporarily taking tracks out of service or implementing speed restrictions until the conditions were addressed by Metro-North forces. In addition, the New Haven Line overhead catenary wire was damaged on two occasions, resulting in train delays and the cancellation of trains. West of Hudson service operated at 95.2% in June 2017. The fleet's Mean Distance Between Failures operated above goal in May 2017 at almost 208,000 miles. However, the M-7s fleet operated below goal due to a slight increase in brake, cab signal and door failures. Amtrak service in and out of Grand Central, consisting of 6 weekday trains, has been operating well since it began on July 10 while the repair work takes place at Penn Station. Metro-North has been in ongoing communication with New Jersey Transit regarding the recent operational issues that have resulted in train cancellations over the past week on the Port Jervis and Pascack Valley Lines. Metro-North has expressed concern regarding the shortage of train crews and will continue to monitor this situation.

Acting President Rinaldi discussed expanded weekend Tappan Zee Express bus service. She noted that there has been a strengthened partnership between Metro-North and Rockland County's commuter bus service, the Tappan Zee Express, to add service on Saturdays and initiate Sunday service for the first time. The changes will make it easier for Rockland County residents to access Metro-North. Metro-North has worked together with Rockland County to expand Saturday bus service by adding eight new trips between Rockland and Westchester Counties, and extending two trips to White Plains. The increased service provides for more frequent service throughout the day. Metro-North and Rockland County also have worked together to initiate Sunday Tappan Zee Express bus service for the first time. The bus will operate on the same schedule as the newly enhanced Saturday service. The bus service currently makes 24 trips between Rockland and Westchester on Saturdays but has no Sunday service. In the future, it will have 32 trips on both Saturdays and Sundays. Rockland County has now created new bus schedules and the expanded service is scheduled to start August 5.

Acting President Rinaldi reported that customer complaints during the month of June decreased 4% from May but increased 5% from June 2017.

There was a discussion between Board members and staff regarding the 2.5% decrease in farebox revenue year-to-date May 2017. It was noted that ridership growth was below forecast with ridership basically the same as the comparable period of 2016. While there was an increase in non-commutational and overall ridership in 2017, there was a decrease in commutational ridership. There was a discussion regarding the potential reasons for the decrease in commutational ridership, including the impact of fare increases on ridership. Board member Metzger noted that a more extensive discussion will take place at the Finance Committee meeting.

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, which recording includes discussion between Board members and staff regarding the financial report.

### **MTA METRO-NORTH RAILROAD SAFETY REPORT**

Mr. Vonashek reported that the customer accident rate in May 2017 was down versus the previous 12 months. The employee lost time injury rate is trending up versus the previous 12 months, mainly due to slip, trip and fall and over exertion injuries. Metro-North's community outreach program, TRACKS, reached over 2,600 individuals in May bringing the total for the year to nearly 26,000. In May, Metro-North held its first annual Safety Excellence award ceremony. This program was developed to recognize employees who go above and beyond to make the workplace safe.

There was a discussion regarding the increase in employee injuries due to slip, trip and fall injuries. Mr. Vonashek noted that, due to the increase in retirements, a large number of employees, including managers, have only been with the railroad for approximately five years. The railroad has instituted situational awareness training. In addition, supervisors and managers are receiving one day of training that includes, among other things, situational awareness, how to identify hazards and the reporting of injuries. There has also been an increase in the reporting of injuries, permitting the railroad to address trends in the type of injuries seen. Communication has been a challenge for the railroad since employees in the field do not have access to computers. To address this, the railroad now sends safety alerts and bulletins to the employees' home email address. Mr. Vonashek noted that there is an inherent risk in working on any railroad so it is important to train and manage employees so that they work safely. Board member Zuckerman discussed the importance of the public's perception. He noted that since the time of the 100-day action plan, commuters' perception of the railroad has changed to one in which riders feel that the railroad provides a high quality and safe service.

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 discussion between Board members and staff regarding the safety report.

### **MTA POLICE DEPARTMENT REPORT**

Chief Monaghan reported on crime statistics, noting that system wide the number of major felonies in June 2017 decreased by 7% versus the previous June, 26 versus 28. Year-to-date June 2017, system wide the number of major felonies decreased by 10%, 134 versus 149. The MTAPD is concerned with the system wide increase in robberies in June 2017 versus the previous June, eight versus three. Five of the eight robberies resulted in arrest. One of the robberies occurred on Metro-North property. There was a 14% decrease in major felonies on the Metro-North system in June 2017 versus the previous June, 12 versus 14. Year-to-date, total major felonies in June 2017 on the Metro-North system were down 8%, 69 versus 75. Year to date June there was an increase in hate crimes versus the previous June, 12 versus five; two of which were on the Metro-North system and

10 of which were on the Long Island Rail Road system. Six of the hate crimes were committed by the same person and resulted in arrest.

There was a discussion between Board member Moerdler and Chief Monaghan regarding hate crimes. Chief Monaghan reported that there has been an increase in hate crimes system-wide, 12 versus five. All of the hate crimes involved graffiti. Six of the 10 hate crimes on the Long Island Rail Road system involved the same individual who was arrested for anti-Semitic graffiti. Board member Moerdler asked Chief Monaghan to seek advice of counsel to determine whether the names of the individuals arrested for hate crimes and the case numbers for those cases could be provided to him for a project he is involved in to follow these cases through the court system as a way of stressing the importance of squelching this type of behavior which he believes was responsible for the rise on Nazism in World War II. With respect to the rise in drug offenses, Chief Monaghan noted that the rise is related to the opioid epidemic that is trending throughout the country. Chief Monaghan discussed work being done to keep the area under the Park Avenue Viaduct (the Viaduct) clean and safe. He noted that the MTAPD is working collaboratively with Metro-North's Safety and Security Departments, the New York City Department of Transportation and the New York Police Department. He reported that three truckloads of debris had been removed by Metro-North forces. Board member Metzger asked that Metro-North continue to monitor the area under the Viaduct. Ms. Rinaldi noted that Metro-North works closely with the City and is very vigilant with respect to the Viaduct. Metro-North has Viaduct Task Force that is charged with monitoring the area under the Viaduct to ensure that it remains free of debris.

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, which recording includes discussions regarding the MTAPD report.

### **INFORMATION ITEMS:**

Four information items were presented to the Committee:

- Grand Central Terminal Retail Development. Board member Moerdler discussed tenant performance. He noted that Grand Central Terminal is a major destination in the City of New York. He is concerned with the closures of shops and the effort to reopen the stores. Leah Bassknight, Director of Retail Leasing and Management, MTA Real Estate reported that the MTA is working with Metro-North forces to replace a damaged exhaust vent. She noted that it is a difficult task as it runs throughout various areas of Grand Central Terminal, above the ticket booth and up six stories. The impacted area has been changed into a seating area. All but one of the restaurants are open and one is under construction. Board member Moerdler is concerned that a sense of blight would lead to more closures.
- 2016 NYS Department of Environmental Conservation Audit. Ms. Rinaldi stated that this report contains the findings from the most recent annual New York State Environmental Conservation Audit. The report is based upon inspections at various Metro-North properties and a review of capital projects. It also reports on the progress made in addressing pre-existing violations. Ms. Rinaldi reported that no new violations were

identified in audit. The summary memorandum also highlights Metro-North's accomplishments in protecting the environment and demonstrating its commitment to sustainability. Metro-North will provide Board member Glucksman with statistics regarding the savings seen by Metro-North as a result of the "push for heat" feature in station kiosks and the high mast lighting.

- Track Program Quarterly Update. Board member Zuckerman and Mr. Hayden discussed the percentage of rail and tie replacement and rail resurfacing. Mr. Hayden noted that he anticipates replacing 12-15% of rail per year and completing 15-20% of rail resurfacing, with a concentration on interlockings, per year. He noted that a lesser amount of ties need replacement as many are concrete ties which are not replaced cyclically. Board member Zuckerman asked that future reports on the track program contain the percentage of tie and rail replacement and rail resurfacing versus the total footprint of the railroad. He asked whether the railroad has the finances to complete the track program in a timely manner.
- Acquisition of Property from Greentree Realty LLC (Metro-Enviro site) adjacent to the Harmon Yard in Croton-on-Hudson. Ms. Rinaldi reported that this is a Real Estate item that will go before the Finance Committee and the Board for approval to acquire property located adjacent to the Hudson Line and contiguous to Metro-North's overcrowded Harmon Yard facility. She noted that this acquisition will support growth and operational resiliency and ease congestion in the Yard. The property was originally owned by the New York Central Railroad Company. Board member Saul asked for additional information on comparative pricing. Board member Zuckerman asked whether the estimated cost to bring the site into environmental compliance was realistic. Mr. Gans noted this is an "as is" purchase. He further noted that a thorough environmental assessment had been done and that the railroad had discussions with the Department of Environmental Conservation regarding that assessment.

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

### **PROCUREMENTS:**

One non-competitive procurement was presented to the Committee:

- Approval to award a five-year purchase contract in the total not-to-exceed amount for the five year period of \$1,008,746 to Railtech Boutet, Inc. to provide specialized field rail welding kits and related supplies used to weld and connect various weighted running rail (119 lb., 127 lb., 132 lb. and 136 lb.) as required by Metro-North's Track Department. Board member Moerdler asked if there was a competitor that could provide the kits and supplies. Mr. Muir noted that Metro-North was aware of other companies but that the product they have is not compatible with Metro-North's existing equipment. He noted that there needs to be a continuity of application. In response to Mr. Glucksman's question, Mr. Muir noted that the kits and supplies are provided to Metro-North on an as-needed basis.

One competitive procurement was presented to the Committee:

- Approval to award a 15-month competitively solicited and negotiated design-build contract in the not-to-exceed amount of \$8,750,000 to the firm, John Civetta Sons, Inc., for the design and construction for the complete replacement of the 14th Ave Bridge located over the New Haven Line in Mt Vernon, NY.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. 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 regarding the procurements.

### **OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:**

On the advice of Board member Metzger, Board member Zuckerman's question regarding the status of software required for Positive Train Control was deferred to CPOC.

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

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
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	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
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<u>September 2017</u>	
2018 Preliminary Budget (Public Comment)	Finance
2017 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 <sup>nd</sup> 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
<u>November 2017</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
<u>December 2017 (Joint meeting with LIRR)</u>	
2018 Final Proposed Budget	Finance
2018 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2017	Diversity and EEO
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<u>January 2018</u>	
Approval of 2018 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	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 – 4<sup>th</sup> 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

May 2018

Diversity/EEO Report – 1<sup>st</sup> Quarter 2018

Diversity and EEO

June 2018 (Joint meeting with LIRR)

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

President  
President

July 2018

Grand Central Terminal Retail Development  
Environmental Audit  
Track Program Quarterly Update

MTA Real Estate  
Environmental Compliance  
Engineering

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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

### 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– 2<sup>nd</sup> 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 2017** (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– 3<sup>rd</sup> 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.

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## **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– 4<sup>th</sup> 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.

## **MAY 2018**

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2018

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 2018** (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 2018**

### 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.



**Metro-North Railroad**

# **Safety Report**

## July 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	August 2014 -July 2015	August 2015 -July 2016	August 2016 -July 2017
FRA Reportable Customer Accident Rate per Million Customers	1.77	1.26	0.91
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.26	2.66	3.06
Grade Crossing Incidents <sup>1</sup>	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

<sup>1</sup> 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	
	July	Year End	July	Year to Date
First Responders Trained	-	1,314	58	958
Employee Safety Training Courses	-	307	107	272
Employees Trained	-	6,161	1,369	5,407
Employee Safety Training Hours	-	268,469	17,799	149,073
Customer and Community: Focus on Grade Crossings	2016		2017	
	July	Year to Date	July	Year to Date
Broken Gates	3	34	2	18
MTA Police Details	112	944	104	868
Summons	20	252	56	392
Warnings	9	79	23	112
Community Education and Outreach	NA	NA	1,560	39,510
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
	Inward / Outward Facing Cab Cameras	957	50	5.23%
Passenger Compartment Cameras	1,088	52	4.78%	

**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 July 2016.

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

## June 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	July 2014 -June 2015	July 2015 -June 2016	July 2016 -June 2017
FRA Reportable Customer Accident Rate per Million Customers	1.76	1.24	0.95
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.27	2.61	3.03
Grade Crossing Incidents <sup>1</sup>	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

<sup>1</sup> 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	
	June	Year End	June	Year to Date
First Responders Trained	-	1,314	53	900
Employee Safety Training Courses	-	307	122	256
Employees Trained	-	6,161	1,353	4,941
Employee Safety Training Hours	-	268,469	19,989	125,656
Customer and Community: Focus on Grade Crossings	2016		2017	
	June	Year to Date	June	Year to Date
Broken Gates	6	31	3	16
MTA Police Details	134	832	99	764
Summons	20	232	40	336
Warnings	9	74	9	89
Community Education and Outreach	NA	NA	11,995	37,950
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	957	31	1.36%	
Passenger Compartment Cameras	1,088	32	1.29%	

**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 June 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

### August 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	1	2	-1	-50%
Burglary	0	1	-1	-100%
Grand Larceny	9	11	-2	-18%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	13	15	-2	-13%

### Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	10	-1	-10%
Felony Assault	11	12	-1	-8%
Burglary	5	12	-7	-58%
Grand Larceny	62	68	-6	-9%
Grand Larceny Auto	7	3	4	133%
Total Major Felonies	94	105	-11	-10%



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

**August 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>13</b>	<b>16</b>	<b>-3</b>	<b>-19%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>21</b>	<b>26</b>	<b>-5</b>	<b>-19%</b>

**Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>33</b>	<b>29</b>	<b>4</b>	<b>14%</b>
<b>Felony Assault</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>13%</b>
<b>Burglary</b>	<b>6</b>	<b>20</b>	<b>-14</b>	<b>-70%</b>
<b>Grand Larceny</b>	<b>104</b>	<b>120</b>	<b>-16</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>80%</b>
<b>Total Major Felonies</b>	<b>178</b>	<b>197</b>	<b>-19</b>	<b>-10%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**August 2017**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	2	0
<b>Fel. Assault</b>	4	1	1	2
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	13	3	9	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	<b>21</b>	<b>5</b>	<b>13</b>	<b>3</b>
<b>Crimes Per Day</b>	<b>0.68</b>	<b>0.16</b>	<b>0.42</b>	<b>0.10</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 8/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	27	19
Felony Assault	33	25
Burglary	4	13
Grand Larceny	40	38
Grand Larceny Auto	2	3
Aggravated Harassment	4	2
Aggravated Unlicensed Operator	13	13
Assault-Misdemeanor	39	32
Breach of Peace	7	8
Child Endangerment	2	3
Criminal Contempt	6	2
Criminal Impersonation	6	4
Criminal Mischief	42	34
Criminal Possession Stolen Property	14	10
Criminal Tampering	8	2
Criminal Trespass	26	25
Disorderly Conduct	2	2
Drug Offenses	65	30
DUI Offenses	7	6
Failure to Appear	1	0
Falsely Reporting an Incident	3	1
Forgery	38	44
Fraud	1	8
Graffiti	23	9
Harassment	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	6	4
Obstruct Government	8	14
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	92	142
Public Lewdness	15	100
Reckless Endangerment	4	1
Resisting Arrest	26	24
Sex Offenses	13	7
Stalking	1	0
Theft of Services	132	111
Unlawful Fleeing a Police Officer	0	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	27	29
Weapons Offenses	5	4
<b>Total Arrests</b>	<b>744</b>	<b>780</b>



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Metro North Railroad**

**July 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>20%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>12</b>	<b>15</b>	<b>-3</b>	<b>-20%</b>

**Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>9</b>	<b>-2</b>	<b>-22%</b>
<b>Felony Assault</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>5</b>	<b>11</b>	<b>-6</b>	<b>-55%</b>
<b>Grand Larceny</b>	<b>53</b>	<b>57</b>	<b>-4</b>	<b>-7%</b>
<b>Grand Larceny Auto</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>81</b>	<b>90</b>	<b>-9</b>	<b>-10%</b>



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### July 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	1	1	0	0%
Burglary	0	3	-3	-100%
Grand Larceny	17	15	2	13%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	23	22	1	5%

#### Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	30	26	4	15%
Felony Assault	22	19	3	16%
Burglary	6	18	-12	-67%
Grand Larceny	91	104	-13	-13%
Grand Larceny Auto	8	4	4	100%
Total Major Felonies	157	171	-14	-8%

**INDEX CRIME REPORT**  
**Per Day Average**  
**July 2017**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	4	3	0	1
<b>Fel. Assault</b>	1	1	0	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	17	5	12	0
<b>GLA</b>	1	1	0	0
<b>Total</b>	<b>23</b>	<b>10</b>	<b>12</b>	<b>1</b>
<b>Crimes Per Day</b>	<b>0.74</b>	<b>0.32</b>	<b>0.39</b>	<b>0.03</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 7/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	25	17
Felony Assault	27	21
Burglary	4	11
Grand Larceny	37	31
Grand Larceny Auto	2	3
Aggravated Harassment	3	1
Aggravated Unlicensed Operator	11	13
Assault-Misdemeanor	39	26
Breach of Peace	7	8
Child Endangerment	2	2
Criminal Contempt	6	2
Criminal Impersonation	6	4
Criminal Mischief	33	30
Criminal Possession Stolen Property	10	8
Criminal Tampering	8	2
Criminal Trespass	22	24
Disorderly Conduct	2	2
Drug Offenses	56	28
DUI Offenses	7	6
Failure to Appear	1	0
Falsely Reporting an Incident	3	1
Forgery	33	39
Fraud	1	6
Graffiti	17	6
Harassment	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	6	4
Obstruct Government	7	13
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	78	124
Public Lewdness	13	97
Reckless Endangerment	4	1
Resisting Arrest	26	22
Sex Offenses	9	7
Stalking	1	0
Theft of Services	115	97
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	24	29
Weapons Offenses	5	3
<b>Total Arrests</b>	<b>652</b>	<b>698</b>



**Metro-North Railroad**

# **Information Items**



JULY FINANCIAL PLAN – 2017 MID-YEAR FORECAST

BY MONTH

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56.591	\$53.497	\$57.316	\$60.451	\$61.933	\$64.756	\$64.920	\$62.584	\$61.988	\$63.600	\$63.976	\$66.582	\$738.196
Other Operating Revenue	5.744	4.152	5.062	5.506	5.280	5.379	5.500	5.203	5.259	7.073	6.084	7.959	68.200
<b>Total Revenues</b>	<b>\$62.335</b>	<b>\$57.650</b>	<b>\$62.378</b>	<b>\$65.957</b>	<b>\$67.213</b>	<b>\$70.135</b>	<b>\$70.420</b>	<b>\$67.786</b>	<b>\$67.248</b>	<b>\$70.673</b>	<b>\$70.060</b>	<b>\$74.542</b>	<b>\$806.396</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$42.560	\$38.986	\$43.852	\$38.179	\$43.923	\$41.744	\$41.312	\$43.776	\$40.948	\$40.733	\$42.461	\$43.842	\$502.315
Overtime	7.651	7.567	8.042	6.812	7.837	7.530	8.042	8.350	7.632	6.915	8.042	10.425	94.845
Health and Welfare	9.516	8.448	9.954	8.269	10.013	9.285	9.322	9.989	9.157	9.042	9.607	10.351	112.952
OPEB Current Payments	2.772	2.740	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	31.512
Pension	7.750	7.084	9.172	7.969	9.155	9.288	9.270	9.766	9.661	9.522	9.998	10.546	109.180
Other Fringe Benefits	10.598	9.465	10.308	9.103	10.286	9.827	9.802	10.323	9.695	9.570	10.027	10.611	119.616
Reimbursable Overhead	(4.439)	(2.879)	(3.918)	(4.321)	(5.063)	(5.000)	(4.495)	(5.148)	(4.725)	(5.032)	(4.593)	(2.555)	(52.167)
<b>Total Labor Expenses</b>	<b>\$76.408</b>	<b>\$71.411</b>	<b>\$80.011</b>	<b>\$68.612</b>	<b>\$78.751</b>	<b>\$75.274</b>	<b>\$75.853</b>	<b>\$79.656</b>	<b>\$74.967</b>	<b>\$73.350</b>	<b>\$78.142</b>	<b>\$85.821</b>	<b>\$918.255</b>
<b>Non-Labor:</b>													
Electric Power	\$6.339	\$5.730	\$5.684	\$5.481	\$5.480	\$6.056	\$6.491	\$6.071	\$5.949	\$5.462	\$5.549	\$6.368	\$70.661
Fuel	1.373	1.601	1.514	1.469	1.539	1.252	1.464	1.448	1.408	1.497	1.467	1.538	17.569
Insurance	1.472	1.494	1.489	1.489	1.356	1.368	1.354	1.447	1.422	1.422	1.480	1.520	17.313
Claims	0.034	0.142	0.097	0.091	0.097	0.091	0.097	0.091	0.097	0.097	0.091	(0.049)	0.976
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.057	7.854	10.374	10.006	9.417	12.444	9.775	10.234	13.291	10.626	10.596	9.879	121.553
Professional Services Contracts	2.100	1.811	3.993	4.028	3.992	4.111	3.826	3.680	3.952	3.746	3.728	4.400	43.369
Materials and Supplies	8.511	7.014	7.237	7.618	7.615	7.521	7.857	7.893	8.092	9.335	9.014	8.754	96.462
Other Business Expenses	1.722	1.581	2.222	2.050	2.423	2.642	2.750	2.568	2.552	2.988	2.410	2.827	28.735
<b>Total Non-Labor Expenses</b>	<b>\$28.609</b>	<b>\$27.226</b>	<b>\$32.609</b>	<b>\$32.230</b>	<b>\$31.920</b>	<b>\$35.486</b>	<b>\$33.614</b>	<b>\$33.433</b>	<b>\$36.764</b>	<b>\$35.174</b>	<b>\$34.335</b>	<b>\$35.237</b>	<b>\$396.636</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$105.016</b>	<b>\$98.637</b>	<b>\$112.620</b>	<b>\$100.842</b>	<b>\$110.670</b>	<b>\$110.760</b>	<b>\$109.467</b>	<b>\$113.090</b>	<b>\$111.731</b>	<b>\$108.524</b>	<b>\$112.477</b>	<b>\$121.058</b>	<b>\$1,314.891</b>
Depreciation	\$22.678	\$15.675	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$240.960
OPEB Liability Adjustment	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	(3.404)	0.000	0.000	0.000	0.000	0.000	(3.404)	(6.808)
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$133.388</b>	<b>\$120.005</b>	<b>\$139.574</b>	<b>\$126.796</b>	<b>\$136.624</b>	<b>\$134.310</b>	<b>\$135.420</b>	<b>\$139.043</b>	<b>\$138.685</b>	<b>\$134.478</b>	<b>\$138.431</b>	<b>\$144.607</b>	<b>\$1,621.359</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$71.052)</b>	<b>(\$62.355)</b>	<b>(\$77.196)</b>	<b>(\$60.838)</b>	<b>(\$69.411)</b>	<b>(\$64.175)</b>	<b>(\$65.000)</b>	<b>(\$71.257)</b>	<b>(\$71.437)</b>	<b>(\$63.805)</b>	<b>(\$68.371)</b>	<b>(\$70.066)</b>	<b>(\$814.964)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$22.678	\$15.675	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$240.960
Operating/Capital	(1.865)	(1.960)	(3.440)	(5.564)	(5.608)	(5.458)	(8.869)	(5.327)	(5.541)	(5.251)	(5.686)	(7.916)	(62.486)
Other Cash Adjustments	10.018	6.975	3.469	5.507	24.714	(15.014)	0.767	(15.342)	12.601	7.056	9.583	(5.680)	44.654
<b>Total Cash Conversion Adjustments</b>	<b>\$30.831</b>	<b>\$20.690</b>	<b>\$20.289</b>	<b>\$20.204</b>	<b>\$39.367</b>	<b>(\$0.211)</b>	<b>\$12.159</b>	<b>(\$0.408)</b>	<b>\$27.320</b>	<b>\$22.066</b>	<b>\$24.158</b>	<b>\$6.665</b>	<b>\$223.128</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$40.222)</b>	<b>(\$41.665)</b>	<b>(\$56.906)</b>	<b>(\$40.635)</b>	<b>(\$30.044)</b>	<b>(\$64.386)</b>	<b>(\$52.841)</b>	<b>(\$71.665)</b>	<b>(\$44.117)</b>	<b>(\$41.740)</b>	<b>(\$44.213)</b>	<b>(\$63.401)</b>	<b>(\$591.836)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	11.019	5.351	8.382	9.123	10.807	11.215	11.619	25.852	11.874	12.953	12.885	9.707	140.788
MNR - CDOT	3.204	4.605	8.134	11.946	12.711	13.813	9.083	9.757	9.667	10.119	10.710	9.356	113.104
MNR - Other	1.654	2.289	1.087	1.363	1.511	1.376	1.156	1.382	1.247	1.239	1.009	0.844	16.158
Capital and Other Reimbursements	15.876	12.246	17.604	22.432	25.029	26.405	21.858	36.991	22.788	24.311	24.604	19.908	270.050
<b>Total Revenues</b>	<b>\$15.876</b>	<b>\$12.246</b>	<b>\$17.604</b>	<b>\$22.432</b>	<b>\$25.029</b>	<b>\$26.405</b>	<b>\$21.858</b>	<b>\$36.991</b>	<b>\$22.788</b>	<b>\$24.311</b>	<b>\$24.604</b>	<b>\$19.908</b>	<b>\$270.050</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$3.666	\$2.434	\$3.614	\$3.608	\$4.379	\$4.431	\$3.981	\$4.657	\$4.323	\$4.703	\$4.335	\$2.879	\$47.010
Overtime	2.419	1.433	1.836	1.909	2.419	2.320	2.257	2.446	2.224	2.122	2.027	0.841	24.252
Health and Welfare	1.380	0.880	1.281	1.296	1.591	1.582	1.448	1.665	1.542	1.628	1.504	0.885	16.683
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.857	0.554	0.897	0.901	1.106	1.105	1.014	1.161	1.071	1.129	1.052	0.647	11.492
Other Fringe Benefits	1.027	0.656	0.923	0.938	1.152	1.147	1.053	1.209	1.117	1.176	1.089	0.641	12.128
Reimbursable Overhead	4.334	2.717	3.813	4.192	4.915	4.829	4.297	4.912	4.510	4.745	4.328	2.376	49.969
<b>Total Labor Expenses</b>	<b>\$13.683</b>	<b>\$8.674</b>	<b>\$12.365</b>	<b>\$12.844</b>	<b>\$15.562</b>	<b>\$15.414</b>	<b>\$14.050</b>	<b>\$16.050</b>	<b>\$14.787</b>	<b>\$15.503</b>	<b>\$14.334</b>	<b>\$8.270</b>	<b>\$161.534</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.002
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.469	0.322	0.286	0.306	0.375	0.373	0.334	0.385	0.355	0.383	0.341	0.171	4.101
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.699	1.673	0.956	0.739	0.799	0.946	0.805	0.785	1.061	1.508	1.102	3.630	14.702
Professional Services Contracts	0.127	0.343	2.240	3.116	5.364	5.264	4.200	4.272	4.264	4.385	6.214	6.133	45.922
Materials and Supplies	0.853	1.216	1.732	5.402	2.904	4.383	2.443	15.474	2.295	2.507	2.589	1.659	43.457
Other Business Expenses	0.046	0.016	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.045	0.332
<b>Total Non-Labor Expenses</b>	<b>\$2.193</b>	<b>\$3.572</b>	<b>\$5.239</b>	<b>\$9.588</b>	<b>\$9.467</b>	<b>\$10.991</b>	<b>\$7.808</b>	<b>\$20.940</b>	<b>\$8.001</b>	<b>\$8.808</b>	<b>\$10.270</b>	<b>\$11.638</b>	<b>\$108.516</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$15.876</b>	<b>\$12.246</b>	<b>\$17.604</b>	<b>\$22.432</b>	<b>\$25.029</b>	<b>\$26.405</b>	<b>\$21.858</b>	<b>\$36.991</b>	<b>\$22.788</b>	<b>\$24.311</b>	<b>\$24.604</b>	<b>\$19.908</b>	<b>\$270.050</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56,591	\$53,497	\$57,316	\$60,451	\$61,933	\$64,756	\$64,920	\$62,584	\$61,988	\$63,600	\$63,976	\$66,582	\$738,196
Other Operating Revenue	5,744	4,152	5,062	5,506	5,280	5,379	5,500	5,203	5,259	7,073	6,084	7,959	68,200
MNR - MTA	11,019	5,351	8,382	9,123	10,807	11,215	11,619	25,852	11,874	12,953	12,885	9,707	140,788
MNR - CDOT	3,204	4,605	8,134	11,946	12,711	13,813	9,083	9,757	9,667	10,119	10,710	9,356	113,104
MNR - Other	1,654	2,289	1,087	1,363	1,511	1,376	1,156	1,382	1,247	1,239	1,009	0,844	16,158
Capital and Other Reimbursements	15,876	12,246	17,604	22,432	25,029	26,405	21,858	36,991	22,788	24,311	24,604	19,908	270,050
<b>Total Revenues</b>	<b>\$78,211</b>	<b>\$69,895</b>	<b>\$79,982</b>	<b>\$88,389</b>	<b>\$92,242</b>	<b>\$96,539</b>	<b>\$92,278</b>	<b>\$104,777</b>	<b>\$90,035</b>	<b>\$94,984</b>	<b>\$94,664</b>	<b>\$94,450</b>	<b>\$1,076,446</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$46,226	\$41,420	\$47,466	\$41,787	\$48,301	\$46,175	\$45,293	\$48,434	\$45,271	\$45,436	\$46,795	\$46,721	\$549,325
Overtime	10,070	9,000	9,878	8,721	10,257	9,850	10,299	10,796	9,857	9,037	10,069	11,265	119,097
Health and Welfare	10,896	9,328	11,235	9,565	11,604	10,867	10,769	11,655	10,699	10,670	11,111	11,236	129,635
OPEB Current Payments	2,772	2,740	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	31,512
Pension	8,607	7,637	10,069	8,870	10,261	10,392	10,284	10,926	10,732	10,650	11,049	11,194	120,672
Other Fringe Benefits	11,625	10,121	11,231	10,041	11,438	10,974	10,855	11,533	10,812	10,746	11,117	11,252	131,745
Reimbursable Overhead	(0,105)	(0,162)	(0,104)	(0,128)	(0,148)	(0,170)	(0,198)	(0,237)	(0,215)	(0,286)	(0,266)	(0,179)	(2,198)
<b>Total Labor Expenses</b>	<b>\$90,090</b>	<b>\$80,085</b>	<b>\$92,375</b>	<b>\$81,455</b>	<b>\$94,313</b>	<b>\$90,688</b>	<b>\$89,902</b>	<b>\$95,707</b>	<b>\$89,755</b>	<b>\$88,853</b>	<b>\$92,476</b>	<b>\$94,090</b>	<b>\$1,079,789</b>
<b>Non-Labor:</b>													
Electric Power	\$6,339	\$5,732	\$5,684	\$5,481	\$5,480	\$6,056	\$6,491	\$6,071	\$5,949	\$5,462	\$5,549	\$6,368	\$70,663
Fuel	1,373	1,601	1,514	1,469	1,539	1,252	1,464	1,448	1,408	1,497	1,467	1,538	17,569
Insurance	1,942	1,816	1,775	1,795	1,731	1,741	1,688	1,832	1,778	1,805	1,821	1,691	21,414
Claims	0,034	0,142	0,097	0,091	0,097	0,091	0,097	0,091	0,097	0,097	0,091	(0,049)	0,976
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	7,755	9,527	11,329	10,744	10,216	13,391	10,581	11,018	14,352	12,134	11,698	13,510	136,255
Professional Services Contracts	2,227	2,154	6,233	7,144	9,356	9,375	8,026	7,952	8,216	8,132	9,942	10,533	89,291
Materials and Supplies	9,364	8,230	8,969	13,019	10,520	11,904	10,300	23,368	10,387	11,842	11,603	10,413	139,919
Other Business Expenses	1,768	1,597	2,247	2,075	2,449	2,667	2,775	2,594	2,577	3,014	2,435	2,872	29,067
<b>Total Non-Labor Expenses</b>	<b>\$30,802</b>	<b>\$30,798</b>	<b>\$37,848</b>	<b>\$41,818</b>	<b>\$41,387</b>	<b>\$46,477</b>	<b>\$41,422</b>	<b>\$54,374</b>	<b>\$44,764</b>	<b>\$43,982</b>	<b>\$44,605</b>	<b>\$46,875</b>	<b>\$505,153</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>												
<b>Total Expenses</b>	<b>\$120,892</b>	<b>\$110,882</b>	<b>\$130,223</b>	<b>\$123,274</b>	<b>\$135,699</b>	<b>\$137,165</b>	<b>\$131,324</b>	<b>\$150,081</b>	<b>\$134,519</b>	<b>\$132,835</b>	<b>\$137,081</b>	<b>\$140,965</b>	<b>\$1,584,942</b>
Depreciation	\$22,678	\$15,675	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$240,960
OPEB Liability Adjustment	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	68,316
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	(3,404)	0,000	0,000	0,000	0,000	0,000	(3,404)	(6,808)
Environmental Remediation	0,000	0,000	1,000	0,000	0,000	1,000	0,000	0,000	1,000	0,000	0,000	1,000	4,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$149,264</b>	<b>\$132,250</b>	<b>\$157,177</b>	<b>\$149,227</b>	<b>\$161,653</b>	<b>\$160,714</b>	<b>\$157,278</b>	<b>\$176,034</b>	<b>\$161,472</b>	<b>\$158,789</b>	<b>\$163,035</b>	<b>\$164,515</b>	<b>\$1,891,410</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$71,052)</b>	<b>(\$62,355)</b>	<b>(\$77,196)</b>	<b>(\$60,838)</b>	<b>(\$69,411)</b>	<b>(\$64,175)</b>	<b>(\$65,000)</b>	<b>(\$71,257)</b>	<b>(\$71,437)</b>	<b>(\$63,805)</b>	<b>(\$68,371)</b>	<b>(\$70,066)</b>	<b>(\$814,964)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$22,678	\$15,675	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$20,261	\$240,960
Operating/Capital	(1,865)	(1,960)	(3,440)	(5,564)	(5,608)	(5,458)	(8,869)	(5,327)	(5,541)	(5,251)	(5,686)	(7,916)	(62,486)
Other Cash Adjustments	10,018	6,975	3,469	5,507	24,714	(15,014)	0,767	(15,342)	12,601	7,056	9,583	(5,680)	44,654
<b>Total Cash Conversion Adjustments</b>	<b>\$30,831</b>	<b>\$20,690</b>	<b>\$20,289</b>	<b>\$20,204</b>	<b>\$39,367</b>	<b>(\$0,211)</b>	<b>\$12,159</b>	<b>(\$0,408)</b>	<b>\$27,320</b>	<b>\$22,066</b>	<b>\$24,158</b>	<b>\$6,665</b>	<b>\$223,128</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$40,222)</b>	<b>(\$41,665)</b>	<b>(\$56,906)</b>	<b>(\$40,635)</b>	<b>(\$30,044)</b>	<b>(\$64,386)</b>	<b>(\$52,841)</b>	<b>(\$71,665)</b>	<b>(\$44,117)</b>	<b>(\$41,740)</b>	<b>(\$44,213)</b>	<b>(\$63,401)</b>	<b>(\$591,836)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$56.486	\$52.019	\$58.753	\$59.536	\$60.953	\$63.717	\$63.892	\$61.666	\$61.044	\$62.749	\$62.959	\$62.933	\$726.707
Other Operating Revenue	17.383	4.904	6.675	7.143	16.604	7.321	6.777	6.431	17.617	7.939	6.467	13.033	118.293
<i>MNR - MTA</i>	<i>10.422</i>	<i>6.209</i>	<i>6.357</i>	<i>10.829</i>	<i>5.897</i>	<i>8.669</i>	<i>9.372</i>	<i>12.312</i>	<i>11.281</i>	<i>11.753</i>	<i>24.555</i>	<i>9.870</i>	<i>127.526</i>
<i>MNR - CDOT</i>	<i>(0.068)</i>	<i>5.333</i>	<i>12.891</i>	<i>11.946</i>	<i>12.711</i>	<i>13.813</i>	<i>9.083</i>	<i>9.757</i>	<i>9.667</i>	<i>10.119</i>	<i>10.710</i>	<i>7.013</i>	<i>112.974</i>
<i>MNR - Other</i>	<i>0.864</i>	<i>0.633</i>	<i>0.675</i>	<i>1.363</i>	<i>7.788</i>	<i>1.376</i>	<i>1.156</i>	<i>1.382</i>	<i>1.247</i>	<i>1.239</i>	<i>1.009</i>	<i>3.702</i>	<i>22.435</i>
Capital and Other Reimbursements	11.218	12.176	19.923	24.138	26.396	23.858	19.611	23.450	22.195	23.111	36.274	20.585	262.935
<b>Total Receipts</b>	<b>\$85.087</b>	<b>\$69.099</b>	<b>\$85.351</b>	<b>\$90.816</b>	<b>\$103.953</b>	<b>\$94.896</b>	<b>\$90.280</b>	<b>\$91.547</b>	<b>\$100.856</b>	<b>\$93.799</b>	<b>\$105.701</b>	<b>\$96.551</b>	<b>\$1,107.935</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$44.364	\$41.363	\$51.242	\$41.949	\$41.902	\$53.277	\$43.538	\$53.108	\$43.056	\$41.202	\$53.520	\$43.940	\$552.461
Overtime	9.017	8.593	12.015	8.750	8.911	11.277	9.881	11.771	9.442	8.171	11.512	10.315	119.656
Health and Welfare	10.127	10.129	10.308	9.849	11.893	11.230	11.067	12.024	11.000	11.007	11.498	13.459	133.591
OPEB Current Payments	2.731	2.681	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	31.412
Pension	8.693	8.683	8.806	8.899	10.292	10.428	10.322	10.972	10.774	10.705	11.100	11.441	121.117
Other Fringe Benefits	12.628	10.773	13.312	10.087	11.577	11.271	11.115	11.682	10.810	10.825	11.178	7.066	132.325
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$87.560</b>	<b>\$82.222</b>	<b>\$98.284</b>	<b>\$82.134</b>	<b>\$87.175</b>	<b>\$100.083</b>	<b>\$88.524</b>	<b>\$102.158</b>	<b>\$87.682</b>	<b>\$84.510</b>	<b>\$101.408</b>	<b>\$88.822</b>	<b>\$1,090.562</b>
<b>Non-Labor:</b>													
Electric Power	\$2.861	\$5.843	\$6.626	\$5.639	\$5.638	\$6.215	\$6.649	\$6.230	\$6.108	\$5.621	\$5.708	\$9.427	\$72.564
Fuel	1.674	1.129	1.132	1.425	1.495	1.208	1.420	1.405	1.365	1.453	1.423	1.915	17.044
Insurance	9.089	0.239	0.000	2.425	0.392	0.668	3.255	0.445	1.203	3.314	0.368	1.730	23.127
Claims	0.281	1.006	4.157	1.580	1.586	1.580	3.406	3.400	3.406	0.858	0.852	0.859	22.970
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.350	10.201	9.527	12.172	10.614	17.772	13.955	11.815	16.788	13.836	13.246	25.216	163.493
Professional Services Contracts	2.913	1.176	9.527	6.909	9.774	14.414	8.967	7.967	12.205	8.234	10.237	12.662	104.984
Materials and Supplies	9.185	7.302	10.369	12.817	12.137	11.855	11.417	24.261	10.896	11.823	11.535	11.465	145.061
Other Business Expenses	3.396	1.646	2.636	6.350	5.185	5.487	5.527	5.532	5.321	5.890	5.138	7.856	59.964
<b>Total Non-Labor Expenditures</b>	<b>\$37.749</b>	<b>\$28.542</b>	<b>\$43.973</b>	<b>\$49.317</b>	<b>\$46.821</b>	<b>\$59.199</b>	<b>\$54.597</b>	<b>\$61.054</b>	<b>\$57.291</b>	<b>\$51.028</b>	<b>\$48.506</b>	<b>\$71.129</b>	<b>\$609.208</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenditures</b>	<b>\$125.309</b>	<b>\$110.764</b>	<b>\$142.257</b>	<b>\$131.451</b>	<b>\$133.997</b>	<b>\$159.282</b>	<b>\$143.121</b>	<b>\$163.213</b>	<b>\$144.973</b>	<b>\$135.538</b>	<b>\$149.914</b>	<b>\$159.951</b>	<b>\$1,699.770</b>
<b>Net Cash Balance</b>	<b>(\$40.222)</b>	<b>(\$41.665)</b>	<b>(\$56.906)</b>	<b>(\$40.635)</b>	<b>(\$30.044)</b>	<b>(\$64.386)</b>	<b>(\$52.841)</b>	<b>(\$71.665)</b>	<b>(\$44.117)</b>	<b>(\$41.740)</b>	<b>(\$44.213)</b>	<b>(\$63.401)</b>	<b>(\$591.836)</b>
<b>Subsidies</b>													
MTA Subsidy	\$29.707	\$30.438	\$45.525	\$32.508	\$24.035	\$51.509	\$42.273	\$57.332	\$35.294	\$33.391	\$35.371	\$55.490	\$472.872
CDOT Subsidy	20.620	0.000	11.381	8.127	6.009	12.877	10.568	14.333	8.823	8.348	8.843	9.035	118.964
<b>Total Subsidies</b>	<b>\$50.327</b>	<b>\$30.438</b>	<b>\$56.906</b>	<b>\$40.635</b>	<b>\$30.044</b>	<b>\$64.386</b>	<b>\$52.841</b>	<b>\$71.665</b>	<b>\$44.117</b>	<b>\$41.739</b>	<b>\$44.213</b>	<b>\$64.525</b>	<b>\$591.836</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$0.105)	(\$1.478)	\$1.437	(\$0.916)	(\$0.980)	(\$1.039)	(\$1.028)	(\$0.918)	(\$0.944)	(\$0.851)	(\$1.017)	(\$3.650)	(\$11.489)
Other Operating Revenue	11.639	0.752	1.613	1.637	11.324	1.942	1.277	1.228	12.358	0.866	0.384	5.074	50.093
MNR - MTA	(0.596)	0.858	(2.025)	1.706	(4.910)	(2.546)	(2.247)	(13.540)	(0.593)	(1.200)	11.670	0.162	(13.263)
MNR - CDOT	(3.272)	0.728	4.757	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.343)	(0.130)
MNR - Other	(0.790)	(1.656)	(0.412)	0.000	6.277	0.000	0.000	0.000	0.000	0.000	0.000	2.858	6.277
Capital and Other Reimbursements	(4.658)	(0.070)	2.320	1.706	1.367	(2.546)	(2.247)	(13.540)	(0.593)	(1.200)	11.670	0.677	(7.116)
<b>Total Receipts</b>	<b>\$6.876</b>	<b>(\$0.797)</b>	<b>\$5.370</b>	<b>\$2.427</b>	<b>\$11.711</b>	<b>(\$1.643)</b>	<b>(\$1.998)</b>	<b>(\$13.230)</b>	<b>\$10.820</b>	<b>(\$1.185)</b>	<b>\$11.037</b>	<b>\$2.101</b>	<b>\$31.489</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$1.862	\$0.057	(\$3.776)	(\$0.162)	\$6.399	(\$7.102)	\$1.755	(\$4.675)	\$2.215	\$4.233	(\$6.724)	\$2.781	(\$3.136)
Overtime	1.053	0.407	(2.137)	(0.028)	1.346	(1.428)	0.417	(0.975)	0.415	0.866	(1.443)	0.951	(0.558)
Health and Welfare	0.769	(0.801)	0.927	(0.284)	(0.289)	(0.363)	(0.298)	(0.369)	(0.301)	(0.336)	(0.387)	(2.223)	(3.955)
OPEB Current Payments	0.041	0.059	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.100
Pension	(0.086)	(1.046)	1.263	(0.030)	(0.031)	(0.035)	(0.038)	(0.046)	(0.042)	(0.055)	(0.051)	(0.248)	(0.445)
Other Fringe Benefits	(1.003)	(0.652)	(2.081)	(0.046)	(0.139)	(0.297)	(0.260)	(0.150)	0.002	(0.079)	(0.061)	4.186	(0.581)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.105)	(0.162)	(0.104)	(0.128)	(0.148)	(0.170)	(0.198)	(0.237)	(0.215)	(0.286)	(0.266)	(0.179)	(2.198)
<b>Total Labor Expenditures</b>	<b>\$2.530</b>	<b>(\$2.137)</b>	<b>(\$5.908)</b>	<b>(\$0.679)</b>	<b>\$7.137</b>	<b>(\$9.395)</b>	<b>\$1.378</b>	<b>(\$6.452)</b>	<b>\$2.073</b>	<b>\$4.343</b>	<b>(\$8.932)</b>	<b>\$5.269</b>	<b>(\$10.773)</b>
<b>Non-Labor:</b>													
Electric Power	\$3.478	(\$0.111)	(\$0.941)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$3.059)	(\$1.901)
Fuel	(0.301)	0.472	0.382	0.044	0.044	0.044	0.044	0.044	0.044	0.044	0.044	(0.377)	0.525
Insurance	(7.147)	1.577	1.776	(0.630)	1.339	1.072	(1.567)	1.387	0.575	(1.508)	1.453	(0.039)	(1.713)
Claims	(0.247)	(0.864)	(4.060)	(1.489)	(1.489)	(1.489)	(3.309)	(3.309)	(3.309)	(0.761)	(0.761)	(0.908)	(21.994)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.595)	(0.674)	1.802	(1.428)	(0.399)	(4.382)	(3.375)	(0.797)	(2.436)	(1.702)	(1.549)	(11.706)	(27.238)
Professional Services Contracts	(0.686)	0.978	(3.294)	0.236	(0.418)	(5.039)	(0.941)	(0.015)	(3.989)	(0.102)	(0.295)	(2.129)	(15.694)
Materials and Supplies	0.179	0.928	(1.400)	0.203	(1.617)	0.049	(1.117)	(0.894)	(0.508)	0.019	0.069	(1.052)	(5.143)
Other Business Expenses	(1.628)	(0.049)	(0.389)	(4.275)	(2.736)	(2.820)	(2.752)	(2.939)	(2.744)	(2.877)	(2.703)	(4.984)	(30.897)
<b>Total Non-Labor Expenditures</b>	<b>(\$6.947)</b>	<b>\$2.256</b>	<b>(\$6.125)</b>	<b>(\$7.499)</b>	<b>(\$5.435)</b>	<b>(\$12.723)</b>	<b>(\$13.175)</b>	<b>(\$6.680)</b>	<b>(\$12.527)</b>	<b>(\$7.046)</b>	<b>(\$3.901)</b>	<b>(\$24.254)</b>	<b>(\$104.056)</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$4.417)</b>	<b>\$0.118</b>	<b>(\$12.034)</b>	<b>(\$8.177)</b>	<b>\$1.703</b>	<b>(\$22.118)</b>	<b>(\$11.797)</b>	<b>(\$13.132)</b>	<b>(\$10.454)</b>	<b>(\$2.703)</b>	<b>(\$12.833)</b>	<b>(\$18.986)</b>	<b>(\$114.829)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$2.460</b>	<b>(\$0.678)</b>	<b>(\$6.664)</b>	<b>(\$5.750)</b>	<b>\$13.413</b>	<b>(\$23.761)</b>	<b>(\$13.795)</b>	<b>(\$26.362)</b>	<b>\$0.366</b>	<b>(\$3.888)</b>	<b>(\$1.796)</b>	<b>(\$16.885)</b>	<b>(\$83.340)</b>
Depreciation	\$22.678	\$15.675	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$20.261	\$240.960
OPEB Liability Adjustment	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	(3.404)	0.000	0.000	0.000	0.000	0.000	(3.404)	(6.808)
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$30.831</b>	<b>\$20.690</b>	<b>\$20.289</b>	<b>\$20.204</b>	<b>\$39.367</b>	<b>(\$0.211)</b>	<b>\$12.159</b>	<b>(\$0.408)</b>	<b>\$27.320</b>	<b>\$22.066</b>	<b>\$24.158</b>	<b>\$6.665</b>	<b>\$223.128</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
Scheduled Service	\$4.311	\$2.763	\$2.201	\$2.201	\$2.815	\$2.508	\$3.123	\$2.508	\$2.918	\$2.201	\$2.918	\$2.637	\$33.103
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Programmatic/Routine Maintenance	2.671	2.236	2.716	2.818	3.228	3.126	3.023	3.689	2.921	3.126	3.228	2.701	35.484
Unscheduled Maintenance	0.032	0.027	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.093	0.613
Vacancy/Absentee Coverage	1.365	1.193	1.537	1.435	1.435	1.537	1.537	1.793	1.435	1.230	1.537	2.144	18.179
Weather Emergencies	0.792	1.090	1.537	0.307	0.307	0.307	0.307	0.307	0.307	0.307	0.307	1.557	7.435
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	(1.520)	0.258	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.293	0.031
<b>Subtotal</b>	<b>\$7.651</b>	<b>\$7.567</b>	<b>\$8.042</b>	<b>\$6.812</b>	<b>\$7.837</b>	<b>\$7.530</b>	<b>\$8.042</b>	<b>\$8.350</b>	<b>\$7.632</b>	<b>\$6.915</b>	<b>\$8.042</b>	<b>\$10.425</b>	<b>\$94.845</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$2.419</b>	<b>\$1.433</b>	<b>\$1.836</b>	<b>\$1.909</b>	<b>\$2.419</b>	<b>\$2.320</b>	<b>\$2.257</b>	<b>\$2.446</b>	<b>\$2.224</b>	<b>\$2.122</b>	<b>\$2.027</b>	<b>\$0.841</b>	<b>\$24.252</b>
<b>TOTAL OVERTIME</b>	<b>\$10.070</b>	<b>\$9.000</b>	<b>\$9.878</b>	<b>\$8.721</b>	<b>\$10.257</b>	<b>\$9.850</b>	<b>\$10.299</b>	<b>\$10.796</b>	<b>\$9.857</b>	<b>\$9.037</b>	<b>\$10.069</b>	<b>\$11.265</b>	<b>\$119.097</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Ridership and Traffic Volume (Utilization)**

(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
<i>Harlem Line Ridership - Commutation</i>	1,344	1,272	1,540	1,343	1,468	1,471	1,307	1,400	1,346	1,485	1,355	1,300	16,631
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.845</u>	<u>0.765</u>	<u>0.859</u>	<u>0.910</u>	<u>0.939</u>	<u>0.983</u>	<u>0.988</u>	<u>0.962</u>	<u>0.951</u>	<u>0.987</u>	<u>0.984</u>	<u>1.041</u>	<u>11,213</u>
Total Harlem Line	2,189	2,037	2,399	2,253	2,407	2,454	2,296	2,362	2,297	2,472	2,338	2,341	27,844
<i>Hudson Line Ridership - Commutation</i>	0,750	0,712	0,862	0,752	0,822	0,810	0,717	0,787	0,752	0,823	0,758	0,726	9,271
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.536</u>	<u>0.495</u>	<u>0.534</u>	<u>0.621</u>	<u>0.638</u>	<u>0.677</u>	<u>0.717</u>	<u>0.681</u>	<u>0.649</u>	<u>0.688</u>	<u>0.665</u>	<u>0.688</u>	<u>7,588</u>
Total Hudson Line	1,287	1,206	1,396	1,373	1,460	1,487	1,434	1,469	1,400	1,511	1,423	1,415	16,859
<i>New Haven Line Ridership - Commutation</i>	1,803	1,691	2,039	1,788	1,953	1,983	1,753	1,884	1,812	1,999	1,815	1,705	22,228
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.331</u>	<u>1.200</u>	<u>1.328</u>	<u>1.472</u>	<u>1.504</u>	<u>1.644</u>	<u>1.669</u>	<u>1.616</u>	<u>1.504</u>	<u>1.539</u>	<u>1.582</u>	<u>1.722</u>	<u>18,111</u>
Total New Haven Line	3,135	2,891	3,367	3,261	3,457	3,628	3,422	3,500	3,316	3,538	3,397	3,427	40,339
<b>Total Commutation (East of Hudson)</b>	<b>3,898</b>	<b>3,675</b>	<b>4,441</b>	<b>3,883</b>	<b>4,243</b>	<b>4,264</b>	<b>3,778</b>	<b>4,071</b>	<b>3,909</b>	<b>4,307</b>	<b>3,928</b>	<b>3,732</b>	<b>48,130</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>2,712</u></b>	<b><u>2,460</u></b>	<b><u>2,722</u></b>	<b><u>3,003</u></b>	<b><u>3,080</u></b>	<b><u>3,304</u></b>	<b><u>3,374</u></b>	<b><u>3,259</u></b>	<b><u>3,103</u></b>	<b><u>3,214</u></b>	<b><u>3,230</u></b>	<b><u>3,451</u></b>	<b><u>36,912</u></b>
<b>Total East of Hudson Ridership</b>	<b>6,610</b>	<b>6,135</b>	<b>7,163</b>	<b>6,886</b>	<b>7,324</b>	<b>7,568</b>	<b>7,152</b>	<b>7,330</b>	<b>7,013</b>	<b>7,521</b>	<b>7,159</b>	<b>7,183</b>	<b>85,042</b>
<b>West of Hudson Ridership</b>	0,129	0,121	0,146	0,130	0,144	0,148	0,144	0,151	0,137	0,121	0,128	0,129	1,628
<b>Total Ridership</b>	<b>6,740</b>	<b>6,256</b>	<b>7,309</b>	<b>7,016</b>	<b>7,467</b>	<b>7,717</b>	<b>7,296</b>	<b>7,481</b>	<b>7,150</b>	<b>7,642</b>	<b>7,286</b>	<b>7,312</b>	<b>86,670</b>
<b>FAREBOX REVENUE</b>													
<i>Harlem Line Revenue - Commutation</i>	9,026	8,976	9,160	9,300	9,415	9,563	9,214	8,841	9,327	9,438	9,377	8,960	110,598
<i>Harlem Line Revenue - Non Commutation</i>	<u>7,439</u>	<u>6,648</u>	<u>7,654</u>	<u>8,197</u>	<u>8,584</u>	<u>9,143</u>	<u>9,249</u>	<u>8,969</u>	<u>8,580</u>	<u>8,904</u>	<u>9,005</u>	<u>9,622</u>	<u>101,995</u>
Total Harlem Line Revenue	\$16,465	\$15,624	\$16,815	\$17,497	\$17,999	\$18,706	\$18,463	\$17,810	\$17,907	\$18,342	\$18,382	\$18,582	\$212,593
<i>Hudson Line Revenue - Commutation</i>	5,909	5,894	6,020	6,119	6,186	6,106	5,856	5,764	6,120	6,142	6,147	5,873	72,136
<i>Hudson Line Revenue - Non Commutation</i>	<u>5,829</u>	<u>5,366</u>	<u>5,935</u>	<u>6,915</u>	<u>7,127</u>	<u>7,532</u>	<u>8,005</u>	<u>7,615</u>	<u>7,226</u>	<u>7,853</u>	<u>7,559</u>	<u>7,845</u>	<u>84,802</u>
Total Hudson Line Revenue	\$11,738	\$11,260	\$11,955	\$13,034	\$13,312	\$13,639	\$13,861	\$13,379	\$13,345	\$13,995	\$13,706	\$13,718	\$156,938
<i>New Haven Line Revenue - Commutation</i>	13,063	12,892	13,098	13,037	13,228	13,530	13,145	12,658	13,343	13,517	13,386	13,102	158,001
<i>New Haven Line Revenue - Non Commutation</i>	<u>14,122</u>	<u>12,698</u>	<u>14,257</u>	<u>15,717</u>	<u>16,142</u>	<u>17,592</u>	<u>18,107</u>	<u>17,429</u>	<u>16,136</u>	<u>16,676</u>	<u>17,322</u>	<u>19,977</u>	<u>196,177</u>
Total New Haven Line Revenue	\$27,186	\$25,591	\$27,355	\$28,755	\$29,371	\$31,122	\$31,252	\$30,087	\$29,479	\$30,193	\$30,708	\$33,080	\$354,177
<b>Total Commutation Revenue</b>	<b>\$27,998</b>	<b>\$27,763</b>	<b>\$28,278</b>	<b>\$28,457</b>	<b>\$28,829</b>	<b>\$29,199</b>	<b>\$28,215</b>	<b>\$27,263</b>	<b>\$28,790</b>	<b>\$29,098</b>	<b>\$28,910</b>	<b>\$27,936</b>	<b>\$340,736</b>
<b>Total Non-Commutation Revenue</b>	<b><u>27,390</u></b>	<b><u>24,712</u></b>	<b><u>27,846</u></b>	<b><u>30,829</u></b>	<b><u>31,853</u></b>	<b><u>34,268</u></b>	<b><u>35,360</u></b>	<b><u>34,013</u></b>	<b><u>31,942</u></b>	<b><u>33,433</u></b>	<b><u>33,885</u></b>	<b><u>37,444</u></b>	<b><u>382,974</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$55,388</b>	<b>\$52,475</b>	<b>\$56,124</b>	<b>\$59,286</b>	<b>\$60,682</b>	<b>\$63,467</b>	<b>\$63,575</b>	<b>\$61,276</b>	<b>\$60,732</b>	<b>\$62,531</b>	<b>\$62,795</b>	<b>\$65,380</b>	<b>\$723,709</b>
<b>West of Hudson Revenue</b>	\$1,202	1,022	1,191	1,165	1,251	1,289	1,344	1,307	1,256	1,069	1,180	1,210	14,486
<b>Total Farebox Revenue</b>	<b>\$56,590</b>	<b>\$53,497</b>	<b>\$57,315</b>	<b>\$60,451</b>	<b>\$61,933</b>	<b>\$64,756</b>	<b>\$64,919</b>	<b>\$62,583</b>	<b>\$61,988</b>	<b>\$63,600</b>	<b>\$63,975</b>	<b>\$66,590</b>	<b>\$738,195</b>

Notes: West of Hudson total ridership for both Pascack Valley and Port Jervis lines.  
West of Hudson ticket sales made by New Jersey Transit will be reported in Farebox Revenues; this is a reclassification from Other Business Expenses.

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
President	4	3	3	3	3	3	3	3	3	3	3	4
Labor Relations	16	17	17	17	17	17	18	18	18	18	18	18
Safety	41	42	43	43	47	47	49	51	56	56	56	58
Security	18	19	21	21	21	22	22	24	24	25	25	26
Office of the Executive VP	8	9	9	9	9	9	9	9	9	9	10	10
Corporate & Public Affairs	16	16	16	16	17	18	18	18	19	19	19	19
Customer Service	58	53	58	59	59	59	59	63	65	65	65	68
Legal	16	16	16	14	14	14	14	14	14	16	17	19
Claims	11	11	11	11	11	12	12	12	12	13	13	14
Environmental Compliance & Svce	7	7	7	7	7	7	7	7	7	8	8	8
VP Human Resources	44	44	44	44	44	47	47	47	50	50	51	51
Training	79	79	77	78	80	82	83	83	84	84	86	98
Employee Relations & Diversity	5	5	4	5	5	5	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	19	19	20	20	20	20	21	21	21	21	21	22
Capital Planning & Programming	14	14	13	14	14	14	14	14	16	16	16	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	3	3	3	3	3	3	3	3	5	6	6	9
Controller	73	72	71	72	72	73	74	75	79	80	81	81
Budget	15	17	17	17	18	19	19	19	19	22	22	23
Procurement & Material Management	26	26	25	25	25	25	25	25	25	29	30	39
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration</b>	<b>483</b>	<b>482</b>	<b>485</b>	<b>488</b>	<b>496</b>	<b>506</b>	<b>513</b>	<b>522</b>	<b>542</b>	<b>556</b>	<b>563</b>	<b>601</b>
<b>Operations</b>												
Operations Admin	57	55	59	59	61	63	67	67	71	72	72	72
Transportation	1,576	1,584	1,574	1,598	1,588	1,587	1,596	1,606	1,616	1,640	1,631	1,510
Customer Service	291	272	310	310	310	312	313	317	319	319	319	330
Metro-North West	27	28	28	27	27	27	27	27	30	34	34	46
<b>Total Operations</b>	<b>1,951</b>	<b>1,939</b>	<b>1,971</b>	<b>1,994</b>	<b>1,986</b>	<b>1,989</b>	<b>2,003</b>	<b>2,017</b>	<b>2,036</b>	<b>2,065</b>	<b>2,056</b>	<b>1,958</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,657	1,666	1,668	1,670	1,677	1,612	1,629	1,630	1,635	1,650	1,650	1,764
Maintenance of Way	2,059	2,062	2,097	2,093	2,113	2,111	2,127	2,141	2,179	2,199	2,211	2,392
Procurement & Material Mgmt	124	123	123	122	122	122	125	125	125	125	125	129
<b>Total Maintenance</b>	<b>3,841</b>	<b>3,851</b>	<b>3,888</b>	<b>3,885</b>	<b>3,912</b>	<b>3,845</b>	<b>3,881</b>	<b>3,896</b>	<b>3,939</b>	<b>3,974</b>	<b>3,986</b>	<b>4,285</b>
<b>Engineering/Capital</b>												
Construction Management	38	38	37	37	37	37	39	39	39	39	39	43
Engineering & Design	68	68	71	71	73	74	75	75	76	78	83	84
<b>Total Engineering/Capital</b>	<b>106</b>	<b>106</b>	<b>108</b>	<b>108</b>	<b>110</b>	<b>111</b>	<b>114</b>	<b>114</b>	<b>115</b>	<b>117</b>	<b>122</b>	<b>127</b>
<b>Total Positions</b>	<b>6,380</b>	<b>6,378</b>	<b>6,452</b>	<b>6,475</b>	<b>6,504</b>	<b>6,451</b>	<b>6,511</b>	<b>6,549</b>	<b>6,632</b>	<b>6,712</b>	<b>6,727</b>	<b>6,971</b>
<i>Non-Reimbursable</i>	5,923	5,939	5,906	5,818	5,807	5,734	5,775	5,789	5,859	5,954	5,963	6,323
<i>Reimbursable</i>	457	439	546	657	697	717	736	760	773	758	764	648
<i>Total Full-Time</i>	6,379	6,377	6,451	6,474	6,503	6,450	6,510	6,548	6,631	6,711	6,726	6,970
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	161	160	161	162	162	163	166	166	174	178	182	207
Professional/Technical/Clerical	322	322	324	326	334	343	347	356	368	378	381	394
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>483</b>	<b>482</b>	<b>485</b>	<b>488</b>	<b>496</b>	<b>506</b>	<b>513</b>	<b>522</b>	<b>542</b>	<b>556</b>	<b>563</b>	<b>601</b>
<b>Operations</b>												
Managers/Supervisors	201	203	206	206	210	212	218	221	231	231	231	214
Professional/Technical/Clerical	182	183	184	186	187	190	193	196	205	208	207	220
Operational Hourlies	1,568	1,553	1,581	1,602	1,589	1,587	1,592	1,600	1,600	1,626	1,618	1,524
<b>Total Operations Headcount</b>	<b>1,951</b>	<b>1,939</b>	<b>1,971</b>	<b>1,994</b>	<b>1,986</b>	<b>1,989</b>	<b>2,003</b>	<b>2,017</b>	<b>2,036</b>	<b>2,065</b>	<b>2,056</b>	<b>1,958</b>
<b>Maintenance</b>												
Managers/Supervisors	581	591	590	593	596	583	586	591	601	603	605	674
Professional/Technical/Clerical	498	501	504	505	505	506	514	518	523	529	533	571
Operational Hourlies	2,762	2,759	2,794	2,787	2,811	2,756	2,781	2,787	2,815	2,842	2,848	3,040
<b>Total Maintenance Headcount</b>	<b>3,841</b>	<b>3,851</b>	<b>3,888</b>	<b>3,885</b>	<b>3,912</b>	<b>3,845</b>	<b>3,881</b>	<b>3,896</b>	<b>3,939</b>	<b>3,974</b>	<b>3,986</b>	<b>4,285</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	45	42	44	44	46	46	46	46	47	47	47	47
Professional/Technical/Clerical	61	64	64	64	64	65	68	68	68	70	75	80
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>106</b>	<b>106</b>	<b>108</b>	<b>108</b>	<b>110</b>	<b>111</b>	<b>114</b>	<b>114</b>	<b>115</b>	<b>117</b>	<b>122</b>	<b>127</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>											
<b>Total Positions</b>												
Managers/Supervisors	988	997	1,001	1,005	1,014	1,004	1,016	1,024	1,053	1,059	1,065	1,142
Professional, Technical, Clerical	1,063	1,070	1,076	1,081	1,090	1,104	1,122	1,138	1,164	1,185	1,196	1,265
Operational Hourlies	4,330	4,312	4,375	4,389	4,400	4,343	4,373	4,387	4,415	4,468	4,466	4,564
<b>Total Positions</b>	<b>6,380</b>	<b>6,378</b>	<b>6,452</b>	<b>6,475</b>	<b>6,504</b>	<b>6,451</b>	<b>6,511</b>	<b>6,549</b>	<b>6,632</b>	<b>6,712</b>	<b>6,727</b>	<b>6,971</b>



**Metro-North Railroad**

# **Diversity/EEO Report**

# Executive Summary

## **Metro-North Railroad**

September 25, 2017

# EEO 2nd Quarter 2017 Executive Summary

- ❑ Metro-North Railroad overall workforce is currently comprised of 6703 employees; of which 873 (13%) are Females,\* 2526 (38%) are Minorities and 577 (9%) are Veterans.\*
- ❑ The percentage of Females in the workforce has remained constant compared to the representation of Females in 2<sup>nd</sup> quarter 2016.
- ❑ The overall composition of Metro-North Railroad workforce increased by 1% as it relates to Race and Ethnicity as compared to 2<sup>nd</sup> quarter 2016.
- ❑ The percentage of Veterans employed has decreased by 2.7% as compared to 2<sup>nd</sup> quarter 2016.
- ❑ Metro-North Railroad hired 299 employees, of which 50 (17%) were Females\*, 126 (42%) were Minorities; and 18 (6%) were Veterans.
- ❑ Metro-North Railroad handled a total of 32 EEO complaints; of which 24 were internal and 8 were external.
- ❑ Metro-North Railroad handled a total of 24 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 2<sup>nd</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of June 30, 2017 of Metro-North Railroad numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	784	192	24%	510	65%	274	35%	112	14%	62	8%	67	9%	2	0%	1	0%	30	4%	64	8%
Professionals	271	104	38%	138	51%	133	49%	57	21%	31	11%	36	13%	1	0%	0	0%	8	3%	12	4%
Technicians	137	13	9%	78	57%	59	43%	29	21%	16	12%	9	7%	0	0%	0	0%	5	4%	23	17%
Protective Services	8	0	0%	5	63%	3	38%	0	0%	1	13%	0	0%	0	0%	0	0%	2	25%	0	0%
Paraprofessionals	19	12	63%	11	58%	8	42%	5	26%	2	11%	1	5%	0	0%	0	0%	0	0%	0	0%
Administrative Support	475	197	41%	214	45%	261	55%	156	33%	64	13%	19	4%	1	0%	0	0%	21	4%	20	4%
Skilled Craft	2,920	53	2%	1938	66%	982	34%	546	19%	300	10%	42	1%	16	1%	0	0%	78	3%	321	11%
Service Maintenance	2,089	302	14%	1283	61%	806	39%	484	23%	220	11%	39	2%	5	0%	0	0%	58	3%	137	7%
<b>Total</b>	<b>6,703</b>	<b>873</b>	<b>13%</b>	<b>4,177</b>	<b>62%</b>	<b>2,526</b>	<b>38%</b>	<b>1,389</b>	<b>21%</b>	<b>696</b>	<b>11%</b>	<b>213</b>	<b>3%</b>	<b>25</b>	<b>0%</b>	<b>1</b>	<b>0%</b>	<b>202</b>	<b>3%</b>	<b>577</b>	<b>9%</b>

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

<sup>2</sup> 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.

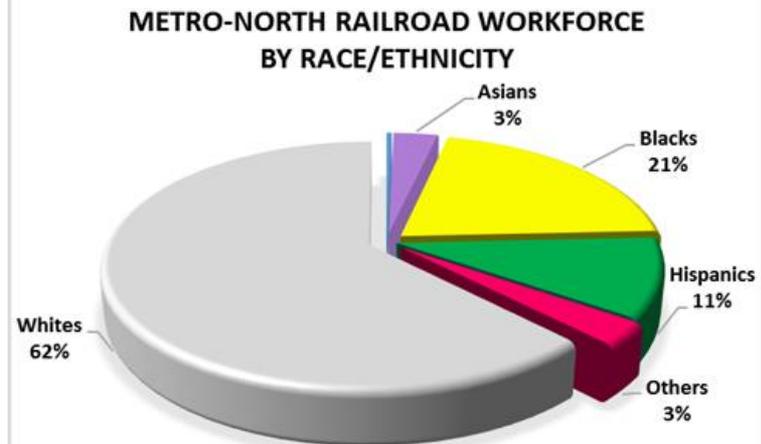
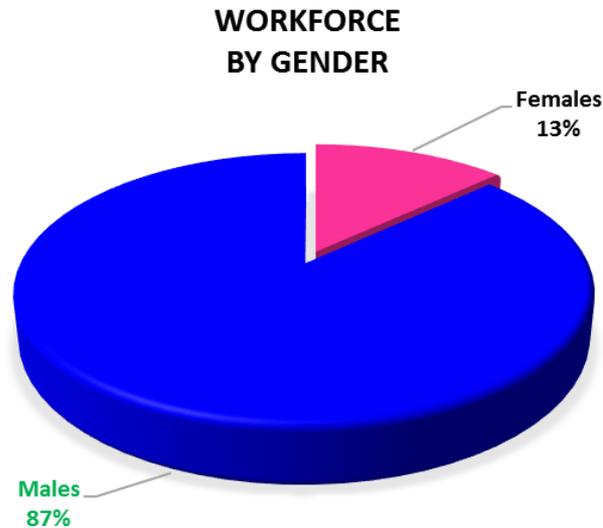


# Metro-North Railroad

## **Workforce**

As of June 30, 2017

# Metro-North Railroad Workforce as of June 30, 2017



Metro-North Railroad workforce consist of **6703** employees.

- ❑ **13%** Females, **38%** Minorities, and **9%** Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities has **increased by 1%** as it relates to Race and Ethnicity since the prior quarter.

# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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

# Metro-North Railroad Underutilization Analysis

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad **June 30, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %												
Officials & Administrators	22%	24%	10%	14%	6%	8%	6%	9%	0%	0%	0%	0%	2%	4%
Professionals	39%	38%	13%	21%	9%	11%	9%	13%	0%	0%	0%	0%	1%	3%
Technicians	12%	9%	16%	21%	9%	12%	6%	7%	0%	0%	0%	0%	2%	4%
Protective Services	1%	0%	3%	0%	10%	13%	1%	0%	0%	0%	0%	0%	7%	25%
Paraprofessionals	63%	63%	16%	26%	15%	11%	6%	5%	0%	0%	0%	0%	0%	0%
Administrative Support	45%	41%	20%	33%	14%	13%	5%	4%	0%	0%	0%	0%	2%	4%
Skilled Craft	4%	2%	14%	19%	9%	10%	2%	1%	0%	1%	0%	0%	2%	3%
Service Maintenance	15%	14%	18%	23%	24%	11%	3%	2%	0%	0%	0%	0%	1%	3%

\*Females are also included in the percentages totals for each of the minority groups.

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

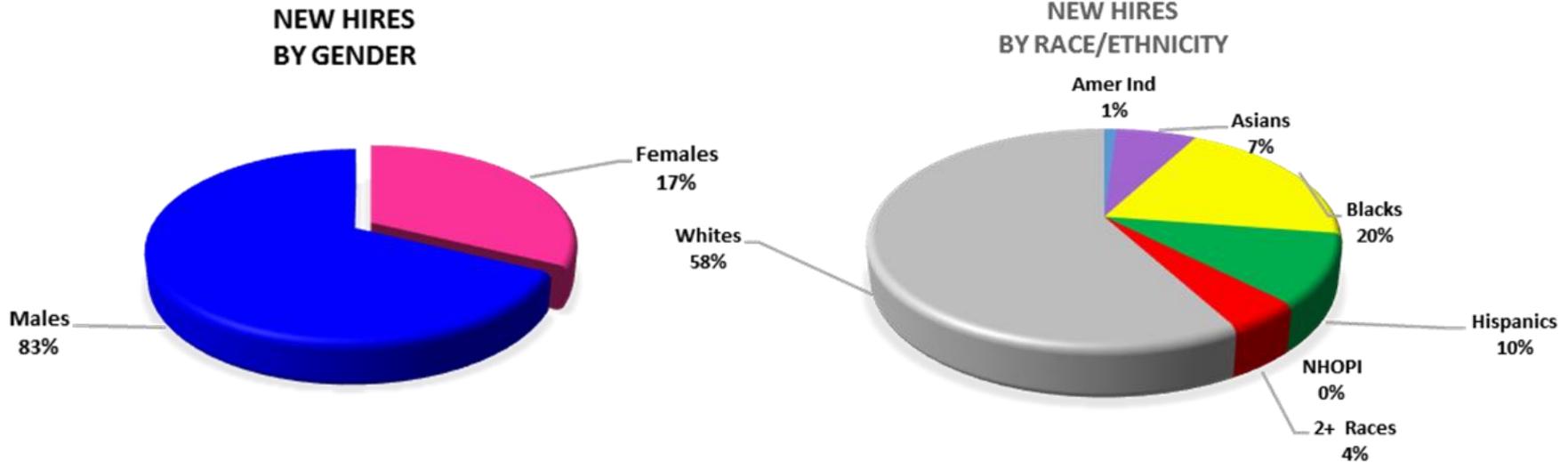


# Metro-North Railroad

## **New Hires and Veterans**

September 25, 2017

# Metro-North Railroad New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to June 30, 2017



Metro-North Railroad hired 299 Employees including 18 Veterans

- ❑ 17% Females in which 6% were Female Veterans.
- ❑ 42% Minorities in which 50% were Minority Veterans.
- ❑ Approximately 6% Veterans overall were hired.

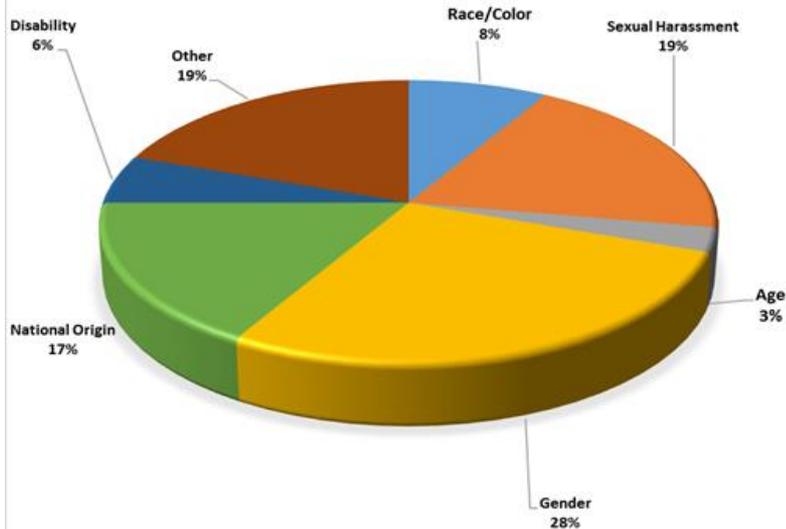
# Metro-North Railroad

## **Complaints and Lawsuits**

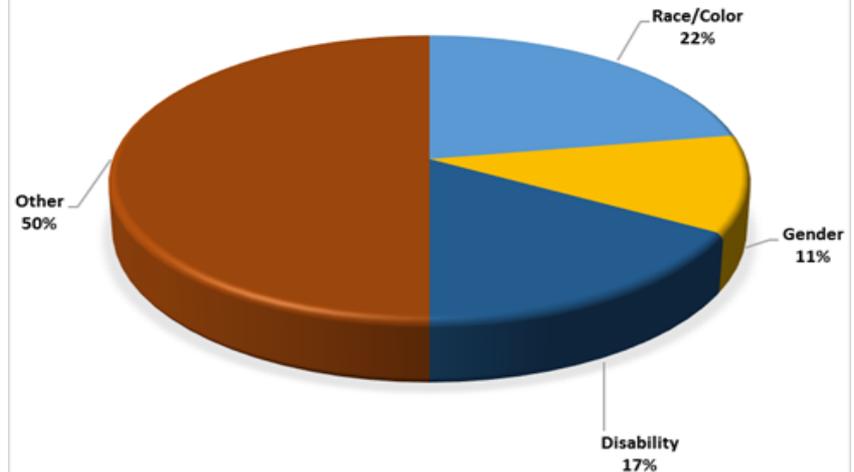
September 25, 2017

# Metro-North Internal/External EEO Complaints and Lawsuits January 1, 2017 to June 30, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



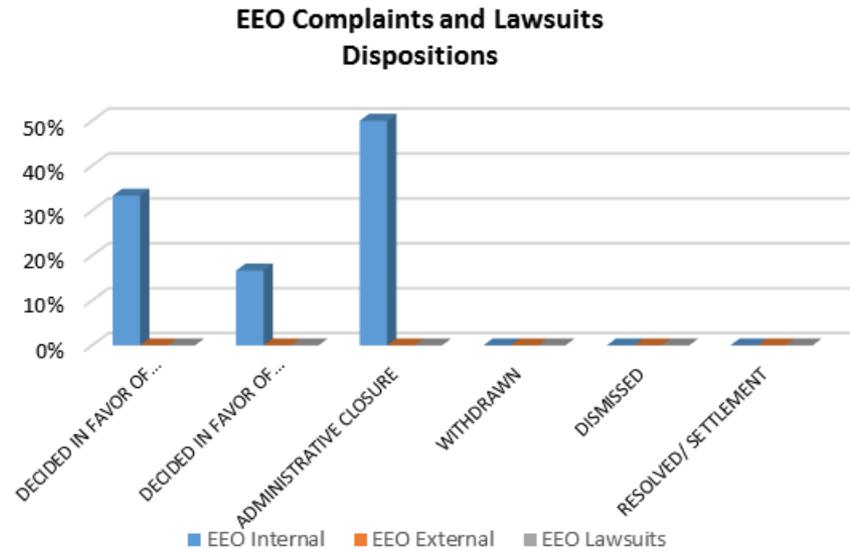
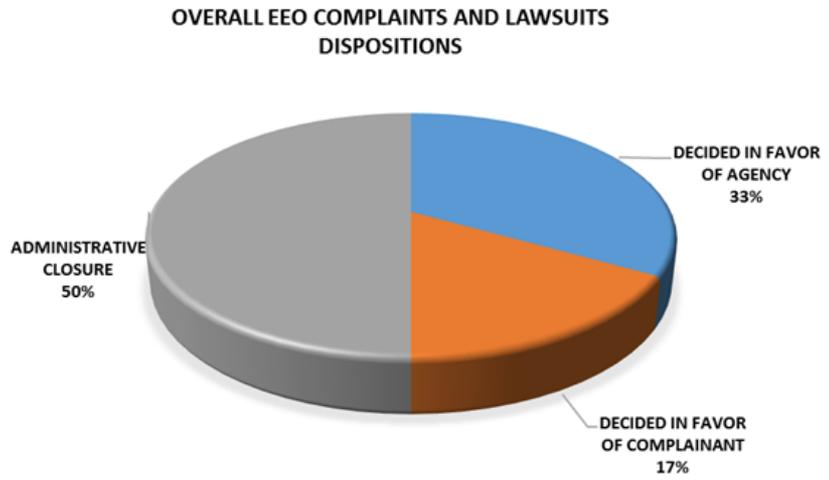
Metro-North Railroad handled 32 EEO complaints, citing 54 separate allegations, and 00 Lawsuits.

- ❑ 24 filed Internal complaints.
- ❑ 8 filed External complaints.
- ❑ The most frequently cited bases Internally was Gender and Externally was Other.

These charts includes 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.)

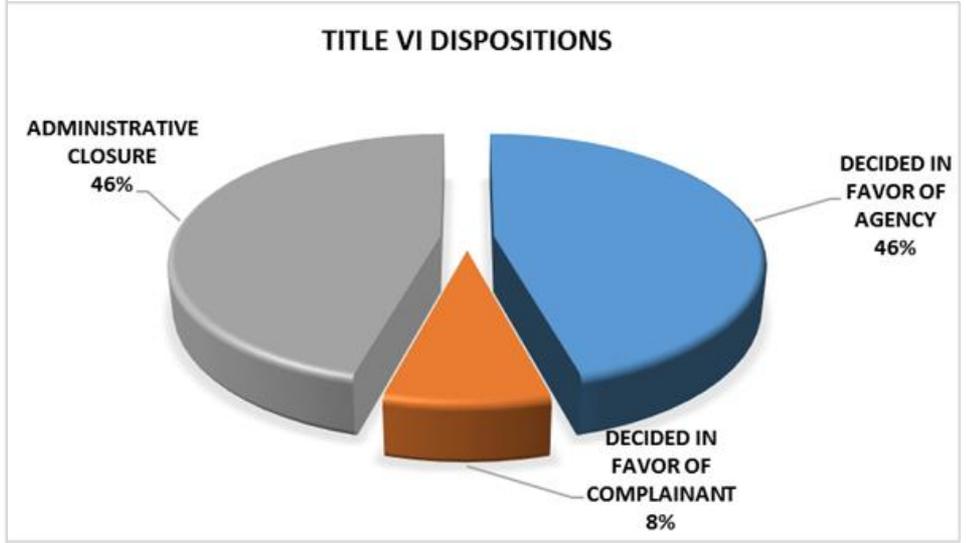
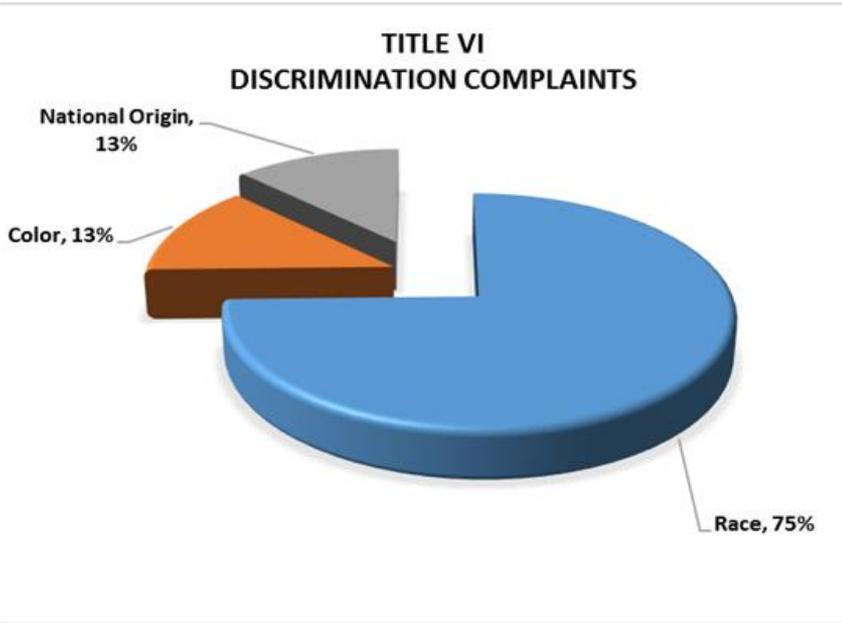
# Metro-North Railroad EEO Complaint and Lawsuits Dispositions January 1, 2017 to June 30, 2017



Metro-North Railroad disposed 24 EEO complaints and 0 EEO Lawsuits.

- ❑ 33% complaints/lawsuits decided in Favor of Metro-North Railroad.
- ❑ 17% complaints /lawsuits decided in Favor of the Complainant.
- ❑ 50% complaints/lawsuits were Administrative Closures.
- ❑ 00% complaints/lawsuits were Resolved/Settlement.

# Metro-North Railroad Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to June 30, 2017



Metro-North Railroad handled 24 Title VI Complaints, citing 24 separate allegations and 0 Title VI lawsuits. Metro-North Railroad disposed 24 complaints and 0 lawsuits.

- ❑ 46% complaints/lawsuits decided in Favor of Metro-North Railroad.
- ❑ 08% complaints/lawsuits decided in Favor of the Complainant.
- ❑ 46% complaints/lawsuits were Administrative Closures.
- ❑ 00% complaints/lawsuits were Resolved/Settlement.



# Memorandum



## Metro-North Railroad

**Date** September 25, 2017

**To** Metro-North Committee

**From** Catherine A. Rinaldi

CAR

**Re** Fall 2017 Schedule Changes

---

For your information, schedules will change on the Hudson, Harlem and New Haven lines effective Sunday, October 8, 2017. These schedule changes will reflect completion of significant portions of the Right-of-Way Improvement Project on the Harlem Line between Fleetwood and Crestwood in Westchester County and switch-replacement work on the Upper Hudson Line.

We also continue to address and fine-tune On-Time Performance issues, focusing on morning and mid-day New Haven Line trains.

Metro-North will include schedules and information for the traditional Fall/Winter holidays and extra ridership for which we provide service, including Thanksgiving, Shoppers' Specials, Christmas, New Year's, Martin Luther King Day and President's Day.

Details of the changes by line are as follows:

- **Harlem Line**
  - With the completion of significant portions of the Harlem Line Right-of-Way Improvement Project, we are restoring all previous A.M. and P.M. peak period schedules on the Harlem Line.
  - Eight outbound local and express trains will operate 3 minutes earlier, with no change in running times, to improve spacing between trains and improve on-time performance of New Haven Line outbound trains.
  
- **New Haven Line**
  - Nine outbound A.M. Reverse Peak and mid-day New Haven Line trains between 7:30 a.m. and 3:05 p.m. will have schedules lengthened by 1-3 minutes to reduce en-route lateness and conflicts with other train movements at Stamford.
  - Seven outbound mid-day trains have schedule adjustments of 1-3 minutes, with no change in overall running times.
  - Connecticut DOT has approved the modifications to New Haven Line schedules.

- **Hudson Line**
  - With the completion of switch-replacement work near Beacon, weekend upper Hudson Line trains will be restored to their previous schedules.
  - Four A.M. peak inbound Croton-Harmon local trains will have 1 minute added to their schedules between Croton-Harmon and Hastings-on-Hudson to ensure that these trains pass key junctions on-time en route to Grand Central Terminal.
  
- **Holiday Services**
  - Shoppers' Specials will be operated on Saturdays and Sundays between November 19 and December 18, 2016. There will be 10 additional New Haven Line and two additional Hudson Line trains on Saturdays and three additional New Haven Line trains on Sundays.
  - Christmas Day and New Year's Day we will operate an amended service with hourly local trains to and from Croton/Harmon, North White Plains and Stamford and hourly trains to and from Poughkeepsie, Southeast and New Haven
  - New Year's Eve we will operate a Sunday schedule, with additional trains and capacity added inbound in the afternoon and evening and additional trains outbound overnight into New Year's Day
  - On Martin Luther King Day we will operate an expanded Saturday service, with 14 additional Harlem Line trains, 13 additional New Haven Line trains and three additional Hudson Line trains.

**Impact on the Operating Budget**

These schedule changes are projected to have no net impact on the operating budget.

**Upcoming Schedule Changes**

The next schedule change for all three lines will be effective March 18, 2018.

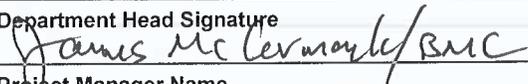
cc: J. Lhota  
V. Hakim  
A. Paul  
S. Doering  
R. Gans  
Y. Hill-Donald  
G. Hayden  
J. Kennard  
J. Kesich  
K. Porcelain  
M. Shiffer  
S. Ryan  
R. Rodriguez  
J. Vonashek  
M. Mannix



**Metro-North Railroad**

# **Action Items**

# Staff Summary

<b>Subject</b> Permanent Service Changes at Melrose and Tremont Stations
<b>Department</b> Operations Planning & Analysis
<b>Department Head Name</b> J. McCormack
<b>Department Head Signature</b> 
<b>Project Manager Name</b> B. Cornelius

<b>Date</b> September 7, 2017
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref#</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9/25	X		
2	MTA Fin. Comm.	9/25			
3	MTA Board Mtg.	9/27	X		

Internal Approvals			
Order	Approval	Order	Approval
6	President 		VP Capital Programs
	Executive VP		Engr/Const
1	VP Planning 		Project Reporting
3 	Gov't. Relations	2 	General Counsel

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
5 	Sr. VP Operations	4 	VP Financial Admin		Budget		Controller
	VP Labor Relations		VP Human Resources		Personnel		Other

**Purpose**  
To authorize a permanent service change at the Melrose and Tremont stations in the Bronx, located on the Harlem Line.

**Discussion**  
During a routine review of service characteristics MTA Metro-North Railroad (MNR) determined that service at Melrose and Tremont stations on the Harlem Line may not meet the needs of the community. MNR implemented a demonstration program to increase service frequency during weekday off-peak and weekend times, from service every two hours to service at the stations every hour; in addition, AM Peak service would begin 90 minutes earlier, and late night service would extend 4 hours later. Three criteria were evaluated under the demonstration program: overall effect on train operations/reliability and infrastructure maintenance; Title VI implications; and effect upon ridership at the two stations.

MNR implemented this demonstration program effective October 2, 2016. The increased service is provided by existing local trains that make additional stops at Melrose and Tremont stations. There was no additional cost associated with the demonstration program.

MNR determined that the increased service frequency has had no significant negative effect on train operations, reliability, or infrastructure maintenance, and that the service increase addresses a condition that would have been viewed as a Title VI deficiency. During the period of the demonstration program overall ridership at the two stations increased by 81%; weekday ridership increased by 67% and weekend ridership increased by 101%. Given that the demonstration criteria have been met, MNR determined the demonstration program is a success and therefore recommends that the service changes be made permanent.

This recommended service change was the subject of a public hearing held on August 23, 2017, at MTA Headquarters, 2 Broadway. Six speakers commented in person at the hearing; speakers cited increased access to transit service for the community, positive impact on current and planned economic development projects, and increased revenue for Metro-North. In addition, written comments were received from two individuals; one did not reflect the hearing topic and one commented on the costs vs. revenues of the proposed service change.

### **Budget Impact**

There is no cost to implementing the recommended service change. Existing trains make additional stops with no incremental cost. Based on the increase in ridership observed during the demonstration period, MNR estimates incremental annual revenue of approximately \$500,000.

### **Proposed Implementation Date**

This service has been in operation on a demonstration basis since October 2, 2016.

### **Recommendation**

That the Board adopt a Resolution approving the permanent service change at Melrose and Tremont stations on the Harlem Line in the Bronx, to increase service frequency during weekday off-peak and weekend times, from service every two hours to service every hour; AM Peak service to begin 90 minutes earlier, and late night service to extend 4 hours later.

Approved for Submission to the Board



Catherine A. Rinaldi  
Acting President

## BOARD RESOLUTION

WHEREAS, in a Staff Summary dated September 7, 2017, MTA Metro-North Railroad has recommended the following action:

- Permanently increase service frequency during weekday off-peak and weekend times, from service every two hours to service at the stations every hour; in addition, AM Peak service would begin 90 minutes earlier, and late night service would extend 4 hours later.

WHEREAS, a public hearing was held on the proposed changes on August 23, 2017, and a summary of the public comment is included in the Staff Summary; and

WHEREAS, upon a review of the Staff Summary, the Board has determined that the proposed changes will improve Metro-North service to the community and will not result in any significant negative impacts;

NOW, THEREFORE, IT IS RESOLVED that the Board approves the service changes described in said Staff Summary, and authorizes the Acting President or her designee to implement such changes on a permanent basis.

<b>Subject</b> NYS DOT Grant for Connecting Services	
<b>Department</b> Operations Planning and Analysis	
<b>Department Head Name</b> James McCormack	
<b>Department Head Signature</b> 	
<b>Project Manager Name</b> Edilma Jarvis	<b>Program Manager Name</b>

<b>Date</b> August 22, 2017
<b>Vendor Name</b> N/A
<b>Contract Number</b> N/A
<b>Contract Manager Name</b> N/A
<b>Table of Contents Ref#</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9/25	X		
2	MTA Finance Mtg	9/25			
3	MTA Board Mtg.	9/27	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	VP Financial Admin		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Plannin					2	General Counsel
	Press						

**Narrative**

**PURPOSE:**  
To obtain MTA Board approval to enter into a contract to accept up to \$565,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from October 1, 2017 through September 30, 2018.

**DISCUSSION:**  
Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g. Transport of Rockland, Newburgh-Beacon Shuttle, Dutchess LOOP, HART, etc.), the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry and Guaranteed Ride Home programs, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$3.5 million from similar NYSDOT(CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

**BUDGET IMPACT:**  
No budget impact. These monies allow for projects that would not otherwise be implemented.

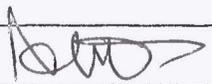
**RECOMMENDATION:**  
That the MTA Board grant approval to enter into a contract to accept up to \$565,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from October 1, 2017 through September 30, 2018.

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company



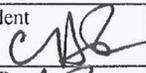
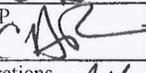
**Metro-North Railroad**

# **Procurements**

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement and Material Management
<b>Department Head Name</b>	Alfred Muir, Sr. Director 
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	

<b>Date</b>	September 8, 2017
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-25-17	X		
2	MTA Board Mtg.	9-27-17	X		

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

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

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

**DISCUSSION:**

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$1,500,000
• Balfour Beatty Infrastructure, Inc.      \$1,500,000		
<u>Schedules Requiring Majority Vote</u>	NONE	
<b>SUB TOTAL:</b>		1      \$1,500,000

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	4	\$109,282,975
<ul style="list-style-type: none"> <li>• Halmar Transportation Systems, LLC \$30,800,000</li> <li>• Ford Audio-Video Systems, LLC \$8,389,829</li> <li>• Mass. Electric Construction Company, LLC \$54,200,000</li> <li>• Signet Electronic Systems, Inc. \$15,893,146</li> </ul>		
<u>Schedules Requiring Majority Vote</u>	NONE	
<b>SUB TOTAL:</b>	4	\$109,282,975

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$1,552,782
<ul style="list-style-type: none"> <li>• TSS, Inc. \$349,800</li> <li>• Port Imperial Ferry Corp. d/b/a/NY Waterway \$1,202,982</li> </ul>		
<b>SUB TOTAL:</b>	2	\$1,552,782
<b>TOTAL:</b>	7	\$112,335,757

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.

SEPTEMBER 2017

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**A. Non-Competitive Purchases and Public Work Contracts**

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

**1. Balfour Beatty Infrastructure, Inc. \$1,500,000 (not-to-exceed) *Staff Summary Attached***  
**Track Undercutting Services**

Approval is requested to award a 15 month non-competitive and negotiated public works contract to Balfour Beatty Infrastructure Inc. (“Balfour Beatty”) to provide track undercutting services. Undercutting cleans and restores the ballast to the track bed and removes fouling dirt by placing it on the track shoulders or in a dirt car. MNR requires undercutting on the New Haven Line between CP216 and CP223 to lower the elevation of two middle tracks 1 & 2 under overhead bridges which have been measured and identified by MNR’s Power Department as areas with low clearances. Undercutting this area will allow MNR to have the required standard clearance for the top of the rail to the catenary wire. Additionally, while these tracks are out of service MNR’s Track Department will have the opportunity to remove possible fouled ballast, replace deteriorated ties and plates, clear possible mud spots and resurface mainline tracks.

Balfour Beatty is the only known source/contractor capable of providing an undercutter and support car which can work within the height and clearance of the overhead catenary wires and Right of Way on the New Haven line. Additional firms were contacted; however, it was determined that they did not have the necessary equipment to complete this project. For example, Knox Kershaw, a known Maintenance of Way service provider, no longer provides these particular services; and Hulcher Services requires adjacent off track space and does not have equipment that can operate within the limited clearance envelope of this project.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL § 1265-a (3) and PAL § 1265- a (4) (b) and with MTA All-Agency Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the MNR website, none of which yielded interest from other sources.

In connection with previous contracts 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 MTA Department of Diversity and Civil Rights has reviewed this contract and found that due to insufficient availability of M/WBE firms in the marketplace, no M/WBE goals would be assigned.

The proposed Balfour Beatty production undercutter includes a three man crew for the switch/spot undercutter. Given the limited competition for these services, MNR and Balfour Beatty reviewed the terms and scope of services to ensure that the Railroad was receiving the best possible pricing. Balfour Beatty confirmed that they are providing the Railroad with their most favored customer pricing for these services. The proposed daily rate of \$14,287 was negotiated to \$14,001, which is deemed fair and reasonable. All pricing will remain firm fixed for the duration of the contract term. The rates include the furnishing of all necessary equipment, labor (operators, etc.) consumables (oil, etc.), materials, tools, permits and maintenance of equipment.

Approval is requested to award a 15 month non-competitive and negotiated public works contract to Balfour Beatty Infrastructure Inc. ("Balfour Beatty") to provide track undercutting services. The total not to exceed amount for the 15 month contract period is \$1,500,000. This procurement is to be funded by MNR's Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: A

<b>Vendor Name (&amp; Location)</b> Balfour Beatty Infrastructure, Inc.
<b>Description</b> Track Undercutting Services
<b>Contract Term (including Options, if any)</b> 15 Months
<b>Option(s) included in Total Amount?</b> Yes    X No
<b>Procurement Type</b> <input type="checkbox"/> Competitive    X Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP    Bid    X Other: Sole Source

<b>Contract Number</b> 1-80098	<b>Renewal?</b> Yes    X No
<b>Total Amount:</b>	\$1,500,000
<b>Funding Source</b>	
X Operating    Capital    Federal    Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	
<b>Contract Manager:</b> Christopher Sefcik	

**Discussion:**

Approval is requested to award a 15 month non-competitive and negotiated public works contract to Balfour Beatty Infrastructure Inc. (“Balfour Beatty”) to provide track undercutting services. Undercutting cleans and restores the ballast to the track bed and removes fouling dirt by placing it on the track shoulders or in a dirt car. MNR requires undercutting on the New Haven Line between CP216 and CP223 to lower the elevation of two middle tracks 1 & 2 under overhead bridges which have been measured and identified by MNR’s Power Department as areas with low clearances. Undercutting this area will allow MNR to have the required standard clearance for the top of the rail to the catenary wire. Additionally, while these tracks are out of service MNR’s Track Department will have the opportunity to remove possible foul ballast, replace deteriorated ties and plates, clear mud spots and resurface mainline tracks.

Balfour Beatty is the only known source/contractor capable of providing an undercutter and support car which can work within the height and clearance of the overhead catenary wires and Right of Way on the New Haven line. Additional firms were contacted; however, it was determined that they did not have the necessary equipment to complete this project. For example, Knox Kershaw, a known Maintenance of Way service provider, no longer provides these particular services; and Hulcher Services requires adjacent off track space and does not have equipment that can operate within the limited clearance envelope of this project.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL § 1265-a (3) and PAL § 1265- a (4) (b) and with MTA All-Agency Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the MNR website, none of which yielded interest from other sources.

In connection with previous contracts 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 MTA Department of Diversity and Civil Rights has reviewed this contract and found that due to insufficient availability of M/WBE firms in the marketplace, no M/WBE goals would be assigned.

The proposed Balfour Beatty production undercutter includes a three man crew for the switch/spot undercutter. Given the limited competition for these services, MNR and Balfour Beatty reviewed the terms and scope of services to ensure that the Railroad was receiving the best possible pricing. Balfour Beatty confirmed that they are providing the Railroad with their most favored customer pricing for these services. The proposed daily rate of

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

\$14,287 was negotiated to \$14,001, which is deemed fair and reasonable. All pricing will remain firm fixed for the  
Page 2 of 2

duration of the contract term. The rates include the furnishing of all necessary equipment, labor (operators, etc.) consumables (oil, etc.), materials, tools, permits and maintenance of equipment.

Approval is requested to award a 15 month non-competitive and negotiated public works contract to Balfour Beatty Infrastructure Inc. ("Balfour Beatty") to provide track undercutting services. The total not to exceed amount for the 15 month contract period is \$1,500,000. This procurement is to be funded by MNR's Operating Budget.

SEPTEMBER 2017

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

(Staff Summaries required for items requiring Board approval)

**1. Halmar Transportation Systems, LLC \$30,800,000 (not-to-exceed) Staff Summary Attached  
Design & Construction Services for New Cable Plant to Support Audio-Visual & Facility  
Enhancements in GCT**

Approval is requested to award a 24-month competitively solicited and negotiated design-build contract (RFP process; 2 proposals received; 2 short-listed) to Halmar Transportation Systems, LLC (Halmar) to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

The “Cable Plant” refers to the conduit and cable infrastructure that the Design-Builder will install throughout Grand Central Terminal to support the various systems and devices to be installed as a part of the Customer Service Initiative (e.g. – GCT Big Boards, Gate Boards, etc.)

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, and Daily Challenge and posted on the MNR website.

The Selection Committee evaluated two proposals and short-listed both design-build teams. Halmar’s proposal was technically superior and was also the lowest cost of the two firms. The other proposer, Mass Electric was 10% higher than Halmar’s proposed pricing. Through negotiation, Halmar subsequently agreed to a reduced not-to-exceed contract value of \$30,800,000, which is considered fair and reasonable. The Committee unanimously determined that Halmar was the best qualified and provided the best value to perform these design and construction services.

MNR completed a responsibility review of Halmar as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

The MTA Department of Diversity and Civil Rights (DDCR) established a 10% M/WBE goal for this project. Halmar's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of Halmar Transportation Systems, LLC for the design and construction for a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT) in the not to exceed amount of \$30,800,000 for a period of performance of 24 months. This procurement is to be funded by the MNR 2015- 2019 Capital Program.

**2. Ford Audio-Video Systems, LLC      \$8,389,829 (not-to-exceed)      Staff Summary Attached**  
**Design and Construction Services for the Visual Display System in Grand Central Terminal**

Approval is requested to award a competitively solicited and negotiated 32-month contract (RFP process, 5 proposals received; 2 short-listed) to Ford Audio-Video Systems, LLC (Ford AV) to design and construct the Visual Display System in Grand Central Terminal. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

The scope of this work includes the removal of the existing Grand Central Terminal Big Board and Gate Boards, and designing, furnishing and installing a new Big Board and Gate Boards at GCT. The historic frames housing the Big Board and Gate Boards will remain as is and will not be replaced, in order to maintain the historical appearance.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, and Daily Challenge and posted on the MNR website.

The Selection Committee evaluated five proposals and short-listed two qualified design-build teams, Ford Audio-Video Systems, LLC and VCA Global. The Committee unanimously determined that Ford AV's as the best qualified to perform these services. Ford AV's cost proposal was the lowest of the shortlisted firms and the firm submitted a detailed and compliant proposal which demonstrated that they had the required technical ability and experience to perform this type of work. The final negotiated cost is deemed to be fair and reasonable.

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

DDCR minority participation goals of 15% MBE and 15% WBE submitted by Ford AV is currently under review and the contract will not be awarded until this requirement is satisfied.

Accordingly, it is recommended that the Board approve the selection of Ford AV for the design and construction of the Visual Display System in Grand Central Terminal in the not to exceed amount of \$8,389,829 for a period of performance of 32 months. This procurement is to be funded by the MNR 2015-2019 Capital Program.

**3. Mass. Electric Construction Company, LLC \$54,200,000 (not-to-exceed) Staff Summary Attached  
Design & Construction Services for the Security, Audio-Visual, and Facility Enhancements at  
Various Metro-North Stations**

Approval is requested to award a 29-month competitively solicited and negotiated design-build contract (RFP process; 1 proposal received) to Mass Electric Construction LLC (MEC) to perform the design and construction services for security, audio-visual and facility enhancements at various Metro-North stations. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) Projects in Grand Central Terminal (GCT) and outlying passenger stations and at other MNR facilities. These enhancements are being implemented to improve and upgrade the level and quality of information being provided to MNR customers.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on the MNR website.

The Selection Committee evaluated the single proposal received from MEC and determined that the proposed design-build team was highly qualified to perform the subject design and construction services. In an effort to ensure MNR was receiving fair and reasonable pricing for this project, MNR and MEC collaboratively worked to determine where cost saving and efficiencies could be achieved. After completing this review process, MEC agreed to a contract value of \$54,200,000, which is considered fair and reasonable due to the extensive review of cost saving alternatives and negotiations that were conducted.

In connection with previous contracts 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. A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found as a result of those reviews.

The MTA Department of Diversity and Civil Rights (DDCR) established a 15%MBE and 15% WBE goal for this project. MEC's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of MEC for the design and construction services for security, audio-visual and facility enhancements at various Metro-North stations in the not to exceed amount of \$54,200,000 for a period of performance of 29 months. This procurement is to be funded by the MNR 2015- 2019 Capital Program.

**4. Signet Electronic Systems, Inc. \$15,893,146 (not-to-exceed) Staff Summary Attached  
Public Address and Visual Information System /Head End & Real-Time Data**

Approval is requested to award a 33-month competitively solicited and negotiated apparatus contract (RFP process; two proposals received; two short-listed) to Signet Electronic Systems, Inc. (Signet) to design, furnish, install, test and integrate a new Public Address and Visual Information System (PA/VIS) central control which will replace the current PA/VIS, as well as develop a new Real Time Train

Database System (RTTDS). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), and other outlying passenger stations and facilities. The various CSI projects are being implemented in a coordinated manner to improve and upgrade the level and quality of information being provided to MNR customers.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on the MNR website.

The Selection Committee evaluated two proposals (Signet and B&C Transit, Inc. (B&C)) and short-listed both design-build teams. Signet's proposal was technically superior and was also the lowest cost of the two firms. Through negotiation, Signet agreed to a contract value of \$15,893,146 which is considered fair and reasonable. The Committee unanimously determined that Signet was the best qualified and provided the best value to perform these design and construction services.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15%WBE goal for this project. Signet's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of Signet Electronic Inc., to design, furnish, install, test and integrate a new Public Address, Visual Information System (PA/VIS) and Real Time Train Database System (RTTDS) in the amount of \$15,893,146 (\$14,845,675 not-to-exceed – (Capital) \$1, 1047,471 five year maintenance – (Operating)) for a period of performance of 33 months (excluding maintenance term). This procurement is to be funded by the 2015-2019 Capital Program and MNR's Operating Budget.

# Staff Summary

<b>Item Number</b> C <b>Dept &amp; Dept Head Name:</b> Procurement and Material Management, Al Muir-Sr. Director						<b>SUMMARY INFORMATION</b>																			
<b>Division &amp; Division Head Name:</b> Executive Vice President, Catherine Rinaldi						<b>Vendor Name</b> Halmar Transportation Systems, LLC <b>Contract Number</b> 10000058016																			
<b>Board Reviews</b>						<b>Description</b> Design & Construction Services for New Cable Plant to Support Audio-Visual & Facility Enhancements in GCT																			
<table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>M-N Comm.Mtg.</td> <td>9-25-17</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA Board Mtg.</td> <td>9-27-17</td> <td>X</td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	M-N Comm.Mtg.	9-25-17	X			2	MTA Board Mtg.	9-27-17	X			<b>Total Amount</b> \$30,800,000 (not-to-exceed)	
Order	To	Date	Approval	Info	Other																				
1	M-N Comm.Mtg.	9-25-17	X																						
2	MTA Board Mtg.	9-27-17	X																						
<b>Internal Approvals</b>						<b>Contract Term (including Options, if any)</b> 24 months																			
<table border="1"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>x</td> <td>Acting President</td> <td></td> <td></td> </tr> <tr> <td>x</td> <td>Sr. V.P. Operations</td> <td>x</td> <td>V.P. Finance &amp; IT</td> </tr> <tr> <td>x</td> <td>V.P. &amp; General Counsel</td> <td>x</td> <td>V. P. Capital Programs</td> </tr> </tbody> </table>						Order	Approval	Order	Approval	x	Acting President			x	Sr. V.P. Operations	x	V.P. Finance & IT	x	V.P. & General Counsel	x	V. P. Capital Programs	<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Order	Approval	Order	Approval																						
x	Acting President																								
x	Sr. V.P. Operations	x	V.P. Finance & IT																						
x	V.P. & General Counsel	x	V. P. Capital Programs																						
						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																			
						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																			
						<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																			

Narrative

**I. PURPOSE/RECOMMENDATION:**

Approval is requested to award a 24-month competitively solicited and negotiated design-build contract (RFP process; 2 proposals received; 2 short-listed) to Halmar Transportation Systems, LLC (Halmar) to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

**II. DISCUSSION:**

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life and, in some cases, no longer provide a sufficient level of customer information. The CSI projects will enhance customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new Public Address (PA) and Visual Information System (VIS) system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability.

The subject contract primarily addresses communications systems and infrastructure in GCT but is related to the other CSI projects. The "Cable Plant" refers to the conduit and cable infrastructure that the Design-Builder will install throughout Grand Central Terminal to support the various systems and devices to be installed as a part of the Customer Service Initiative (e.g. – GCT Big Boards, Gate Boards, etc.).

# Staff Summary

The major elements of the subject contract include:

- Renovating the Customer Service Equipment Room.
- Furnishing and installing conduits and cable infrastructure throughout GCT to support multiple systems and devices.
- Furnishing and installing new displays and monitors in GCT.
- Supplementing and replacing the existing GCT PA System in GCT.
- Upgrading and renovating the overall existing PA/VIS located within GCT.
- Coordinating with the proposed Design-Builder, Ford Audio-Video Systems, LLC, as to the location for each display's data and power circuit for the replacements of the "Big Boards" and Gate Boards and other monitors within Grand Central Terminal.

In April 2016, the Board approved use of the Request for Proposal (RFP) process. An RFP, dated November 23, 2016, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website.

On January 10, 2017, MNR received RFP Phase 1 proposals containing technical qualifications from two design-build teams led respectively by Halmar and Mass. Electric Construction Co. (MEC). The Phase 1 criteria for selection established in the RFP are as follows:

1. Past experience and performance on similar projects
  - a. Design-Build project, including experience of the proposers working together as a design-build team
  - b. Active passenger terminals, rail stations, electrical/communication installations
2. Qualifications and experience of the design-build team, including key personnel and subcontractor/subconsultant resources, with an emphasis on the demonstrated commitment of the proposer to provide such resources for the entire life of the project.
3. Proposer's demonstrated capability and financial resources to perform the work in the time projects

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, M of W Communications and Signals, M of W Engineering, and Customer Service and Stations Departments. The Selection Committee met on January 24, 2017 to review the received proposals in accordance with the Phase 1 selection criteria of the RFP and MNR's procedures. The Selection Committee determined that both design-build teams were technically competent and, therefore, should be shortlisted to develop and submit Phase 2 proposals.

On April 18, 2017, MNR received from the two design-build teams Phase 2 proposals containing additional technical details and project costs. They were submitted as follows: Halmar at \$37,965,000; and MEC at \$42,366,000. Because the proposed project cost exceeded the project budget, the Selection Committee invited each design-build team to provide a presentation of their respective technical approaches and also clarify their cost proposals in an attempt to evaluate possible cost savings.

Subsequent to the design-build team's presentations, MNR issued a revised costing sheet to both teams that included both a reduction and revision of scope in order to optimize possible cost savings. On June 5, 2017, MNR received the revised costing sheets from both firms as follows: Halmar at \$29,205,457; and MEC at \$32,416,000.

The Selection Committee then met on June 7, 2017 to evaluate the design-build teams based on the Phase 2 selection criteria; which is as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and

# Staff Summary

- completeness of the work plan and any required submissions
- 4. Quality and innovativeness of design
- 5. Proposed staging plan and schedule
- 6. Diversity practices – Evaluation of the diversity practices of the proposer

In accordance with the Phase 2 selection criteria, the Selection Committee unanimously recommended that the contract be awarded to Halmar. In addition to offering the lowest proposal price, Halmar provided viable design alternatives and construction concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. Halmar's design-build team, which includes ARINC, Systra, and Verde Electric, has a very strong history of executing systems integration solutions for complex communication projects similar to the scope of work under this contract. In addition to the more favorable pricing, the systems integration capabilities differentiated Halmar's proposal from the other design-build team's submission. Mass Electric did not provide a systems integrator.

MNR's project management team along with Halmar carefully reviewed Halmar's proposed values for each costed element of work and recommended that several scope items either be eliminated or included in the base scope. Halmar revised their final proposal to reflect these agreements at the not-to-exceed amount of \$30,800,000. The agreed upon not-to-exceed contract value is considered fair and reasonable.

MNR completed a responsibility review of Halmar as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 10% M/WBE goal for this project. Halmar's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

### **IV. IMPACT ON FUNDING:**

Board approval is requested in the not-to-exceed amount of \$30,800,000. This procurement is to be funded by the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.

# Staff Summary

Item Number <b>C</b>					
Dept & Dept Head Name: Procurement and Material Management, Al Muir-Sr. Director <i>AM</i>					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi <i>CR</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	9-25-17	x		
2	MTA Board Mtg.	9-27-17	x		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Acting President <i>AM</i>				
X	Sr. V.P. Operations <i>JK</i>	X	V.P. Finance & IT <i>SW for VP</i>		
X	V.P & General Counsel <i>DK</i>	X	V. P. Capital Programs <i>JM</i>		

SUMMARY INFORMATION	
Vendor Name Ford Audio-Video Systems, LLC	Contract Number 1000058028
Description Design and Construction Services for the Visual Display System in Grand Central Terminal	
Total Amount \$8,389,829 (not-to-exceed)	
Contract Term (including Options, if any) 32 months	
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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION:**

Approval is requested to award a competitively solicited and negotiated 32-month contract (RFP process, five proposals received; two short-listed) to Ford Audio-Video Systems, LLC (“Ford AV”) to design and construct the Visual Display System in Grand Central Terminal. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

**II. DISCUSSION:**

The Grand Central Terminal ‘Big Board’, which serves as the primary departure information board in the Main Concourse, was installed in 1998 as part of the rehabilitation of Grand Central Terminal. The Big Board includes three displays for the New Haven Line, two for the Harlem Line, one for the Hudson Line for displaying train departure schedules, and two Information Boards which show additional notes on delayed trains and other service advisories. The existing 96 Gate Board enclosures are original and unique to Grand Central Terminal, installed when the building was completed in 1913. These historic cases were fully restored in the late 1990s and incorporated the use of LCD technology. This modular LCD technology used within the displays is inflexible and difficult to read from many angles and requires upgrade to more current LED technology to better serve our customers. The historic frames housing the Big Boards and Gate Boards will remain as is and will not be replaced.

The major elements of the scope of work include:

- Removing of existing hardware components of the Big Boards and Gate Boards.
- Designing, furnishing and installing complete and operational hardware for the Big Boards and Gate Boards
- Coordinating with the other CSI design build teams (i.e. Halmar International who is concurrently being proposed to provide the cable plant in Grand Central Terminal, which will provide power and data to the displays; Signet Electronic Systems Inc. who is concurrently being proposed to furnish and install a new Public Address and Visual Information System (PA/VIS) for MNR and will be providing equipment that is required for the new Big Boards and Gate Boards to work with the new PA/VIS system)
- Testing and commissioning of all infrastructure, cabling, display equipment and systems

# Staff Summary

In April 2016, the Board approved use of the RFP process. A Request for Proposal (RFP), dated January 19, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website. On April 7, 2017, five technical proposals including costs were received from ANC, Ford Audio-Video Systems LLC., Panasonic Enterprise Solutions, SNA Displays, and VCA Global (VCA).

The criteria for selection established in the RFP are as follows:

1. **Technical Capability:** Ability to provide technical services, equipment and systems as required in the RFP, including but not limited to quality and completeness of the required engineering, testing, training and documentation. Demonstrated capability to furnish and install LED video wall of comparable size project
2. **Cost:** Completeness and competitiveness of cost and price submittal
3. **Experience:** Identified previous work over the last ten years similar to the requirements of this RFP. Demonstrated qualifications and availability of key personnel, including a commitment that the key resources remain constant throughout the project, including subconsultant/subcontractor services. Demonstrated work experience with electrical subcontractors
4. **Project Plan:** Proposer's demonstrated ability to manage and coordinate the work in the RFP
5. **Diversity Practices –** Evaluation of the diversity practices of the Proposer. MTA Standard Diversity Practices Questionnaire

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, GCT Maintenance of Way, Communications and Signal, and Customer Service Departments. The Committee evaluated all five proposals received in accordance with the selection criteria of the RFP. Two firms were shortlisted as a result of the Selection Committee meeting: Ford AV and VCA Global. The Committee invited the two design-build teams to prepare presentations to expand on their submitted technical proposals, answer questions and provide clarifications to their technical approach.

Cost proposals were received on April 7, 2017 from the two short-listed firms as follows: Ford AV at \$8,575,829 and VCA at \$10,360,522. After a complete review of the full proposals, MNR requested a Best and Final Offer price which was submitted on May 31, 2017: Ford AV, \$8,389,829 and VCA, \$9,350,522. Ford AV offered the lowest proposal price of the two shortlisted firms and the Committee found that the firm had submitted an excellent and compliant proposal which demonstrated the required technical ability and experience to perform this type of work. In accordance with the criteria for selection, the Selection Committee unanimously recommended contract award to Ford AV in the amount of \$8,389,829 which is deemed fair and reasonable. MNR did not pursue a long term maintenance agreement with Ford as it is believed that those services can be competitively solicited in the future.

MNR completed a responsibility review of Ford AV as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI)

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

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE and 15% WBE goals for this project. Ford AV's pre award MWBE submittal package is currently under review by DDCR and the contract will not be awarded until DDCR requirements have been satisfied.

### **IV. IMPACT ON FUNDING:**

Board approval is requested in the not to exceed amount of \$8,389,829. This procurement is to be funded by the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.

# Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement and 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.	9-25-17	x		
2	MTA Board Mtg.	9-27-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	Acting President				
x	Sr. V.P. Operations	x	V.P. Finance & IT		
x	V.P & General Counsel	x	V. P. Capital Programs		

SUMMARY INFORMATION	
Vendor Name Mass Electric Construction LLC	Contract Number 1000058050
Description Design and Construction Services for the Security, Audio-Visual and Facility Enhancements at Various Metro-North Stations	
Total Amount \$54,200,000 (not-to-exceed)	
Contract Term (including Options, if any) 29 months	
Option(s) included in Total Amount?	Yes <input checked="" type="checkbox"/> No
Renewal?	Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP Bid Other:	
Funding Source Operating <input checked="" type="checkbox"/> Capital Federal <input type="checkbox"/> Other:	

Narrative

**I. PURPOSE/RECOMMENDATION:**

Approval is requested to award a 29-month competitively solicited and negotiated design-build contract (RFP process; 1 proposal received) to Mass Electric Construction LLC (MEC) to complete the design and construction services for security, audio-visual and facility enhancements at various MNR stations. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented to improve and upgrade the level of information being provided to MNR customers.

**II. DISCUSSION:**

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life, and in some cases, do not provide a sufficient level of service information for our customers. The CSI projects will enhance the customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new Public Address (PA) and Visual Information System (VIS) system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability. The subject contract addresses communications systems and infrastructure in outlying stations but is inter-related to the other CSI projects. It achieves the goal to centralize video surveillance and storage of video, provides needed replacement of communication equipment for increased capacity, provides needed replacement of legacy public address equipment required to keep stations PA in a state of good repair and leverages existing infrastructure such as previously installed variable message signs. The original scope of work was developed to provide these upgrades at thirty five Metro-North stations over a period of five years with the expectation that these upgrades would be rolled out at other Metro-North stations in the future.

The major elements of the subject contract include:

- Design, furnish, install, construct, and test communication cabinets and associated equipment to establish a connection between MNR's Fiber Optic Network, PA/VIS Network and Security Network.
- Design, furnish and install equipment, conduits and cables to supplement and replace the existing or establish a new Fiber Optic, Public Address (PA) / Visual Information System (VIS) and Security network within a station.
- Design, furnish and install conduit, cable and equipment to supplement and modify the existing systems at a station, and, where applicable, the installation of a new system.
- Installation of MNR provided equipment including Cameras, Video Recording Systems, Platform Displays (PD), Station Control Units (SCU), Digital Signal Processors (DSP), Amplifiers and Ambient Microphones coordinated by the other design-build teams.
- Renovations to the NWP C&S – Security Head End Room.
- Testing of complete station operations with all devices installed.

A Request for Proposals (RFP), dated January 19, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Diaro, Daily Challenge and posted on MNR's website.

On March 1, 2017, MNR received Phase 1 proposals containing technical qualifications from MEC. The Phase 1 criteria for selection established in the RFP are as follows:

1. Past experience and performance on similar projects
  - a. Design-Build project, including experience of the proposers working together as a design-build team
  - b. Active passenger terminals, rail stations, electrical/communication installations
2. Qualifications and experience of the design-build team, including key personnel and subcontractor/subconsultant resources, with an emphasis on the demonstrated commitment of the proposer to provide such resources for the entire life of the project.
3. Proposer's demonstrated capability and financial resources to perform the work in the time projects

The Selection Committee was comprised of members representing MNR's Capital Engineering, M of W Communications and Signals, Security, Customer Service and Stations Departments, and Procurement and Materials Management. The Selection Committee met on March 7, 2017 to review the received proposal in accordance with the Phase 1 selection criteria of the RFP and MNR's procedures. The Selection Committee determined that the sole design-build team was technically competent and, therefore, should develop and submit Phase 2 proposals.

On June 9, 2017, MNR received the Phase 2 proposal containing additional technical information and cost proposals in the form of proposal worksheet from MEC. The initial gross sum proposal price, inclusive of options, was \$159,000,000. The gross sum proposal amount from MEC exceeded the project budget.

Metro-North's internal review determined that the difference between the estimate and the actual bid was attributable to three main reasons: The nature of this work, which is electrical, is not typically in the area of expertise of contractors who would perform as a lead in a design-build project thus significantly reducing competition, the substantive risks associated with a design-build project, and the perceived risks of coordinating with several projects outside of the contractor's control. The Selection Committee in consultation with key MNR leadership recommended proceeding with significant scope-reduction measures because of the acceptable technical quality of the proposal, the need to replace the infrastructure to support coinciding projects, the need to validate the installation of equipment furnished under coinciding projects for future projects for the remaining stations, and the opportunity to improve customer satisfaction at select locations in the most expeditious manner. In an attempt to better understand the variances between MNR's estimate and MEC's proposed pricing the Selection Committee invited MEC to a preliminary scope discussion meeting. Based upon the insights gained at that meeting the committee elected to revise the scope of the contract from thirty-five (35) station to sixteen (16) stations

# Staff Summary

(Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125<sup>th</sup> St., Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining). MNR also clarified means and method for installation that the contractor priced in for integration of existing platform signs. Track outage and site availability were also clarified to provide the contractor the maximum amount of time to complete the contract work in the most efficient manner.

In a revised cost proposal dated July 20, 2017, MEC revised their price to \$55,976,000 for the 16 station and certain option items.

Prior to the negotiation meeting with MEC, the selection committee evaluated the firm based on the Phase 2 selection criteria contained in the RFP, which is as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and completeness of the work plan and any required submissions
4. Quality and innovativeness of design
5. Proposed staging plan and schedule
6. Diversity practices – Evaluation of the diversity practices of the proposer

A subsequent negotiation meeting was held on July 28, 2017 where additional concessions were requested from MEC. MEC made a final offer of \$54,200,000 which MNR deemed to be fair and reasonable for the reduced scope of work. This negotiated cost was in line with a similar, recently completed real time station project in Stamford CT.

In connection with previous contracts 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. A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No adverse information was found as a result of those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15% WBE goal for this project. MEC's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

### **IV. IMPACT ON FUNDING:**

Board approval is requested in the not-to-exceed amount of \$54,200,000. This procurement is to be state funded and is part of the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified. Moreover, resoliciting this scope of work would adversely impact other CSI projects as well as the ongoing MTA solicitation of a new advertising concessionaire (as installation of digital screens to be used in part to generate advertising revenue would be significantly delayed if this contract is not awarded at this time). Metro-North will use lessons learned from this procurement to increase the prospects for competition when the work for the remaining stations is procured.

# Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement and 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.	9-25-17	x		
2	MTA Board Mtg.	9-27-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	Acting President				
x	Sr. V.P. Operations	x	V.P. Finance & IT		
x	V.P & General Counsel	x	V. P. Capital Programs		

SUMMARY INFORMATION	
Vendor Name Signet Electronic Systems, Inc.	Contract Number 58018
Description Public Address and Visual Information System /Head End & Real-Time Data	
Total Amount = \$15,893,146 \$14,845,675 (not-to-exceed) – (Capital) \$1,1047,471 five year maintenance – (Operating)	
Contract Term (including Options, if any) 33 months	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

**I. PURPOSE/RECOMMENDATION:**

Approval is requested to award a 33-month competitively solicited and negotiated apparatus contract (RFP process; two proposals received; two short-listed) to Signet Electronic Systems, Inc. (Signet) to design, furnish, install, test and integrate a new Public Address and Visual Information System (PA/VIS) central control which will replace the current PA/VIS, as well as develop a new Real Time Train Database System (RTTDS). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), and other outlying passenger stations and facilities. The various CSI projects are being implemented in a coordinated manner to improve and upgrade the level and quality of information being provided to MNR customers.

**II. DISCUSSION:**

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life and, in some cases, no longer provide sufficient level of service information to our customers. The CSI projects will enhance customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new PA/VIS system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability and redundancy.

The subject apparatus contract to design, furnish, install, test and integrate a new PA/VIS system and develop a new RTTDS includes the following major elements:

- Integrating the existing GCT PA/VIS control systems with systems at outlying stations. This system will communicate with the legacy equipment at all passenger stations and new systems installed under this project.
- Developing an algorithm to provide accurate predictions regarding train arrival status and provide automatic estimated time of arrival to customers at stations (RTTDS).
- Installing synchronous visual display of audio with text messages to convey the same or equivalent message to be Americans with Disabilities Act (ADA) compliant and generating audio and visual announcements in English and Spanish (PA/VIS).

# Staff Summary

In April 2016, the Board approved use of the RFP process. A Request for Proposals (RFP), dated November 23, 2016, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website.

The selection criteria established in the RFP are as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and completeness of the work plan and any required submissions
4. Quality and innovativeness of design
5. Proposed staging plan and schedule
6. Diversity practices – Evaluation of the diversity practices of the proposer

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, M of W Communications and Signals, Customer Service and Stations Departments. The Selection Committee met in March 2017 to review the initial technical and cost proposals received from two firms, Signet and B&C Transit, Inc. (B&C). The Selection Committee determined that both firms should be shortlisted and invited to MNR for oral presentations.

Following the presentations, the Committee met to discuss the proposals and subsequently provided the vendors with written clarifications of the scope of work and new proposal sheets which reflected those changes. Scope revisions were necessary as the initial cost proposals from both teams exceeded MNR's original project budget. The revised proposal sheet requested a base package of 16 stations, two enhanced stations and five options. Further, a long term maintenance and support agreement was requested in order to achieve best possible pricing while the project was being competitively negotiated. Pricing was requested at five year intervals with three options to extend an additional five years for a total of up to 20 years at the Railroad's sole discretion.

The bid items are as follows:

Base 16 stations	Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125 St. Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining.
Enhanced Stations	Crestwood and White Plains
Option 1	Mid-Hudson Line (Hastings-on-the-Hudson to Croton-Harmon)
Option 2	Mid to Lower Hudson (Greystone to Yankees/E.153rd St. Station)
Option 3	Scarsdale and Hartsdale
Option 4	New Haven Union Station
Option 5	All remaining stations

In May 2017, MNR received the revised costing sheets from both firms as follows; Signet's price for all work excluding the maintenance contract was \$14,845,675, as compared to B&C at \$14,246,300; B&C was also \$774,514.53 lower for the first 5 year maintenance term. While B&C's overall cost was slightly lower (approximately 4%), the Selection Committee determined that Signet's technical proposal was clearly superior.

The Selection Committee unanimously recommended that the contract be awarded to Signet. Signet provided viable design alternatives and concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. Signet's team also demonstrated the capacity and willingness to perform systems integration work under this contract with other, related CSI projects. MNR's project management team found this to be highly

# Staff Summary

valuable given the complex, interrelated nature of the CSI projects. Signet's team, which includes Penta has a strong history of executing systems integration solutions for complex communication projects similar to the scope of work under this contract.

At this time, Metro-North recommends awarding the base contract for 18 stations including the enhanced stations and option 4 (New Haven Union Station) in the amount of \$10,302,515. The total proposed contract value is considered fair and reasonable. The design and development costs for this project are primarily reflected in the base cost. For that reason, the option pricing for the remaining stations is also considered fair and reasonable as the pricing reflects primarily material costs. Metro-North will exercise these options in the event additional funding is identified. In addition, Metro-North recommends that the maintenance contract, which would be funded by the MNR operating budget, be approved.

MNR completed a responsibility review of Signet Electronic Systems, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15%WBE goal for this project. Signet's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

### **IV. IMPACT ON FUNDING:**

Board approval is requested in the amount of \$15,893,146. The initial award is recommended in the amount of \$10,302,515 which includes the base 18 stations, including the enhanced stations and option 4. MNR reserves the right to elect the options in the amount of \$4,543,160 within the 33 month contract period. In addition, MNR is also requesting a not to exceed amount of \$1,047,471 for 5 years of maintenance cost be approved at this time. These services are to be provided on an as needed basis, as well as scheduled maintenance. This procurement is to be funded by the 2015-2019 Capital Program and MNR's operating budget (maintenance)

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.



**Schedule K: Ratification**



Item Number: K

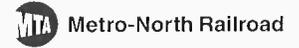
<b>Vendor Name (&amp; Location)</b> TSS, Inc. 85 Abbotsford Drive, Pinehurst, NC 28374	<b>Contract Number</b> 1000090863	<b>AWO/Modification #</b> 
<b>Description</b> Purchase of Axle Grade H for M7/M8 Railcars	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Contract Term (including Options, if any)</b> N/A	<b>Total Amount:</b> \$349,800	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

**Discussion:**

Non-competitive procurement for the purchase of two hundred Grade H Axles for the MNR M-7 and M-8 Fleet. This purchase will require scheduled deliveries to MNR property commencing in November 2017 through March 2018. Presently, the inventory of these axles is being depleted at a higher than anticipated rate and there is a critical need for delivery to keep the M-7 and M-8 fleet in service. TSS, Inc. is the incumbent supplier for this material. A solicitation and award for a new axle supplier is currently in process, however the first article quality testing will not be finalized in time to meet immediate service needs. TSS, Inc. current unit pricing was held firm. This procurement is to be funded by MNR's Operating budget.

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

Schedule K: Ratification



Item Number: K

<b>Vendor Name (&amp; Location)</b> Port Imperial Ferry Corp. d/b/a NY Waterway	
<b>Description</b> Ferry Services (including Ancillary Services)	
<b>Contract Term (including Options, if any)</b> 4 Years with (three) 2-Year Renewal Options	
<b>Option(s) included in Total Amount?</b>	Yes      No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	

<b>Contract</b> 1000044225	<b>AWO/Modification #</b> 2
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Total Amount:</b> \$1,202,982	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	

**Discussion:**

Ferry services are provided under Contract 1000044225 by NY Waterway (NYW) on the Haverstraw-Ossining and Newburgh-Beacon routes, with connections at the Ossining and Beacon Metro-North Railroad (MNR) train stations. The Contract includes provisions allowing NYW to perform certain ferry-related services on behalf of MNR.

The Haverstraw Ferry Dock has reached the end of its useful life and is in immediate need of replacement. The new dock will incorporate a floating steel barge with gangways, ramps, gates, and passenger egress as well as comply with the laws and regulations relating to accessibility for persons with disabilities. NYW has specific expertise in procuring and managing similar dock replacement projects, including prior work successfully completed in connection with the Metro-North ferry services.

This is being presented as ratification due to the need to have this work performed within the timeframe of September 1 through November 1, per the terms of the NYS DEC permit received for this project. In addition, \$600,000 of federal grant funding obtained by the Village of Haverstraw would be subject to forfeiture if the award of the work were delayed. The period of performance is two months and is funded through the MNR Operating Budget and the Village of Haverstraw

MNR completed a responsibility review of Port Imperial Ferry Corp. d/b/a NY Waterway as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).



**Metro-North Railroad**

# **Operations Report**



# **MONTHLY OPERATING REPORT**

## August 2017

Date Issued:  
Friday, September 08, 2017

Performance Summary			2017 Data			2016 Data		
			Annual Goal	August	YTD thru August	August	YTD thru August	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.1%</b>	<b>94.2%</b>	<b>91.7%</b>	<b>93.7%</b>	
		AM Peak	93.0%	95.9%	95.1%	91.2%	92.1%	
		AM Reverse Peak	93.0%	96.3%	95.9%	94.2%	95.2%	
		PM Peak	93.0%	94.7%	94.5%	94.5%	94.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.5%</b>	<b>95.0%</b>	<b>93.0%</b>	<b>93.6%</b>	
		Off Peak Weekday	93.0%	91.9%	92.5%	89.1%	92.4%	
		Weekend	93.0%	96.4%	96.1%	95.2%	96.4%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.8%</b>	<b>95.1%</b>	<b>94.2%</b>	<b>94.9%</b>
		AM Peak	93.0%	97.1%	95.3%	91.5%	91.7%	
		AM Reverse Peak	93.0%	97.6%	97.9%	96.0%	96.8%	
		PM Peak	93.0%	93.6%	96.6%	96.6%	96.6%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.7%</b>	<b>96.2%</b>	<b>94.2%</b>	<b>94.4%</b>	
		Off Peak Weekday	93.0%	91.7%	93.7%	92.2%	94.2%	
		Weekend	93.0%	94.4%	96.0%	98.2%	97.0%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.6%</b>	<b>95.8%</b>	<b>94.0%</b>	<b>94.6%</b>
		AM Peak	93.0%	97.9%	96.8%	93.6%	93.5%	
		AM Reverse Peak	93.0%	98.2%	97.4%	95.2%	95.8%	
		PM Peak	93.0%	94.9%	94.9%	95.9%	94.1%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.7%</b>	<b>96.1%</b>	<b>94.8%</b>	<b>94.1%</b>	
		Off Peak Weekday	93.0%	95.8%	94.9%	93.0%	93.9%	
		Weekend	93.0%	98.3%	97.1%	94.8%	96.6%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>88.4%</b>	<b>92.4%</b>	
	AM Peak	93.0%	93.5%	93.7%	89.1%	91.2%		
	AM Reverse Peak	93.0%	94.0%	93.5%	92.2%	93.9%		
	PM Peak	93.0%	95.3%	92.7%	91.9%	93.4%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>94.3%</b>	<b>93.3%</b>	<b>90.7%</b>	<b>92.5%</b>		
	Off Peak Weekday	93.0%	89.2%	90.1%	84.7%	90.5%		
	Weekend	93.0%	96.4%	95.5%	93.5%	95.8%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,206</b>	<b>154,027</b>	<b>20,223</b>	<b>154,295</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		11.4	12.7	12.2	13.2		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	212	1,723	322		
	<b>Trains Canceled</b>		230	6	222	18		
	<b>Trains Terminated</b>		230	19	203	20		
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.9%	99.7%	99.8%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.2%</b>	<b>99.4%</b>	<b>99.6%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%	99.1%	98.4%	98.5%	99.2%	
		AM Reverse Peak	99.5%	100.0%	99.9%	100.0%	99.9%	
		PM Peak	99.0%	99.0%	98.1%	98.5%	99.0%	
		<b>Total Peak</b>	<b>99.0%</b>	<b>99.2%</b>	<b>98.5%</b>	<b>98.7%</b>	<b>99.2%</b>	
		Off Peak Weekday	99.5%	99.6%	99.5%	99.7%	99.8%	
		Weekend	99.5%	99.9%	99.8%	99.9%	99.9%	
		<b>Hudson Line</b>	AM Peak	99.5%	99.4%	99.8%	99.9%	99.9%
		PM Peak	99.5%	99.9%	99.9%	99.9%	99.9%	
		<b>Harlem Line</b>	AM Peak	99.0%	99.7%	98.7%	98.8%	99.2%
		PM Peak	99.0%	99.3%	98.4%	98.8%	99.0%	
		<b>New Haven Line</b>	AM Peak	98.5%	98.3%	97.2%	97.2%	98.6%
		PM Peak	98.5%	98.1%	96.7%	97.4%	98.5%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	July	2017 Data		2016 Data		YTD 2017 Vs 2016
			August	YTD thru August	August	YTD thru August	
Engineering (Scheduled)	28.0%	656	623	3,041	641	2,248	793
Engineering (Unscheduled)	24.3%	661	541	4,770	1,366	5,640	-870
Maintenance of Equipment	11.9%	245	266	2,640	658	3,217	-577
Transportation	3.6%	107	79	625	135	630	-5
Capital Projects	0.0%	0	0	6	4	93	-87
Weather and Environmental	1.0%	166	22	1,758	161	1,839	-81
Police	6.4%	150	142	2,078	172	2,661	-583
Customers	4.8%	101	107	658	102	752	-95
Other	20.0%	195	445	2,418	112	3,077	-659
3rd Party Operations	0.1%	2	2	21	0	27	-6
<b>TOTAL</b>	<b>100.0%</b>	<b>2,282</b>	<b>2,226</b>	<b>18,014</b>	<b>3,350</b>	<b>20,182</b>	<b>-2,169</b>

HUDSON LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2017 Vs 2016
Engineering	57.2%	416	316	1,608	241	1,314	294
Maintenance of Equipment	12.1%	66	67	601	103	869	-268
Transportation	2.9%	13	16	88	25	118	-30
Capital Projects	0.0%	0	0	0	0	4	-4
Weather and Environmental	0.9%	0	5	442	29	295	147
Police	4.0%	18	22	443	21	285	158
Customers	6.9%	36	38	233	36	182	51
Other	15.6%	22	86	261	43	743	-482
3rd Party Operations	0.4%	1	2	4	0	2	2
<b>TOTAL</b>	<b>100.0%</b>	<b>572</b>	<b>552</b>	<b>3,680</b>	<b>498</b>	<b>3,812</b>	<b>-132</b>

HARLEM LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2017 Vs 2016
Engineering	60.0%	130	262	1,733	360	1,942	-209
Maintenance of Equipment	21.3%	47	93	656	200	903	-247
Transportation	2.3%	22	10	144	36	184	-40
Capital Projects	0.0%	0	0	0	0	1	-1
Weather and Environmental	2.7%	156	12	682	28	735	-53
Police	6.9%	24	30	626	33	705	-79
Customers	5.3%	17	23	123	22	193	-70
Other	1.6%	14	7	329	18	953	-624
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>410</b>	<b>437</b>	<b>4,293</b>	<b>697</b>	<b>5,617</b>	<b>-1,324</b>

NEW HAVEN LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2017 Vs 2016
Engineering	47.3%	771	586	4,470	1,406	4,634	-164
Maintenance of Equipment	8.6%	132	106	1,382	355	1,444	-62
Transportation	4.3%	72	53	393	74	328	65
Capital Projects	0.0%	0	0	6	4	88	-82
Weather and Environmental	0.4%	10	5	634	104	808	-174
Police	7.3%	108	90	1,008	118	1,672	-664
Customers	3.7%	48	46	302	43	377	-75
Other	28.4%	159	352	1,827	50	1,380	447
3rd Party Operations	0.0%	2	0	17	0	22	-5
<b>TOTAL</b>	<b>100.0%</b>	<b>1,302</b>	<b>1,238</b>	<b>10,039</b>	<b>2,154</b>	<b>10,753</b>	<b>-714</b>

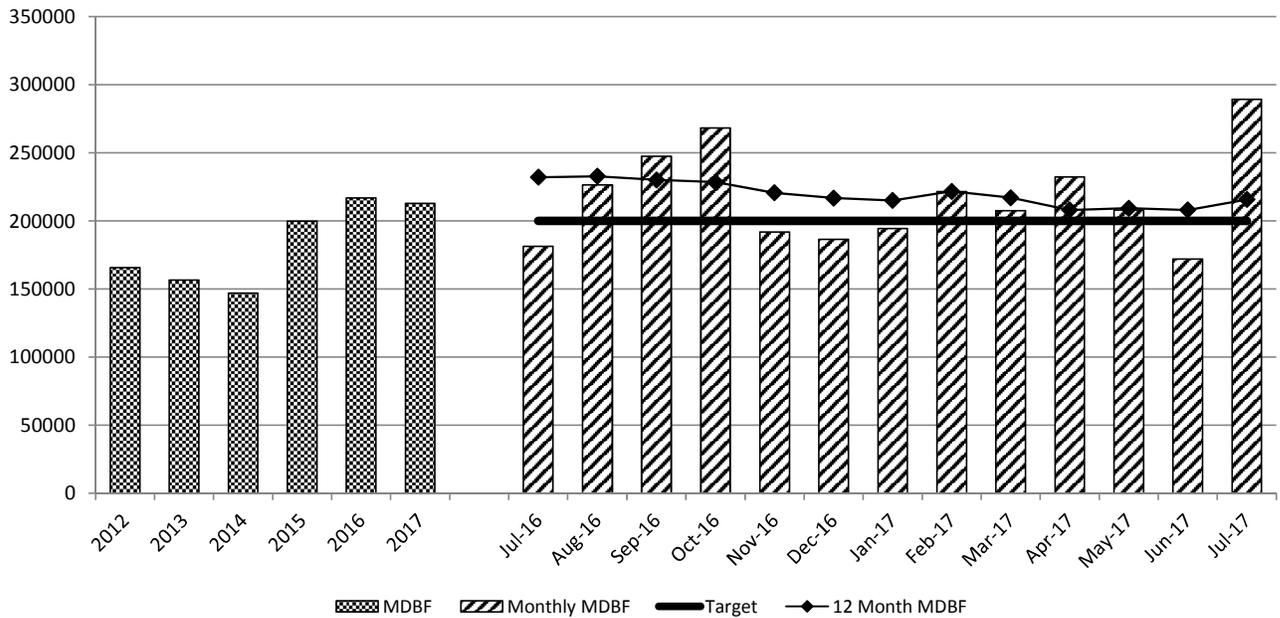
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL			
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term		
08/03	Thu	Tire from I-95 accident rolled onto Track 4 at Green Farms.	11	0	1	1	0	0	0	0	0	0	0	0	0	12	0	1
08/04	Fri	Signal Failure on Track 1 in CP3.	0	0	0	0	0	0	11	0	0	10	0	0	21	0	0	
08/16	Wed	Track condition on track 3 between Port Chester and Greenwich.	0	0	0	0	0	0	11	0	3	14	0	0	25	0	3	
08/16	Wed	Train 1303 struck a trespasser on track 3 at Port Chester Station.	8	0	1	6	0	0	0	0	0	5	0	1	19	0	2	
08/16	Wed	Fire Department had four track hold due to fire west of Port Chester.	43	0	0	8	0	0	0	0	0	3	0	0	54	0	0	
08/17	Thu	Signal Failure on Track 1 in CP3.	1	0	0	0	0	0	51	0	0	87	0	0	139	0	0	
08/18	Fri	The GE Track Circuit went down at CP1.	0	0	0	0	0	0	16	0	0	18	0	0	34	0	0	
08/26	Sat	A tie fire at CP8 between tracks 1 and 2.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL FOR MONTH</b>			63	0	2	15	0	0	89	0	3	137	0	1	304	0	6	
															<b>310</b>			

			2017 Data						2016 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	72,141	2	1	27,391	28,555	18,020	3	27,572
	M8	405	350,000	367,186	7	7	340,496	337,735	323,623	8	466,178
	M3	138	120,000	108,921	3	3	97,344	115,364	58,111	5	78,977
	M7	334	440,000	499,868	4	4	344,019	338,232	692,272	3	533,826
	Coach	209	260,000	362,980	6	4	335,036	368,870	243,731	6	204,430
	P-32	31	27,000	47,277	7	4	31,164	28,764	17,444	11	22,698
	BL-20	12	13,000	42,908	3	0	30,064	27,366	40,410	1	39,590
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>289,244</b>	<b>32</b>	<b>23</b>	<b>212,761</b>	<b>215,720</b>	<b>181,219</b>	<b>37</b>	<b>214,570</b>
	M2/8		260,000	330,305	9	8	259,983	263,016	240,277	11	369,685
	M3/7		300,000	332,319	7	7	251,516	266,065	295,921	8	310,692
Diesel/Coach		110,000	210,492	16	8	142,203	139,596	94,149	18	101,848	

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



<b>West of Hudson Performance Summary</b>			<b>2017 Data</b>			<b>2016 Data</b>	
			Annual Goal	August	YTD thru August	August	YTD thru August
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>94.7%</b>	<b>94.5%</b>	<b>96.2%</b>	<b>96.7%</b>
		AM Peak	95.5%	92.2%	94.0%	97.2%	96.2%
		PM Peak	95.5%	96.3%	94.5%	96.7%	97.4%
		<b>Total Peak</b>	<b>95.5%</b>	<b>94.2%</b>	<b>94.2%</b>	<b>96.9%</b>	<b>96.8%</b>
		Off Peak Weekday	95.5%	96.3%	94.8%	95.6%	96.8%
		Weekend	95.5%	91.6%	94.2%	96.4%	96.6%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.5%</b>	<b>95.9%</b>	<b>96.7%</b>	<b>97.2%</b>
	<b>Valley Line</b>	AM Peak	96.5%	97.3%	96.6%	97.3%	96.7%
		PM Peak	96.5%	98.8%	95.8%	95.7%	97.7%
		<b>Total Peak</b>	<b>96.5%</b>	<b>98.0%</b>	<b>96.2%</b>	<b>96.5%</b>	<b>97.2%</b>
		Off Peak Weekday	96.5%	97.7%	96.0%	96.9%	97.3%
		Weekend	96.5%	90.8%	95.5%	96.4%	96.9%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>92.2%</b>	<b>92.4%</b>	<b>95.5%</b>	<b>96.2%</b>
		AM Peak	95.0%	85.5%	90.5%	97.1%	95.4%
		PM Peak	95.0%	93.5%	92.8%	97.8%	97.1%
		<b>Total Peak</b>	<b>95.0%</b>	<b>89.5%</b>	<b>91.7%</b>	<b>97.5%</b>	<b>96.2%</b>
		Off Peak Weekday	95.0%	94.2%	93.3%	93.6%	96.1%
		Weekend	95.0%	92.9%	92.0%	96.4%	96.0%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,757</b>	<b>13,479</b>	<b>1,758</b>	<b>13,466</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		17.2	21.6	19.4	21.1	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	32	296	30	210	
	<b>Trains Canceled</b>	60	28	84	5	26	
	<b>Trains Terminated</b>	60	2	40	4	30	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	98.3%	99.1%	99.5%	99.6%	



**AUGUST 2017 STANDEE REPORT**

**East of Hudson**

			<b>AUG 2016</b>	<b>YTD 2016</b>	<b>AUG 2017</b>	<b>YTD 2017</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	1	0	8	3
<b>Total Standees</b>			<b>1</b>	<b>0</b>	<b>8</b>	<b>3</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	7	11	0	27
<b>Total Standees</b>			<b>7</b>	<b>11</b>	<b>0</b>	<b>27</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	39	15	22	32
<b>Total Standees</b>			<b>39</b>	<b>15</b>	<b>22</b>	<b>32</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>47</b>	<b>26</b>	<b>30</b>	<b>61</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	1	1	1
<b>Total Standees</b>			<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	26	14	8	19
<b>Total Standees</b>			<b>26</b>	<b>14</b>	<b>8</b>	<b>19</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	69	28	51	93
<b>Total Standees</b>			<b>69</b>	<b>28</b>	<b>51</b>	<b>93</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>95</b>	<b>43</b>	<b>60</b>	<b>113</b>

**West of Hudson**

			<b>AUG 2016</b>	<b>YTD 2016</b>	<b>AUG 2017</b>	<b>YTD 2017</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Definitions**

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

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

"**Additional Standees**" reflect the impact of reduced train car consists 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 August 2017**

<b>Elevator Availability</b>	<b>2017</b>		<b>2016</b>	
	August	Year to Date	August	Year to Date
Grand Central Terminal	88.31%	93.49%	92.37%	98.70%
Harlem	99.93%	99.82%	100.00%	99.67%
Hudson	99.75%	99.95%	100.00%	99.84%
New Haven	100.00%	99.63%	100.00%	99.73%
Overall Average	97.00%	98.22%	98.09%	99.48%

<b>Escalator Availability</b>	<b>2017</b>		<b>2016</b>	
	August	Year to Date	August	Year to Date
Grand Central Terminal	100.00%	99.21%	100.00%	98.32%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.60%	100.00%	99.16%



# **MONTHLY OPERATING REPORT**

July 2017

Date Issued:  
Thursday, August 10, 2017

Performance Summary			2017 Data			2016 Data		
			Annual Goal	July	YTD thru July	July	YTD thru July	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.4%</b>	<b>94.2%</b>	<b>93.3%</b>	<b>94.0%</b>	
		AM Peak	93.0%	95.4%	95.0%	95.2%	92.2%	
		AM Reverse Peak	93.0%	97.5%	95.8%	96.5%	95.4%	
		PM Peak	93.0%	92.5%	94.4%	93.8%	94.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.6%</b>	<b>94.9%</b>	<b>94.8%</b>	<b>93.6%</b>	
		Off Peak Weekday	93.0%	91.4%	92.6%	90.1%	93.0%	
		Weekend	93.0%	95.0%	96.1%	96.3%	96.5%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.5%</b>	<b>95.3%</b>	<b>95.9%</b>	<b>95.0%</b>
		AM Peak	93.0%	97.6%	95.0%	94.9%	91.8%	
		AM Reverse Peak	93.0%	98.2%	97.9%	98.2%	96.9%	
		PM Peak	93.0%	95.2%	97.1%	98.9%	96.7%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.6%</b>	<b>96.2%</b>	<b>97.0%</b>	<b>94.5%</b>	
		Off Peak Weekday	93.0%	93.0%	94.0%	94.1%	94.5%	
		Weekend	93.0%	90.1%	96.2%	97.1%	96.9%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.7%</b>	<b>95.7%</b>	<b>95.1%</b>	<b>94.7%</b>
		AM Peak	93.0%	97.2%	96.6%	97.4%	93.5%	
		AM Reverse Peak	93.0%	98.7%	97.3%	98.9%	95.9%	
		PM Peak	93.0%	94.7%	94.9%	95.4%	93.8%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.4%</b>	<b>96.0%</b>	<b>96.9%</b>	<b>94.0%</b>	
		Off Peak Weekday	93.0%	95.9%	94.8%	92.3%	94.1%	
		Weekend	93.0%	98.4%	97.0%	97.1%	96.9%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>91.0%</b>	<b>92.4%</b>	<b>90.4%</b>	<b>93.0%</b>	
	AM Peak	93.0%	92.7%	93.8%	93.5%	91.5%		
	AM Reverse Peak	93.0%	96.0%	93.4%	93.3%	94.2%		
	PM Peak	93.0%	89.1%	92.3%	89.0%	93.7%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>91.7%</b>	<b>93.1%</b>	<b>91.7%</b>	<b>92.8%</b>		
	Off Peak Weekday	93.0%	87.4%	90.2%	86.5%	91.4%		
	Weekend	93.0%	95.5%	95.4%	95.2%	96.1%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,383</b>	<b>133,821</b>	<b>19,394</b>	<b>134,072</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		11.1	12.9	13.6	13.4		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	190	1,511	311		
	<b>Trains Canceled</b>		230	10	216	16		
	<b>Trains Terminated</b>		230	29	184	29		
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.8%	99.7%	99.8%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>99.4%</b>	<b>99.2%</b>	<b>99.3%</b>	<b>99.6%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%	98.6%	98.2%	98.5%	99.3%	
		AM Reverse Peak	99.5%	99.8%	99.8%	99.9%	99.9%	
		PM Peak	99.0%	98.7%	98.0%	98.4%	99.1%	
		<b>Total Peak</b>	<b>99.0%</b>	<b>98.8%</b>	<b>98.4%</b>	<b>98.7%</b>	<b>99.3%</b>	
		Off Peak Weekday	99.5%	99.5%	99.5%	99.6%	99.8%	
		Weekend	99.5%	99.9%	99.8%	99.8%	99.9%	
		<b>Hudson Line</b>	AM Peak	99.5%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.5%	100.0%	99.9%	100.0%	99.9%	
		<b>Harlem Line</b>	AM Peak	99.0%	99.2%	98.5%	99.3%	99.2%
		PM Peak	99.0%	99.2%	98.2%	99.1%	99.0%	
		<b>New Haven Line</b>	AM Peak	98.5%	97.1%	96.8%	96.7%	98.9%
		PM Peak	98.5%	97.4%	96.5%	96.7%	98.7%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	June	2017 Data		2016 Data		YTD 2017 Vs 2016
			July	YTD thru July	July	YTD thru July	
Engineering (Scheduled)	28.7%	644	656	2,419	327	1,607	812
Engineering (Unscheduled)	29.0%	1,250	661	4,230	1,017	4,274	-44
Maintenance of Equipment	10.7%	758	245	2,374	357	2,559	-185
Transportation	4.7%	160	107	546	72	496	50
Capital Projects	0.0%	0	0	6	6	88	-83
Weather and Environmental	7.3%	91	166	1,736	174	1,678	58
Police	6.6%	1,147	150	1,937	608	2,489	-553
Customers	4.4%	115	101	551	147	650	-100
Other	8.5%	237	195	1,973	113	2,965	-992
3rd Party Operations	0.1%	10	2	18	6	27	-8
<b>TOTAL</b>	<b>100.0%</b>	<b>4,410</b>	<b>2,282</b>	<b>15,788</b>	<b>2,827</b>	<b>16,832</b>	<b>-1,044</b>

HUDSON LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2017 Vs 2016
Engineering	72.7%	196	416	1,292	155	1,073	219
Maintenance of Equipment	11.5%	110	66	534	95	765	-231
Transportation	2.3%	10	13	72	15	93	-21
Capital Projects	0.0%	0	0	0	0	4	-4
Weather and Environmental	0.0%	27	0	437	9	266	171
Police	3.1%	288	18	421	78	264	157
Customers	6.3%	60	36	195	38	146	49
Other	3.8%	41	22	175	18	700	-525
3rd Party Operations	0.2%	0	1	1	1	2	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>732</b>	<b>572</b>	<b>3,127</b>	<b>409</b>	<b>3,313</b>	<b>-186</b>

HARLEM LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2017 Vs 2016
Engineering	31.7%	339	130	1,471	236	1,581	-110
Maintenance of Equipment	11.5%	86	47	563	120	704	-141
Transportation	5.4%	30	22	134	21	148	-14
Capital Projects	0.0%	0	0	0	0	1	-1
Weather and Environmental	38.0%	14	156	670	116	708	-38
Police	5.9%	339	24	597	23	672	-75
Customers	4.1%	8	17	100	23	170	-70
Other	3.4%	42	14	322	50	934	-612
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>858</b>	<b>410</b>	<b>3,857</b>	<b>589</b>	<b>4,919</b>	<b>-1,062</b>

NEW HAVEN LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2017 Vs 2016
Engineering	59.2%	1,358	771	3,885	954	3,228	657
Maintenance of Equipment	10.1%	562	132	1,277	142	1,090	187
Transportation	5.5%	119	72	340	36	254	86
Capital Projects	0.0%	0	0	6	6	84	-78
Weather and Environmental	0.8%	50	10	628	49	704	-76
Police	8.3%	520	108	919	507	1,554	-635
Customers	3.7%	47	48	256	86	334	-78
Other	12.2%	155	159	1,476	46	1,330	146
3rd Party Operations	0.2%	10	2	17	5	22	-5
<b>TOTAL</b>	<b>100.0%</b>	<b>2,821</b>	<b>1,302</b>	<b>8,804</b>	<b>1,831</b>	<b>8,600</b>	<b>204</b>



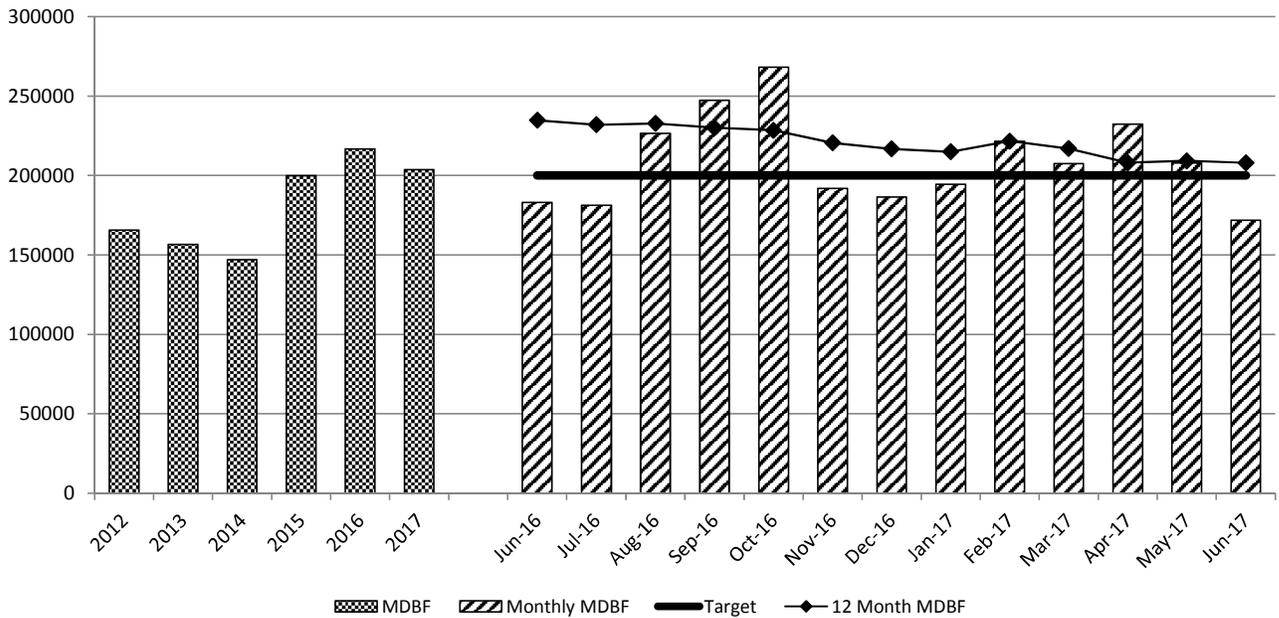
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/03	Mon	A vehicle struck the Purchase Street Bridge at MP24.0 in Rye.	0	0	0	0	0	0	5	0	0	8	0	0	13	0	0
07/05	Wed	The 2414T track circuit was down causing 10mph speed restrictions on track 4 between Cat. 213 and Cat. 216.	0	0	0	4	0	0	17	0	0	29	0	0	50	0	0
07/05	Wed	A truck struck the Fenimore Road Bridge in Mamaroneck at MP 20.11.	3	0	0	1	0	1	0	0	0	7	0	0	11	0	1
07/10	Mon	A vehicle struck the Mamaroneck Ave Bridge in Mamaroneck at MP 20.37.	0	0	0	0	0	0	17	0	0	5	0	0	22	0	0
07/11	Tue	The 893BK track circuit was down on track 3 at Fordham.	13	0	0	3	0	0	0	0	0	0	0	0	16	0	0
07/11	Tue	The West end derail on track 1 at CP230 was out of alignment.	24	0	0	1	0	0	0	0	0	3	0	0	28	0	0
07/12	Wed	A cracked frog on the 53B switch at CP26.	0	0	0	0	0	0	10	0	1	6	0	0	16	0	1
07/13	Thu	A tree was down across tracks 1 and 2 within the interlocking limits of CP152 due to weather.	0	0	0	0	0	0	19	0	3	8	4	4	27	4	7
07/14	Fri	Train 1317 had no HEP on track 3 at Pelham.	11	0	1	0	0	0	0	0	0	0	0	0	11	0	1
07/19	Wed	Train 741 disabled at CP3 on track 1, unable to take power.	0	0	0	0	0	0	6	0	0	4	0	1	10	0	1
07/19	Wed	Train 963 was disabled north of Tremont on track 2 with a loco blower failure.	0	0	0	0	0	0	8	0	1	7	0	0	15	0	1
07/19	Wed	Third Rail failure on track 2 south of Hartsdale.	0	0	0	0	0	0	19	0	0	23	0	1	42	0	1
07/21	Fri	Speed restriction on track 1 between MP 50.2 and MP 50.7 account track alignment issue.	2	0	0	0	0	0	7	0	0	7	0	0	16	0	0
07/25	Tue	Delays due to a track condition on track 4 south of Crestwood Station.	0	0	0	0	0	0	1	0	0	24	0	0	25	0	0
<b>TOTAL FOR MONTH</b>			53	0	1	9	0	1	109	0	5	131	4	6	302	4	13
<b>319</b>																	

			2017 Data						2016 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	23,662	2	3	24,759	26,129	54,799	1	31,155
	M8	405	350,000	259,026	7	10	336,344	334,267	659,392	4	502,967
	M3	138	120,000	59,582	3	6	95,690	107,949	83,470	4	83,945
	M7	334	440,000	498,026	4	4	326,703	344,168	1,045,017	2	514,020
	Coach	209	260,000	182,321	6	8	330,736	354,028	89,484	16	198,946
	P-32	31	27,000	27,082	7	7	29,468	26,455	23,477	8	23,927
	BL-20	12	13,000	44,732	3	1	25,773	25,794	20,093	2	39,453
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>171,890</b>	<b>32</b>	<b>39</b>	<b>203,647</b>	<b>207,971</b>	<b>183,136</b>	<b>37</b>	<b>221,425</b>
	M2/8		260,000	204,711	9	13	250,909	256,606	538,473	5	406,185
	M3/7		300,000	234,959	7	10	241,593	263,943	403,985	6	313,318
Diesel/Coach		110,000	105,804	16	16	134,820	130,601	63,836	26	103,291	

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



<b>West of Hudson Performance Summary</b>			<b>2017 Data</b>			<b>2016 Data</b>	
			Annual Goal	July	YTD thru July	July	YTD thru July
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>93.8%</b>	<b>94.5%</b>	<b>96.7%</b>	<b>96.8%</b>
		AM Peak	95.5%	95.9%	94.2%	96.4%	96.0%
		PM Peak	95.5%	91.9%	94.2%	98.1%	97.6%
		<b>Total Peak</b>	<b>95.5%</b>	<b>94.0%</b>	<b>94.2%</b>	<b>97.2%</b>	<b>96.8%</b>
		Off Peak Weekday	95.5%	93.5%	94.6%	96.6%	97.0%
		Weekend	95.5%	94.3%	94.5%	96.4%	96.6%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>94.8%</b>	<b>95.9%</b>	<b>97.2%</b>	<b>97.2%</b>
	<b>Valley Line</b>	AM Peak	96.5%	96.4%	96.5%	96.9%	96.7%
		PM Peak	96.5%	92.5%	95.4%	97.1%	98.0%
		<b>Total Peak</b>	<b>96.5%</b>	<b>94.6%</b>	<b>96.0%</b>	<b>97.0%</b>	<b>97.3%</b>
		Off Peak Weekday	96.5%	95.0%	95.7%	97.4%	97.3%
		Weekend	96.5%	94.7%	96.0%	97.0%	97.0%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>92.5%</b>	<b>92.5%</b>	<b>96.1%</b>	<b>96.3%</b>
		AM Peak	95.0%	95.2%	91.3%	95.8%	95.1%
		PM Peak	95.0%	91.3%	92.7%	99.2%	97.0%
		<b>Total Peak</b>	<b>95.0%</b>	<b>93.3%</b>	<b>92.0%</b>	<b>97.5%</b>	<b>96.1%</b>
		Off Peak Weekday	95.0%	91.4%	93.1%	95.3%	96.5%
		Weekend	95.0%	93.6%	91.9%	95.5%	96.0%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,707</b>	<b>11,722</b>	<b>1,683</b>	<b>11,708</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		19.5	22.1	23.6	21.4	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	36	264	25	180	
	<b>Trains Canceled</b>	60	18	56	2	21	
	<b>Trains Terminated</b>	60	5	38	1	26	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	98.7%	99.2%	99.8%	99.6%	



**JULY 2017 STANDEE REPORT**

**East of Hudson**

			JUL 2016	YTD 2016	JUL 2017	YTD 2017
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	2
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	28	13	20	32
		<b>Total Standees</b>	<b>28</b>	<b>13</b>	<b>20</b>	<b>32</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	66	17	31	33
		<b>Total Standees</b>	<b>66</b>	<b>17</b>	<b>31</b>	<b>33</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>94</b>	<b>30</b>	<b>50</b>	<b>67</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	1
		<b>Total Standees</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	8	16	11	21
		<b>Total Standees</b>	<b>8</b>	<b>16</b>	<b>11</b>	<b>21</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	96	31	74	98
		<b>Total Standees</b>	<b>96</b>	<b>31</b>	<b>74</b>	<b>98</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>104</b>	<b>48</b>	<b>84</b>	<b>120</b>

**West of Hudson**

			JUL 2016	YTD 2016	JUL 2017	YTD 2017
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Definitions**

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

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

"Additional Standees" reflect the impact of reduced train car consists 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 July 2017**

<b>Elevator Availability</b>	<b>2017</b>		<b>2016</b>	
	July	Year to Date	July	Year to Date
Grand Central Terminal	94.81%	94.23%	100.00%	99.60%
Harlem	98.70%	99.80%	97.82%	99.63%
Hudson	99.94%	99.98%	99.88%	99.82%
New Haven	99.54%	99.57%	100.00%	99.69%
Overall Average	98.25%	98.40%	99.43%	99.68%

<b>Escalator Availability</b>	<b>2017</b>		<b>2016</b>	
	July	Year to Date	July	Year to Date
Grand Central Terminal	100.00%	99.10%	99.75%	98.08%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.55%	99.88%	99.04%



# **Metro-North Railroad**

## **Finance Report**



**FINANCIAL STATEMENTS**

**MONTH ENDED: JULY 2017**

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD  
JULY 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ in millions)**

**SUMMARY**

July 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$457.1 million was \$12.9 million or 2.7% favorable vs. the Mid-Year Forecast. The month of July Net Deficit (Non-Reimbursable and Reimbursable) of \$61.9 million was \$3.1 million or 4.8% favorable vs. the Mid-Year Forecast.

Major drivers of the July 2017 YTD favorable result of \$12.9 million include lower Non-Reimbursable Expenses of \$17.2 million mainly due to the timing of both maintenance contracts and professional services (\$15.1 million) and favorable electric power rates (\$2.4 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$4.4 million mainly due to the current suspension of commissary\* (\$3.0 million) and lower advertising revenue (\$1.0 million). *\*note that July YTD forecasted net commissary earnings would have been approximately \$0.9 million*

July 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$112.5 million were \$28.9 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Positive Train Control project in CT, Signal Replacement from Greenwich to South Norwalk, Turnouts Mainline High Speed and Cyclical Track Program.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD was \$0.8 million unfavorable vs. the Mid-Year Forecast (0.2%). For the month, revenue was \$0.7 million or 1.1% unfavorable vs. the Mid-Year Forecast
- YTD Ridership of 49.7 million was slightly unfavorable vs. the Mid-Year Forecast and 0.3% favorable when compared to YTD 2016. July ridership of 7.2 million was 0.7% unfavorable vs. the Mid-Year Forecast and relatively flat when compared to 2016.
- YTD East of Hudson Ridership of 48.8 million was slightly unfavorable vs. the Mid-Year Forecast and 0.4% favorable compared to YTD 2016. East of Hudson ridership for July of 7.1 million was 0.6% unfavorable vs. the Mid-Year Forecast and 0.2% favorable compared to 2016.
  - YTD commutation ridership of 28.2 million was on target vs. the Mid-Year Forecast and 0.9% unfavorable vs. YTD 2016. July commutation ridership of 3.8 million was 0.7% unfavorable vs. the Mid-Year Forecast and 2.0% unfavorable compared to 2016.
  - YTD non-commutation ridership of 20.6 million was 0.3% unfavorable vs. the Mid-Year Forecast and 2.4% favorable vs. YTD 2016. July non-commutation ridership of 3.4 million was 0.4% unfavorable vs. the Mid-Year Forecast and 2.7% favorable vs. 2016.
- YTD West of Hudson Ridership of 0.9 million was 1.9% unfavorable vs. the Mid-Year Forecast and 5.1% unfavorable vs. YTD 2016. July ridership of 0.1 million was 7.0% unfavorable vs. the Mid-Year Forecast and 9.4% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$3.5 million (9.6%) unfavorable vs. the Mid-Year Forecast primarily due to the current suspension of commissary services as well as lower advertising revenues. For the month, revenue was \$0.7 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$28.9 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$7.1 million unfavorable vs. the Mid-Year Forecast.

**TOTAL EXPENSES**

**Total Expenses** – YTD expenses of \$1,021.4 million were \$46.1 million or 4.3% favorable vs. the Mid-Year Forecast. For the month, expenses of \$145.6 million were \$11.6 million or 7.4% favorable vs. the Mid-Year Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$615.8 million YTD were \$3.1 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$87.9 million were \$2.0 million favorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.9 million favorable vs. the Mid-Year Forecast mainly due to timing of hiring. For the month, expenses were \$0.1 million favorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$0.4 million favorable vs. the Mid-Year Forecast mainly due to timing of Reimbursable project activity. For the month, expenses were \$0.8 million favorable vs. the Mid-Year Forecast.

**Non-Labor Expenses** of \$232.1 million YTD were \$38.5 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$32.9 million were favorable by \$8.5 million vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$2.3 million vs. the Mid-Year Forecast. For the month, expenses were \$0.9 million favorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$0.4 million favorable vs. the Mid-Year Forecast mainly due to timing of invoices. For the month, expenses were \$0.2 million unfavorable when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$10.4 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to timing of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities costs. For the month, expenses were \$1.4 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$18.2 million favorable vs. the Mid-Year Forecast due to the timing of Reimbursable project activity (Positive Train Control in CT, Signal Replacement Program for Greenwich to South Norwalk and the Camera and Audio for M8 Fleet.) as well as lower Non-Reimbursable expenses for engineering and consulting services, legal fees and outside training. For the month, expenses were favorable by \$5.0 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$8.9 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity (Cyclical Track Program, C-31 Track Program, Waterbury Branch Cab Signal Replacement, Turnouts Mainline High Speed and GCT Turnouts Switch Renewal). For the month, expenses were on target vs. the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$0.2 million unfavorable vs. the Mid-Year Forecast primarily due to higher subsidy payment to New Jersey Transit for West of Hudson operations. For the month, expenses were \$1.1 million favorable compared to the Mid-Year Forecast.

**Depreciation and Other Non-Cash Liability Adjustments** were \$4.6 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of the capitalization of assets (\$2.9 million) and environmental remediation (\$1.9 million). For the month, expenses were \$1.2 million favorable vs. the Mid-Year Forecast.

#### **CASH DEFICIT SUMMARY**

July YTD Net Cash Deficit of \$277.2 million was \$49.5 million or 15.1% favorable to the Mid-Year Forecast. This is mainly due to the timing of both capital projects and expenditures for operations.

#### **FINANCIAL PERFORMANCE MEASURES**

July YTD performance indicators primarily reflect favorable overall expenses vs. the Mid-Year Forecast:

- Adjusted Farebox Operating Ratio of 64.2% was 0.9% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.34 was \$0.31 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.42 was \$0.04 unfavorable vs. the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2017**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$64.920	\$64.184	(\$0.736)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$64.920	\$64.184	(\$0.736)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.500	4.825	(0.676)	(12.3)	0.000	0.000	0.000	-	5.500	4.825	(0.676)	(12.3)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.619	8.447	(3.172)	(27.3)	11.619	8.447	(3.172)	(27.3)
CDOT	0.000	0.000	0.000	-	9.083	7.795	(1.287)	(14.2)	9.083	7.795	(1.287)	(14.2)
Other	0.000	0.000	0.000	-	1.156	(1.477)	(2.633)	*	1.156	(1.477)	(2.633)	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	21.858	14.765	(7.092)	(32.4)	21.858	14.765	(7.092)	(32.4)
<b>Total Revenue/Receipts</b>	<b>\$70.420</b>	<b>\$69.009</b>	<b>(\$1.412)</b>	<b>(2.0)</b>	<b>\$21.858</b>	<b>\$14.765</b>	<b>(\$7.092)</b>	<b>(32.4)</b>	<b>\$92.278</b>	<b>\$83.774</b>	<b>(\$8.504)</b>	<b>(9.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$41.312	\$41.890	(\$0.578)	(1.4)	\$3.981	\$3.342	\$0.639	16.0	\$45.293	\$45.232	\$0.061	0.1
Overtime	8.042	7.456	0.586	7.3	2.257	2.093	0.163	7.2	10.299	9.549	0.750	7.3
Health and Welfare	9.322	9.408	(0.086)	(0.9)	1.448	1.240	0.207	14.3	10.769	10.649	0.121	1.1
OPEB Current Payment	2.600	2.676	(0.076)	(2.9)	0.000	0.000	0.000	-	2.600	2.676	(0.076)	(2.9)
Pensions	9.270	8.166	1.104	11.9	1.014	0.765	0.248	24.5	10.284	8.932	1.353	13.2
Other Fringe Benefits	9.802	10.086	(0.284)	(2.9)	1.053	0.923	0.130	12.4	10.855	11.009	(0.154)	(1.4)
Reimbursable Overhead	(4.495)	(3.942)	(0.553)	(12.3)	4.297	3.827	0.470	10.9	(0.198)	(0.115)	(0.084)	(42.2)
<b>Total Labor</b>	<b>\$75.853</b>	<b>\$75.740</b>	<b>\$0.113</b>	<b>0.1</b>	<b>\$14.050</b>	<b>\$12.192</b>	<b>\$1.858</b>	<b>13.2</b>	<b>\$89.902</b>	<b>\$87.932</b>	<b>\$1.971</b>	<b>2.2</b>
<i>Non-Labor:</i>												
Electric Power	\$6.491	\$5.543	\$0.948	14.6	\$0.000	\$0.028	(\$0.028)	-	\$6.491	\$5.570	\$0.920	14.2
Fuel	1.464	1.227	0.236	16.1	0.000	0.000	0.000	-	1.464	1.227	0.236	16.1
Insurance	1.354	1.254	0.099	7.3	0.334	0.334	0.001	0.2	1.688	1.588	0.100	5.9
Claims	0.097	0.382	(0.285)	*	0.000	0.000	0.000	-	0.097	0.382	(0.285)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.775	8.641	1.134	11.6	0.805	0.523	0.283	35.1	10.581	9.164	1.417	13.4
Professional Service Contracts	3.826	2.782	1.044	27.3	4.200	0.212	3.988	95.0	8.026	2.994	5.032	62.7
Materials & Supplies	7.857	8.887	(1.030)	(13.1)	2.443	1.443	1.001	41.0	10.300	10.330	(0.029)	(0.3)
Other Business Expenses	2.750	1.657	1.093	39.7	0.025	0.035	(0.010)	(40.6)	2.775	1.692	1.083	39.0
<b>Total Non-Labor</b>	<b>\$33.614</b>	<b>\$30.374</b>	<b>\$3.240</b>	<b>9.6</b>	<b>\$7.808</b>	<b>\$2.573</b>	<b>\$5.235</b>	<b>67.0</b>	<b>\$41.422</b>	<b>\$32.947</b>	<b>\$8.475</b>	<b>20.5</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$109.467</b>	<b>\$106.114</b>	<b>\$3.353</b>	<b>3.1</b>	<b>\$21.858</b>	<b>\$14.765</b>	<b>\$7.092</b>	<b>32.4</b>	<b>\$131.324</b>	<b>\$120.879</b>	<b>\$10.445</b>	<b>8.0</b>
Depreciation	20.261	19.076	1.185	5.8	0.000	0.000	0.000	-	20.261	19.076	1.185	5.8
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$135.420</b>	<b>\$130.882</b>	<b>\$4.538</b>	<b>3.4</b>	<b>\$21.858</b>	<b>\$14.765</b>	<b>\$7.092</b>	<b>32.4</b>	<b>\$157.278</b>	<b>\$145.648</b>	<b>\$11.631</b>	<b>7.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$65.000)</b>	<b>(\$61.874)</b>	<b>\$3.126</b>	<b>4.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$65.000)</b>	<b>(\$61.874)</b>	<b>\$3.126</b>	<b>4.8</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	19.076	(1.185)	(5.8)	0.000	0.000	0.000	-	20.261	19.076	(1.185)	(5.8)
Operating/Capital	(8.869)	(3.805)	5.064	57.1	0.000	0.000	0.000	-	(8.869)	(3.805)	5.064	57.1
Other Cash Adjustments	0.767	4.171	3.404	*	0.000	0.000	0.000	-	0.767	4.171	3.404	*
<b>Total Cash Conversion Adjustments</b>	<b>\$12.159</b>	<b>\$19.442</b>	<b>\$7.283</b>	<b>59.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$12.159</b>	<b>\$19.442</b>	<b>\$7.283</b>	<b>59.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$52.841)</b>	<b>(\$42.432)</b>	<b>\$10.409</b>	<b>19.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$52.841)</b>	<b>(\$42.432)</b>	<b>\$10.409</b>	<b>19.7</b>

**Notes:**

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

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**July Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$419.465	\$418.621	(\$0.844)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$419.465	\$418.621	(\$0.844)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	36.623	33.115	(3.508)	(9.6)	0.000	0.000	0.000	-	36.623	33.115	(3.508)	(9.6)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	67.517	56.515	(11.002)	(16.3)	67.517	56.515	(11.002)	(16.3)
CDOT	0.000	0.000	0.000	-	63.495	45.228	(18.268)	(28.8)	63.495	45.228	(18.268)	(28.8)
Other	0.000	0.000	0.000	-	10.436	10.794	0.358	3.4	10.436	10.794	0.358	3.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	141.448	112.537	(28.912)	(20.4)	141.448	112.537	(28.912)	(20.4)
<b>Total Revenue/Receipts</b>	<b>\$456.088</b>	<b>\$451.736</b>	<b>(\$4.352)</b>	<b>(1.0)</b>	<b>\$141.448</b>	<b>\$112.537</b>	<b>(\$28.912)</b>	<b>(20.4)</b>	<b>\$597.536</b>	<b>\$564.273</b>	<b>(\$33.264)</b>	<b>(5.6)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$290.556	\$292.006	(\$1.450)	(0.5)	\$26.112	\$23.757	\$2.356	9.0	\$316.668	\$315.763	\$0.905	0.3
Overtime	53.482	54.019	(0.537)	(1.0)	14.593	13.615	0.977	6.7	68.074	67.634	0.441	0.6
Health and Welfare	64.805	65.195	(0.390)	(0.6)	9.458	8.543	0.915	9.7	74.264	73.738	0.525	0.7
OPEB Current Payment	18.512	19.105	(0.593)	(3.2)	0.000	0.000	0.000	-	18.512	19.105	(0.593)	(3.2)
Pensions	59.688	56.974	2.714	4.5	6.433	5.347	1.086	16.9	66.121	62.321	3.800	5.7
Other Fringe Benefits	69.389	71.749	(2.360)	(3.4)	6.896	6.375	0.521	7.6	76.285	78.124	(1.839)	(2.4)
Reimbursable Overhead	(30.114)	(28.021)	(2.093)	(6.9)	29.098	27.162	1.936	6.7	(1.015)	(0.859)	(0.156)	(15.4)
<b>Total Labor</b>	<b>\$526.319</b>	<b>\$531.027</b>	<b>(\$4.709)</b>	<b>(0.9)</b>	<b>\$92.590</b>	<b>\$84.799</b>	<b>\$7.792</b>	<b>8.4</b>	<b>\$618.909</b>	<b>\$615.826</b>	<b>\$3.083</b>	<b>0.5</b>
<i>Non-Labor:</i>												
Electric Power	\$41.261	\$38.885	\$2.375	5.8	\$0.002	\$0.092	(\$0.090)	*	\$41.263	\$38.978	\$2.285	5.5
Fuel	10.211	9.837	0.374	3.7	0.000	0.000	0.000	-	10.211	9.837	0.374	3.7
Insurance	10.021	10.236	(0.215)	(2.1)	2.466	2.798	(0.332)	(13.5)	12.487	13.034	(0.547)	(4.4)
Claims	0.649	1.610	(0.961)	*	0.000	0.000	0.000	-	0.649	1.610	(0.961)	*
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	66.927	55.590	11.337	16.9	6.616	7.569	(0.953)	(14.4)	73.543	63.159	10.384	14.1
Professional Service Contracts	23.862	20.067	3.795	15.9	20.654	6.208	14.446	69.9	44.516	26.275	18.241	41.0
Materials & Supplies	53.373	52.550	0.823	1.5	18.933	10.881	8.051	42.5	72.306	63.431	8.875	12.3
Other Business Expenses	15.390	15.551	(0.161)	(1.0)	0.187	0.189	(0.002)	(1.1)	15.577	15.740	(0.164)	(1.1)
<b>Total Non-Labor</b>	<b>\$221.693</b>	<b>\$204.326</b>	<b>\$17.367</b>	<b>7.8</b>	<b>\$48.858</b>	<b>\$27.738</b>	<b>\$21.120</b>	<b>43.2</b>	<b>\$270.551</b>	<b>\$232.064</b>	<b>\$38.487</b>	<b>14.2</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$748.012</b>	<b>\$735.354</b>	<b>\$12.658</b>	<b>1.7</b>	<b>\$141.448</b>	<b>\$112.537</b>	<b>\$28.912</b>	<b>20.4</b>	<b>\$889.460</b>	<b>\$847.890</b>	<b>\$41.570</b>	<b>4.7</b>
Depreciation	139.656	136.750	2.906	2.1	0.000	0.000	0.000	-	139.656	136.750	2.906	2.1
OPEB Obligation	39.851	39.851	0.000	0.0	0.000	0.000	0.000	-	39.851	39.851	0.000	0.0
GASB68 Pension Adjustment**	(3.404)	(3.191)	(0.213)	(6.2)	0.000	0.000	0.000	-	(3.404)	(3.191)	(0.213)	(6.2)
Environmental Remediation	2.000	0.121	1.879	94.0	0.000	0.000	0.000	-	2.000	0.121	1.879	94.0
<b>Total Expenses</b>	<b>\$926.115</b>	<b>\$908.885</b>	<b>\$17.231</b>	<b>1.9</b>	<b>\$141.448</b>	<b>\$112.537</b>	<b>\$28.912</b>	<b>20.4</b>	<b>\$1,067.564</b>	<b>\$1,021.421</b>	<b>\$46.143</b>	<b>4.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$470.028)</b>	<b>(\$457.148)</b>	<b>\$12.879</b>	<b>2.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$470.028)</b>	<b>(\$457.148)</b>	<b>\$12.879</b>	<b>2.7</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	139.656	136.750	(2.906)	(2.1)	0.000	0.000	0.000	-	139.656	136.750	(2.906)	(2.1)
Operating/Capital	(32.764)	(18.090)	14.674	44.8	0.000	0.000	0.000	-	(32.764)	(18.090)	14.674	44.8
Other Cash Adjustments	36.436	61.239	24.804	68.1	0.000	0.000	0.000	-	36.436	61.239	24.804	68.1
<b>Total Cash Conversion Adjustments</b>	<b>\$143.328</b>	<b>\$179.899</b>	<b>\$36.572</b>	<b>25.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$143.328</b>	<b>\$179.899</b>	<b>\$36.572</b>	<b>25.5</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$326.700)</b>	<b>(\$277.249)</b>	<b>\$49.451</b>	<b>15.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$326.700)</b>	<b>(\$277.249)</b>	<b>\$49.451</b>	<b>15.1</b>

**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 MID-YEAR FORECAST AND ACTUAL RESULTS  
 JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
 JULY 2017  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.676)	(12.3%)	Primarily due to the current suspension of commissary services.	(\$3.508)	(9.6%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$7.092)	(32.4%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$28.912)	(20.4%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.639	16.0%	Reflects lower project activity for the Cyclical Track Program, Capital Training for CT and the NHL Signal Improvements.	\$2.356	9.0%	Reflects lower activity for the following projects: C-30 Track Program, Turnouts Mainline High Speed, Devon Bridge Repairs, Right of Way Restoration and Saga Bridge Repairs.
OVERTIME	Non-Reimb	\$0.586	7.3%	See overtime tables.	(\$0.537)	(1.0%)	See overtime tables.
	Reimb	\$0.163	7.2%	See overtime tables.	\$0.977	6.7%	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.207	14.3%	Primarily due to lower project activity for the Cyclical Track Program.	\$0.915	9.7%	Reflects lower YTD project activity for the C-30 Track Program, Turnouts Mainline High Speed, Devon Bridge Repairs and the Right of Way Restoration.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.076)	(2.9%)	Reflects additional retirees.	(\$0.593)	(3.2%)	Reflects additional retirees.
PENSIONS	Non-Reimb	\$1.104	11.9%	Primarily due to lower than forecasted rates.	\$2.714	4.5%	Primarily due to lower than forecasted rates.
	Reimb	\$0.248	24.5%	Primarily due to lower project activity for the Cyclical Track Program.	\$1.086	16.9%	Reflects lower activity for the following projects: C-30 Track Program, Turnouts Mainline High Speed, Devon Bridge Repairs, Right of Way Restoration, Catenary Replacement project, Replacement of 6 Anchor Bridges Substations, Cyclical Track Program, Saga Bridge Repairs and Signal Replacement from Greenwich to South Norwalk
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.284)	(2.9%)	Primarily due to higher employee claims.	(\$2.360)	(3.4%)	Primarily due to higher employee claims.
	Reimb	\$0.130	12.4%	Primarily due to lower project activity for the Cyclical Track Program.	\$0.521	7.6%	Reflects lower project activity for the C-30 Track Program, Devon Bridge Repairs, Turnouts Mainline High Speed and Right of Way Restoration.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**JULY 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.553)	(12.3%)	The non-reimbursable and reimbursable variances reflect lower project activity mainly due to the Cyclical Track Program.	(\$2.093)	(6.9%)	The non-reimbursable and reimbursable variances reflect lower project activity driven by Turnouts Mainline High Speed, Devon Bridge Repairs and Cyclical Track Program.
	Reimb	\$0.470	10.9%		\$1.936	6.7%	
ELECTRIC POWER	Non-Reimb	\$0.948	14.6%	Reflects lower rates.	\$2.375	5.8%	Reflects lower rates.
FUEL	Non-Reimb	\$0.236	16.1%	Primarily reflects timing of invoices.	\$0.374	3.7%	Primarily reflects timing of invoices.
INSURANCE	Non-Reimb	\$0.099	7.3%	Primarily due to timing of insurance expense.	(\$0.215)	(2.1%)	Primarily due to timing of insurance expense.
	Reimb	\$0.001	0.2%		(\$0.332)	(13.5%)	Reflects higher activity in the NHL Grade Crossing Project and the Verizon Cellophone Antennae Project.
CLAIMS	Non-Reimb	(\$0.285)	*	Primarily due to higher claims expense.	(\$0.961)	*	Primarily due to higher claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.134	11.6%	Primarily due to lower GCT utilities costs as well as timing of expense for maintenance services.	\$11.337	16.9%	Primarily reflects timing of expenses of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities cost.
	Reimb	\$0.283	35.1%	Reflects lower activity for the GCT Leaks Remediation Project.	(\$0.953)	(14.4%)	Reflects higher activity for the following projects: Hot Bearing & Wheel Impact, NHL Grade Crossing and the S-22 Bridge Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.044	27.3%	Primarily due to timing of expenses for engineering and consulting services, outside training and legal and medical fees.	\$3.795	15.9%	Primarily due to timing of expenses for engineering and consulting services, legal fees and outside training partially offset by an adjustment for prior period MTA IT and BSC services.
	Reimb	\$3.988	95.0%	Reflects lower activity for the Signal Replacement Program for Greenwich to South Norwalk and the Positive Train Control project in CT.	\$14.446	69.9%	Reflects lower activity for the following projects: Positive Train Control in CT, Signal Replacement Program for Greenwich to South Norwalk and the Camera and Audio for M8 Fleet.
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.030)	(13.1%)	Reflects higher expenses for track infrastructure improvements.	\$0.823	1.5%	Primarily reflects the timing of material obsolescence adjustments.
	Reimb	\$1.001	41.0%	Reflects lower activity for the Turnouts Mainline High Speed Project, Cyclical Track Program and the NHL COS COB Bridge Mitre Rail Project.	\$8.051	42.5%	Reflects lower activity for the following projects: Cyclical Track Program, C-31 Track Program, Waterbury Branch Cab Signal Replacement, Turnouts Mainline High Speed, GCT Turnouts Switch Renewal.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**JULY 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.093	39.7%	Primarily reflects timing of expenses for printing supplies and lower subsidy payment to NJT for West of Hudson operations.	(\$0.161)	(1.0%)	Primarily due to higher subsidy payment to NJT for West of Hudson operations partially offset by lower expenses for non-capitalizable equipment purchases.
	Reimb	(\$0.010)	(40.6%)	Reflects lower activity for the M-3 Replacement Program and the MNR Relocation of Furniture Project.	(\$0.002)	(1.1%)	
DEPRECIATION	Non-Reimb	\$1.185	5.8%	Primarily due to timing of capitalization of assets.	\$2.906	2.1%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.213)	(6.2%)	Reflects MNR's YTD adjustment to account for its net pension liability, which will be adjusted pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$1.879	94.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$5.064	57.1%	Primarily due to timing of the following projects: Track Geometry Car, Junior's Ductwork Fire Restoration, NYS Beacon Line Empire Trail, Cameras-Audio for Non M-8 Fleet and Power Control Scada Upgrade.	\$14.674	44.8%	Primarily due to the timing of the following projects: Track Geometry Car, Cameras-Audio for M8 & Non-M8 Fleet, Vehicle Replacement Provision, Power Control Scada Upgrade, GP35 Locomotive Overhaul and Junior's Ductwork Fire Restoration.

\* Variance exceeds 100%.

**MTA Metro-North Railroad**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July					Year To Date(July)						
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	51,745	\$ 3.123	46,720	\$ 2.783	5,025 9.7%	\$0.340 10.9%	332,054	\$ 19.921	337,163	\$ 20.352	(5,109) -1.5%	(\$0.431) -2.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	52,583	\$ 3.023	44,962	\$ 2.530	7,621 14.5%	\$0.493 16.3%	346,799	\$ 19.819	324,974	\$ 18.250	21,825 6.3%	\$1.569 7.9%
<u>Unscheduled Maintenance</u>	1,061	\$ 0.051	458	\$ 0.024	603 56.8%	\$0.027 52.9%	6,570	\$ 0.316	8,736	\$ 0.446	(2,166) -33.0%	(\$0.130) -41.2%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	28,442	\$ 1.537	28,230	\$ 1.494	212 0.7%	\$0.043 2.8%	186,918	\$ 10.039	178,028	\$ 9.411	8,890 4.8%	\$0.629 6.3%
<u>Weather Emergencies</u>	5,485	\$ 0.307	2,707	\$ 0.154	2,778 50.6%	\$0.153 49.8%	83,778	\$ 4.648	80,059	\$ 4.390	3,719 4.4%	\$0.258 5.6%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 0.469	-	(\$0.469)	0	\$ (1.262)	0	\$ 1.170	-	(\$2.432)
Subtotal	139,316	\$ 8.042	123,077	\$ 7.456	16,239 11.7%	\$0.586 7.3%	956,119	\$ 53.482	928,960	\$ 54.019	27,159 2.8%	(\$0.537) -1.0%
<b>REIMBURSABLE OVERTIME</b>	37,811	\$ 2.257	37,973	\$ 2.093	(162) -0.4%	\$0.163 7.2%	233,114	\$ 14.593	224,577	\$ 13.615	8,536 3.7%	\$0.977 6.7%
<b>TOTAL OVERTIME</b>	<b>177,127</b>	<b>\$ 10.299</b>	<b>161,050</b>	<b>\$ 9.549</b>	<b>16,077</b> <b>9.1%</b>	<b>\$0.750</b> <b>7.3%</b>	<b>1,189,232</b>	<b>\$ 68.074</b>	<b>1,153,537</b>	<b>\$ 67.634</b>	<b>35,695</b> <b>3.0%</b>	<b>\$0.441</b> <b>0.6%</b>

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable.

**MTA Metro-North Railroad**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July			Year To Date(July)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	5,025	\$0.340	Higher staff availability due to recently graduated conductor classes available for service coverage.	(5,109)	(\$0.431)	Reflects service coverage versus available staff and train dispatchment needs.
	9.7%	10.9%		-1.5%	-2.2%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	7,621	\$0.493	Slightly lower infrastructure repair work.	21,825	\$1.569	Lower infrastructure repair work in Maintenance of Way and lower Reliability Centered Maintenance (RCM) in Maintenance of Equipment due to coverage for Winter Storm Stella.
	14.5%	16.3%		6.3%	7.9%	
<u>Unscheduled Maintenance</u>	603	\$0.027		(2,166)	(\$0.130)	Coverage related to repairing damaged segment of Right-of Way caused by the Rye derailment.
	56.8%	52.9%		-33.0%	-41.2%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	212	\$0.043	Slightly lower vacation, sick and vacancy coverage requirements.	8,890	\$0.629	Lower vacation, sick and vacancy coverage requirements.
	0.7%	2.8%		4.8%	6.3%	
<u>Weather Emergencies</u>	2,778	\$0.153	Fewer weather events than budgeted.	3,719	\$0.258	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	50.6%	49.8%		4.4%	5.6%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$0.469)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$2.432)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>16,239</b>	<b>\$0.586</b>		<b>27,159</b>	<b>(\$0.537)</b>	
	11.7%	7.3%		2.8%	-1.0%	
<b>REIMBURSABLE OVERTIME</b>	(162)	\$0.163	Reflects lower project activity in Cyclical Track Program and the Devon Bridge Repairs.	8,536	\$0.977	Primarily reflects lower project activity in the CT Track Program and the Catenary Replacement.
	-0.4%	7.2%		3.7%	6.7%	
<b>TOTAL OVERTIME</b>	<b>16,077</b>	<b>\$0.750</b>		<b>35,695</b>	<b>\$0.441</b>	

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

**MTA METRO-NORTH RAILROAD**  
**2017 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	July 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$63.892	\$60.626	(\$3.266)	(5.1)	\$415.356	\$410.667	(\$4.689)	(1.1)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.777	6.513	(0.264)	(3.9)	66.806	59.429	(7.377)	(11.0)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	9.372	7.814	(1.558)	(16.6)	57.755	67.078	9.323	16.1
CDOT	9.083	11.608	2.525	27.8	65.709	48.391	(17.318)	(26.4)
Other	1.156	2.338	1.182	*	13.855	12.931	(0.924)	(6.7)
Total Capital and Other Reimbursements	19.611	21.760	2.149	11.0	137.320	128.400	(8.920)	(6.5)
<b>Total Receipts</b>	<b>\$90.280</b>	<b>\$88.899</b>	<b>(\$1.381)</b>	<b>(1.5)</b>	<b>\$619.482</b>	<b>\$598.496</b>	<b>(\$20.986)</b>	<b>(3.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.538	\$42.201	\$1.337	3.1	\$317.635	\$314.835	\$2.800	0.9
Overtime	9.881	9.355	0.526	5.3	68.445	66.523	1.922	2.8
Health and Welfare	11.067	16.043	(4.976)	(45.0)	74.603	77.748	(3.145)	(4.2)
OPEB Current Payment	2.600	2.742	(0.142)	(5.5)	18.412	19.017	(0.605)	(3.3)
Pensions	10.322	11.224	(0.902)	(8.7)	66.124	65.455	0.669	1.0
Other Fringe Benefits	11.115	11.956	(0.841)	(7.6)	80.764	84.636	(3.872)	(4.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$88.524</b>	<b>\$93.521</b>	<b>(\$4.997)</b>	<b>(5.6)</b>	<b>\$625.982</b>	<b>\$628.214</b>	<b>(\$2.232)</b>	<b>(0.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$6.649	\$5.314	\$1.335	20.1	\$39.471	\$36.973	\$2.498	6.3
Fuel	1.420	0.986	0.434	30.6	9.483	9.073	0.410	4.3
Insurance	3.255	3.082	0.173	5.3	16.068	18.207	(2.139)	(13.3)
Claims	3.406	3.860	(0.454)	(13.3)	13.595	9.690	3.905	28.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.955	8.925	5.030	36.0	82.592	60.815	21.777	26.4
Professional Service Contracts	8.967	1.401	7.566	84.4	53.681	18.336	35.345	65.8
Materials & Supplies	11.417	9.815	1.602	14.0	75.082	69.981	5.101	6.8
Other Business Expenditures	5.527	4.427	1.100	19.9	30.227	24.456	5.771	19.1
<b>Total Non-Labor</b>	<b>\$54.597</b>	<b>\$37.810</b>	<b>\$16.787</b>	<b>30.7</b>	<b>\$320.199</b>	<b>\$247.531</b>	<b>\$72.668</b>	<b>22.7</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$143.121</b>	<b>\$131.331</b>	<b>\$11.790</b>	<b>8.2</b>	<b>\$946.181</b>	<b>\$875.745</b>	<b>\$70.436</b>	<b>7.4</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$52.841)</b>	<b>(\$42.432)</b>	<b>\$10.409</b>	<b>19.7</b>	<b>(\$326.700)</b>	<b>(\$277.249)</b>	<b>\$49.451</b>	<b>15.1</b>
<b>Subsidies</b>								
MTA	42.273	26.871	(15.402)	(36.4)	255.994	209.699	(46.295)	(18.1)
CDOT	10.568	19.008	8.440	79.9	69.582	70.694	1.112	1.6
<b>TOTAL Subsidies</b>	<b>\$52.841</b>	<b>\$45.879</b>	<b>(\$6.962)</b>	<b>(13.2)</b>	<b>\$325.576</b>	<b>\$280.393</b>	<b>(\$45.183)</b>	<b>(13.9)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$1.090)</b>	<b>(\$1.090)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$2.123)</b>	<b>(\$2.123)</b>	<b>-</b>

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

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS  
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(3.266)	(5.1%)	Timing of cash in transit combined with lower Farebox Revenue than forecasted.	(4.689)	(1.1%)	
OTHER OPERATING REVENUE	(0.264)	(3.9%)	Lower Amtrak reimbursement combined with the current suspension of Commissary Services partially offset by timing of MTA TWU Pass Reimbursements.	(7.377)	(11.0%)	Lower Amtrak reimbursement combined with the current suspension of Commissary Services.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.558)	(16.6%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	9.323	16.1%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	2.525	27.8%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	(17.318)	(26.4%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
OTHER	1.182	*	Higher cash receipts due to higher reimbursable related project activity partially offset by timing of payments.	(0.924)	(6.7%)	Lower cash receipts due to timing of payments partially offset by higher reimbursable related project activity.
PAYROLL	1.337	3.1%	Timing of payment of Pension Withholding for Agreement Employees.	2.800	0.9%	
OVERTIME	0.526	5.3%	Lower Programmatic/ Routine Maintenance combined with lower Scheduled Service partially offset by timing of overtime paid.	1.922	2.8%	
HEALTH & WELFARE	(4.976)	(45.0%)	Timing of payments for dental & vision premiums.	(3.145)	(4.2%)	Timing of payments for dental & vision premiums.
OPEB CURRENT PAYMENT	(0.142)	(5.5%)	Timing of vision/dental premiums for retirees.	(0.605)	(3.3%)	
PENSIONS	(0.902)	(8.7%)	Timing of contributions paid.	0.669	1.0%	
OTHER FRINGE BENEFITS	(0.841)	(7.6%)	Timing of payroll taxes combined with employee claims.	(3.872)	(4.8%)	Timing of payroll taxes partially offset by lower employee claims.
ELECTRIC POWER	1.335	20.1%	Lower rates combined with timing of payments.	2.498	6.3%	Lower rates combined with timing of payments.
FUEL	0.434	30.6%	Lower rates for Gas & Heating Fuel combined with timing of payments.	0.410	4.3%	

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS  
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast				Year-To-Date as of July 31, 2017	
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.173	5.3%	Timing of premiums paid for All Agency Property partially offset by Force Account.	(2.139)	(13.3%)	Timing of premiums paid for Force Account, Station Liability and Automobile partially offset by All Agency Property and Excess Liability.
CLAIMS	(0.454)	(13.3%)	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.	3.905	28.7%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	5.030	36.0%	Timing of payments for Capital Related Projects (Junior's Ductwork Fire Restoration, Vehicle Replacement and GCT Leaks Remediation), MTA Police Services and Maintenance & Repairs.	21.777	26.4%	Timing of payments for MTA Police Services, Maintenance & Repairs and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	7.566	84.4%	Timing of Capital Related Projects (Positive Train Control (CT), Signal Replacement Greenwich to S. Norwalk, NYS Beacon Line Trail and Camera's/Audio for Fleet), Engineering Services and I.T. Maintenance & Repairs.	35.345	65.8%	Timing of Capital Related Projects (Positive Train Control, Signal Replacement Greenwich to S. Norwalk, Camera's/Audio for Fleet and NYS Beacon Line Trail), New Haven Line BSC Costs, Engineering, Professional Services, Medical Services and MTA Audit Fees.
MATERIALS & SUPPLIES	1.602	14.0%	Timing of material purchases for Machinery & Equipment, Other Track Material, Truck Suspension, Projects and Friction Brakes partially offset by materials placed into inventory.	5.101	6.8%	Timing of material purchases for Other Track Material, Truck Suspension, Friction Brakes, Projects, Propulsion and Carbody partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	1.100	19.9%	Timing of PRIIA reimbursement.	5.771	19.1%	Timing of PRIIA reimbursement.
MTA SUBSIDY RECEIPTS	(15.402)	(36.4%)	Lower cash deficit combined with timing of August CDOT subsidy received in July partially offset by available cash balance.	(46.295)	(18.1%)	Lower cash deficit combined with timing of August CDOT subsidy received in July partially offset by lower share of prior months deficit for CDOT and available cash balance.
CDOT SUBSIDY RECEIPTS	8.440	79.9%	Timing of August subsidy payment received in July.	1.112	1.6%	

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	July 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.028)	(\$3.558)	(\$2.530)	*	(\$4.109)	(\$7.954)	(\$3.845)	(93.6)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.277	1.688	0.411	32.2	30.183	26.314	(3.869)	(12.8)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(2.247)	(0.633)	1.614	71.8	(9.762)	10.563	20.325	*
CDOT	0.000	3.813	3.813	-	2.214	3.163	0.950	42.9
Other	0.000	3.815	3.815	-	3.419	2.137	(1.282)	(37.5)
Total Capital and Other Reimbursements	(2.247)	6.995	9.242	*	(4.129)	15.863	19.992	*
<b>Total Revenue/Receipts</b>	<b>(\$1.998)</b>	<b>\$5.125</b>	<b>\$7.123</b>	<b>*</b>	<b>\$21.945</b>	<b>\$34.223</b>	<b>\$12.278</b>	<b>55.9</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$1.755	\$3.031	\$1.276	72.7	(\$0.967)	\$0.928	\$1.895	*
Overtime	0.417	0.194	(0.223)	(53.5)	(0.371)	1.111	1.481	*
Health and Welfare	(0.298)	(5.394)	(5.097)	*	(0.339)	(4.010)	(3.671)	*
OPEB Current Payment	0.000	(0.066)	0.000	-	0.100	0.088	(0.012)	(12.1)
Pensions	(0.038)	(2.292)	(2.254)	*	(0.003)	(3.134)	(3.131)	*
Other Fringe Benefits	(0.260)	(0.947)	(0.687)	*	(4.479)	(6.512)	(2.033)	(45.4)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.198)	(0.115)	0.084	42.2	(1.015)	(0.859)	0.156	15.4
<b>Total Labor</b>	<b>\$1.378</b>	<b>(\$5.589)</b>	<b>(\$6.967)</b>	<b>*</b>	<b>(\$7.073)</b>	<b>(\$12.388)</b>	<b>(\$5.315)</b>	<b>(75.1)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	\$0.256	\$0.415	*	\$1.792	\$2.005	\$0.213	11.9
Fuel	0.044	0.241	0.197	*	0.727	0.764	0.036	5.0
Insurance	(1.567)	(1.494)	0.073	4.7	(3.581)	(5.173)	(1.592)	(44.5)
Claims	(3.309)	(3.478)	(0.169)	(5.1)	(12.946)	(8.080)	4.866	37.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.375)	0.239	3.613	*	(9.049)	2.344	11.393	*
Professional Service Contracts	(0.941)	1.593	2.534	*	(9.164)	7.939	17.103	*
Materials & Supplies	(1.117)	0.515	1.632	*	(2.776)	(6.550)	(3.774)	*
Other Business Expenses	(2.752)	(2.735)	0.017	0.6	(14.650)	(8.716)	5.934	40.5
<b>Total Non-Labor</b>	<b>(\$13.175)</b>	<b>(\$4.863)</b>	<b>\$8.312</b>	<b>63.1</b>	<b>(\$49.648)</b>	<b>(\$15.467)</b>	<b>\$34.181</b>	<b>68.8</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adj.</b>	<b>(\$11.797)</b>	<b>(\$10.452)</b>	<b>\$1.345</b>	<b>11.4</b>	<b>(\$56.721)</b>	<b>(\$27.855)</b>	<b>\$28.866</b>	<b>50.9</b>
Depreciation	20.261	19.076	(1.185)	(5.8)	139.656	136.750	(2.906)	(2.1)
OPEB Obligation	5.693	5.693	0.000	0.0	39.851	39.851	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	(3.404)	(3.191)	0.213	(6.2)
Environmental Remediation	0.000	0.000	0.000	-	2.000	0.121	(1.879)	94.0
<b>Total Expenditures Adjustments</b>	<b>\$14.157</b>	<b>\$14.317</b>	<b>\$0.160</b>	<b>1.1</b>	<b>\$121.382</b>	<b>\$145.676</b>	<b>\$24.294</b>	<b>20.0</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$12.159</b>	<b>\$19.442</b>	<b>\$7.283</b>	<b>59.9</b>	<b>\$143.328</b>	<b>\$179.899</b>	<b>\$36.572</b>	<b>25.5</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
RIDERSHIP/UTILIZATION  
JULY 2017  
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016		MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016	
				\$	%	\$	%				\$	%	\$	%
<b>FAREBOX REVENUE</b>														
Harlem Line - Commutation	9,214	9,169	9,019	(0.045)	-0.5%	0.149	1.7%	64,654	64,725	63,976	0.071	0.1%	0.750	1.2%
Harlem Line - Non-Commutation	9,249	9,207	8,652	(0.042)	-0.5%	0.555	6.4%	56,914	56,869	53,842	(0.045)	-0.1%	3,027	5.6%
<b>TOTAL HARLEM LINE</b>	<b>\$18,463</b>	<b>\$18,376</b>	<b>\$17,671</b>	<b>(\$0.087)</b>	<b>-0.5%</b>	<b>\$0.704</b>	<b>4.0%</b>	<b>\$121,569</b>	<b>\$121,595</b>	<b>\$117,818</b>	<b>\$0.026</b>	<b>0.0%</b>	<b>\$3,777</b>	<b>3.2%</b>
Hudson Line - Commutation	5,856	5,843	5,711	(0.013)	-0.2%	0.133	2.3%	42,090	42,222	41,476	0.132	0.3%	0.746	1.8%
Hudson Line - Non-Commutation	8,005	8,119	7,359	0.114	1.4%	0.760	10.3%	46,709	46,770	43,677	0.060	0.1%	3,093	7.1%
<b>TOTAL HUDSON LINE</b>	<b>\$13,861</b>	<b>\$13,962</b>	<b>\$13,069</b>	<b>\$0.102</b>	<b>0.7%</b>	<b>\$0.893</b>	<b>6.8%</b>	<b>\$88,799</b>	<b>\$88,991</b>	<b>\$85,153</b>	<b>\$0.191</b>	<b>0.2%</b>	<b>\$3,838</b>	<b>4.5%</b>
New Haven Line - Commutation	13,145	12,847	12,470	(0.298)	-2.3%	0.377	3.0%	91,993	91,758	88,391	(0.236)	-0.3%	3,367	3.8%
New Haven Line - Non-Commutation	18,107	17,684	16,747	(0.423)	-2.3%	0.937	5.6%	108,635	107,951	102,709	(0.685)	-0.6%	5,242	5.1%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$31,252</b>	<b>\$30,530</b>	<b>\$29,217</b>	<b>(\$0.721)</b>	<b>-2.3%</b>	<b>\$1,314</b>	<b>4.5%</b>	<b>\$200,629</b>	<b>\$199,709</b>	<b>\$191,100</b>	<b>(\$0.920)</b>	<b>-0.5%</b>	<b>\$8,610</b>	<b>4.5%</b>
<b>All Lines - Commutation</b>	<b>28,215</b>	<b>27,859</b>	<b>27,200</b>	<b>(0.356)</b>	<b>-1.3%</b>	<b>0.659</b>	<b>2.4%</b>	<b>198,738</b>	<b>198,705</b>	<b>193,843</b>	<b>(0.033)</b>	<b>0.0%</b>	<b>4,862</b>	<b>2.5%</b>
<b>All Lines - Non-Commutation</b>	<b>35,360</b>	<b>35,010</b>	<b>32,758</b>	<b>(0.351)</b>	<b>-1.0%</b>	<b>2,252</b>	<b>6.9%</b>	<b>212,260</b>	<b>211,590</b>	<b>200,228</b>	<b>(0.669)</b>	<b>-0.3%</b>	<b>11,362</b>	<b>5.7%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$63,575</b>	<b>\$62,868</b>	<b>\$59,958</b>	<b>(\$0.707)</b>	<b>-1.1%</b>	<b>\$2,911</b>	<b>4.9%</b>	<b>\$410,997</b>	<b>\$410,295</b>	<b>\$394,071</b>	<b>(\$0.702)</b>	<b>-0.2%</b>	<b>\$16,224</b>	<b>4.1%</b>
West of Hudson	<u>\$1,344</u>	<u>\$1,315</u>	<u>\$1,351</u>	<u>(0.029)</u>	<u>-2.1%</u>	<u>(0.036)</u>	<u>-2.7%</u>	<u>\$8,464</u>	<u>\$8,322</u>	<u>\$8,586</u>	<u>(0.142)</u>	<u>-1.8%</u>	<u>(0.263)</u>	<u>-3.1%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$64,919</b>	<b>\$64,184</b>	<b>\$61,309</b>	<b>(\$0.736)</b>	<b>-1.1%</b>	<b>\$2,875</b>	<b>4.7%</b>	<b>\$419,461</b>	<b>\$418,617</b>	<b>\$402,657</b>	<b>(\$0.844)</b>	<b>-0.2%</b>	<b>\$15,961</b>	<b>4.0%</b>
<b>RIDERSHIP**</b>														
Harlem Line - Commutation	1,307	1,304	1,324	(0.004)	-0.3%	(0.020)	-1.5%	9,745	9,760	9,832	0.015	0.2%	(0.072)	-0.7%
Harlem Line - Non-Commutation	0,988	0,985	0,953	(0.004)	-0.4%	0.031	3.3%	6,288	6,283	6,067	(0.005)	-0.1%	0.216	3.6%
<b>TOTAL HARLEM LINE</b>	<b>2,296</b>	<b>2,288</b>	<b>2,277</b>	<b>(0.007)</b>	<b>-0.3%</b>	<b>0.011</b>	<b>0.5%</b>	<b>16,034</b>	<b>16,043</b>	<b>15,898</b>	<b>0.009</b>	<b>0.1%</b>	<b>0.144</b>	<b>0.9%</b>
Hudson Line - Commutation	0,717	0,717	0,722	0.000	0.0%	(0.005)	-0.7%	5,424	5,437	5,441	0.013	0.2%	(0.003)	-0.1%
Hudson Line - Non-Commutation	0,717	0,725	0,680	0.008	1.1%	0.044	6.5%	4,218	4,226	4,030	0.009	0.2%	0.196	4.9%
<b>TOTAL HUDSON LINE</b>	<b>1,434</b>	<b>1,442</b>	<b>1,402</b>	<b>0.008</b>	<b>0.6%</b>	<b>0.040</b>	<b>2.8%</b>	<b>9,642</b>	<b>9,664</b>	<b>9,471</b>	<b>0.022</b>	<b>0.2%</b>	<b>0.193</b>	<b>2.0%</b>
New Haven Line - Commutation	1,753	1,729	1,779	(0.024)	-1.4%	(0.050)	-2.8%	13,013	12,993	13,188	(0.020)	-0.2%	(0.195)	-1.5%
New Haven Line - Non-Commutation	1,669	1,652	1,639	(0.017)	-1.0%	0.013	0.8%	10,149	10,093	10,021	(0.056)	-0.6%	0.072	0.7%
<b>TOTAL NEW HAVEN LINE</b>	<b>3,422</b>	<b>3,381</b>	<b>3,418</b>	<b>(0.041)</b>	<b>-1.2%</b>	<b>(0.037)</b>	<b>-1.1%</b>	<b>23,161</b>	<b>23,085</b>	<b>23,209</b>	<b>(0.076)</b>	<b>-0.3%</b>	<b>(0.124)</b>	<b>-0.5%</b>
<b>Total Ridership East of Hudson</b>														
<b>All Lines - Commutation</b>	<b>3,778</b>	<b>3,750</b>	<b>3,825</b>	<b>(0.028)</b>	<b>-0.7%</b>	<b>(0.075)</b>	<b>-2.0%</b>	<b>28,182</b>	<b>28,190</b>	<b>28,460</b>	<b>0.008</b>	<b>0.0%</b>	<b>(0.270)</b>	<b>-0.9%</b>
<b>All Lines - Non-Commutation</b>	<b>3,374</b>	<b>3,361</b>	<b>3,273</b>	<b>(0.013)</b>	<b>-0.4%</b>	<b>0.089</b>	<b>2.7%</b>	<b>20,655</b>	<b>20,601</b>	<b>20,118</b>	<b>(0.053)</b>	<b>-0.3%</b>	<b>0.483</b>	<b>2.4%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>7,152</b>	<b>7,111</b>	<b>7,097</b>	<b>(0.041)</b>	<b>-0.6%</b>	<b>0.014</b>	<b>0.2%</b>	<b>48,837</b>	<b>48,792</b>	<b>48,579</b>	<b>(0.045)</b>	<b>-0.1%</b>	<b>0.214</b>	<b>0.4%</b>
West of Hudson	<u>0,144</u>	<u>0,134</u>	<u>0,148</u>	<u>(0.010)</u>	<u>-7.0%</u>	<u>(0.014)</u>	<u>-9.4%</u>	<u>0,962</u>	<u>0,944</u>	<u>0,994</u>	<u>(0.018)</u>	<u>-1.9%</u>	<u>(0.050)</u>	<u>-5.1%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>7,296</b>	<b>7,245</b>	<b>7,245</b>	<b>(0.051)</b>	<b>-0.7%</b>	<b>(0.000)</b>	<b>0.0%</b>	<b>49,799</b>	<b>49,736</b>	<b>49,573</b>	<b>(0.064)</b>	<b>-0.1%</b>	<b>0.163</b>	<b>0.3%</b>

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

**MTA METRO-NORTH RAILROAD  
2017 MID-YEAR FORECAST VS. ACTUALS  
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
July 31, 2017**

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	3	-	
Labor Relations	18	17	1	
Safety	49	46	3	A
Security	22	21	1	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	18	18	-	
Customer Service	59	57	2	
Legal	14	15	(1)	
Claims	12	12	0	
Environmental Compliance & Svce	7	7	0	
Human Resources	47	44	3	A
Training	83	81	2	
Employee Relations & Diversity	6	5	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	14	14	-	
Long Range Planning	8	8	0	
VP Finance & Info Systems	3	3	-	
Controller	74	73	1	
Budget	19	17	2	
Procurement & Material Management	25	22	3	A
<b>Total Administration</b>	<b>513</b>	<b>493</b>	<b>20</b>	
<b>Operations</b>				
Operations Administration	67	63	4	
Transportation	1,596	1,585	11	
Customer Service	313	280	33	C
Metro-North West	27	36	(9)	
<b>Total Operations</b>	<b>2,003</b>	<b>1,964</b>	<b>39</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,629	1,691	(62)	B
Maintenance of Way	2,127	2,130	(3)	B
Procurement & Material Mgmt	125	121	4	
<b>Total Maintenance</b>	<b>3,881</b>	<b>3,941</b>	<b>(60)</b>	
<b>Engineering/Capital</b>				
Construction Management	39	39	0	
Engineering & Design	75	72	3	
<b>Total Engineering/Capital</b>	<b>114</b>	<b>111</b>	<b>3</b>	
<b>Total Positions</b>	<b>6,511</b>	<b>6,509</b>	<b>2</b>	
<b>Non-Reimbursable</b>	<b>5,775</b>	<b>5,930</b>	<b>(154)</b>	
<b>Reimbursable</b>	<b>736</b>	<b>580</b>	<b>156</b>	
<b>Total Full-Time</b>	<b>6,510</b>	<b>6,508</b>	<b>2</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

- (A) Variance reflects delayed and internal hiring of vacant positions.  
 (B) Variance reflects lower attrition than planned.  
 (C) Variance reflects the current suspension of Commissary group operations.

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**July 31, 2017**

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	166	168	(2)
Professional, Technical, Clerical	347	325	22
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>513</b>	<b>493</b>	<b>20</b>
<b>Operations</b>			
Managers/Supervisors	218	233	(15)
Professional, Technical, Clerical	193	165	28
Operational Hourlies	1,592	1,565	27
<b>Total Operations</b>	<b>2,003</b>	<b>1,964</b>	<b>39</b>
<b>Maintenance</b>			
Managers/Supervisors	586	607	(21)
Professional, Technical, Clerical	514	513	1
Operational Hourlies	2,781	2,822	(41)
<b>Total Maintenance</b>	<b>3,881</b>	<b>3,941</b>	<b>(60)</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	46	44	2
Professional, Technical, Clerical	68	67	1
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>114</b>	<b>111</b>	<b>3</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	1,016	1,052	(36)
Professional, Technical, Clerical	1,122	1,070	52
Operational Hourlies	4,373	4,387	(14)
<b>Total Positions</b>	<b>6,511</b>	<b>6,509</b>	<b>2</b>

**MTA METRO-NORTH RAILROAD  
2017 MID-YEAR FORECAST VS. ACTUALS  
July 31, 2017**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations	2,003	1,964	39	Primarily reflects the current suspension of Commissary group operations.
Maintenance	3,881	3,941	(60)	Reflects lower attrition than planned.
Administration	513	493	20	Vacancies reflects timing differences in hiring of positions primarily in the Human Resources, Procurement and Safety departments.
Engineering / Capital	114	111	3	
<b>Total Agency-wide Headcount</b>	<b>6,511</b>	<b>6,509</b>	<b>2</b>	
Non-Reimbursable	5,775	5,930	(154)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	736	580	156	

**MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JULY 2017**

	MONTH			VARIANCE Fav/(Unfav)	
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	57.4%	59.9%	61.1%	2.5%	-1.2%
Adjusted <sup>(C)</sup>	63.8%	66.8%	68.1%	3.0%	-1.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.65	\$14.78	\$13.98	\$0.87	(\$0.80)
Adjusted <sup>(C)</sup>	\$15.31	\$14.42	\$13.67	\$0.89	(\$0.75)
Passenger Revenue/Passenger	\$8.98	\$8.85	\$8.55	(\$0.13)	\$0.30

	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	56.4%	57.3%	59.9%	0.9%	-2.6%
Adjusted <sup>(C)</sup>	63.3%	64.2%	67.5%	0.9%	-3.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.00	\$14.70	\$13.68	\$0.30	(\$1.02)
Adjusted <sup>(C)</sup>	\$14.65	\$14.34	\$13.36	\$0.31	(\$0.98)
Passenger Revenue/Passenger	\$8.46	\$8.42	\$8.19	(\$0.04)	\$0.23

(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.



**FINANCIAL STATEMENTS**

**MONTH ENDED: JUNE 2017**

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD  
JUNE 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ in millions)**

**SUMMARY**

June 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$395.3 million was \$9.8 million or 2.4% favorable vs. the Mid-Year Forecast. The month of June Net Deficit (Non-Reimbursable and Reimbursable) of \$60.1 million was \$4.1 million or 6.4% favorable vs. the Mid-Year Forecast.

Major drivers of the June 2017 YTD favorable result of \$9.8 million include lower Non-Reimbursable Expenses of \$12.7 million mainly due to the timing of both maintenance contracts and professional services (\$13.0 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$2.9 million mainly due to the current suspension of commissary - *note that June YTD forecasted net commissary earnings would have been approximately \$0.7 million.*

June 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$97.8 million were \$21.8 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Signal Replacement from Greenwich to South Norwalk, Positive Train Control project in CT, Cyclical Track Program, Turnouts Mainline High Speed project, GCT Turnouts Switch Renewal, CT Track Program and the Waterbury Branch Cab Signal Replacement.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD and MTD were both on target vs. the Mid-Year Forecast.
  - YTD Ridership of 42.5 million was on target vs. the Mid-Year Forecast and 0.4% favorable when compared to YTD 2016. June ridership of 7.7 million was on target vs. the Mid-Year Forecast and 0.4% favorable compared to 2016.
  - YTD East of Hudson Ridership of 41.7 million was on target vs. the Mid-Year Forecast and 0.5% favorable compared to YTD 2016. East of Hudson ridership for June of 7.6 million was on target vs. the Mid-Year Forecast and 0.5% favorable compared to 2016.
    - YTD commutation ridership of 24.4 million was 0.1% favorable vs. the Mid-Year Forecast and 0.8% unfavorable vs. YTD 2016. June commutation ridership of 4.3 million was 0.8% favorable vs. the Mid-Year Forecast and 0.4% unfavorable compared to 2016.
    - YTD non-commutation ridership of 17.2 million was 0.2% unfavorable vs. the Mid-Year Forecast and 2.3% favorable vs. YTD 2016. June non-commutation ridership of 3.3 million was 1.2% unfavorable vs. the Mid-Year Forecast and 1.7% favorable vs. 2016.
  - YTD West of Hudson Ridership of 0.8 million was 1.0% unfavorable vs. the Mid-Year Forecast and 4.3% unfavorable vs. YTD 2016. June ridership of 0.1 million was 2.8% unfavorable vs. the Mid-Year Forecast and 5.8% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$2.8 million (9.1%) unfavorable vs. the Mid-Year Forecast primarily due to the current suspension of commissary services as well as lower advertising. For the month, revenue was \$0.6 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$21.8 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$6.8 million unfavorable vs. the Mid-Year Forecast.

**TOTAL EXPENSES**

**Total Expenses** – YTD expenses of \$875.8 million were \$34.5 million or 3.8% favorable vs. the Mid-Year Forecast. For the month, expenses of \$149.1 million were \$11.6 million or 7.2% favorable vs. the Mid-Year Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$527.9 million YTD were \$1.1 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$93.7 million were \$3.0 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.8 million favorable vs. the Mid-Year Forecast mainly due to the timing of hiring. For the month, expenses were \$0.7 million favorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$0.3 million unfavorable vs. the Mid-Year Forecast mainly due to timing differences related to payroll and calendar cutoff dates. For the month, expenses were on target vs. the Mid-Year Forecast.

**Non-Labor Expenses** of \$199.1 million YTD were \$30.0 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$32.0 million were favorable by \$14.5 million compared to the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$1.4 million vs. the Mid-Year Forecast. For the month, expenses were \$1.1 million favorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$0.1 million favorable vs. the Mid-Year Forecast mainly due to timing of invoices. For the month, expenses were \$0.2 million unfavorable when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$9.0 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to timing of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities costs. For the month, expenses were \$4.9 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$13.2 million favorable vs. the Mid-Year due to the timing of Reimbursable project activity (Positive Train Control in CT, Signal Replacement Program for Greenwich to South Norwalk and the Camera and Audio for M8 Fleet.) as well as lower Non-Reimbursable expenses for engineering and consulting services. For the month, expenses were favorable by \$1.7 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$8.9 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity (Cyclical Track Program, Waterbury Branch Cab Signal Replacement, Turnouts Mainline High Speed, GCT Turnouts Switch Renewal and CT Track Program). For the month, expenses were \$6.9 million favorable vs. the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$1.2 million unfavorable vs. the Mid-Year Forecast primarily due to higher subsidy payment to New Jersey Transit for West of Hudson operations. For the month, expenses were \$0.3 million favorable compared to the Mid-Year Forecast.

**Depreciation and Other Non-Cash Liability Adjustments** were \$3.4 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of the capitalization of assets (\$1.7 million) and environmental remediation (\$1.9 million). For the month, expenses were \$0.1 million favorable vs. the Mid-Year Forecast.

#### **CASH DEFICIT SUMMARY**

June YTD Net Cash Deficit of \$234.8 million was \$39.0 million or 14.3% favorable to the Mid-Year Forecast. This is mainly due to the timing of both capital projects and expenditures for operations.

#### **FINANCIAL PERFORMANCE MEASURES**

June YTD performance indicators primarily reflect favorable overall expenses vs. the Mid-Year Forecast:

- Adjusted Farebox Operating Ratio of 63.7% was 0.5% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.32 was \$0.22 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.34 was \$0.03 unfavorable vs. the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2017**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$64.756	\$64.716	(\$0.040)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$64.756	\$64.716	(\$0.040)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.379	4.785	(0.594)	(11.0)	0.000	0.000	0.000	-	5.379	4.785	(0.594)	(11.0)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.215	9.427	(1.788)	(15.9)	11.215	9.427	(1.788)	(15.9)
CDOT	0.000	0.000	0.000	-	13.813	9.041	(4.771)	(34.5)	13.813	9.041	(4.771)	(34.5)
Other	0.000	0.000	0.000	-	1.376	1.093	(0.283)	(20.6)	1.376	1.093	(0.283)	(20.6)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	26.405	19.562	(6.843)	(25.9)	26.405	19.562	(6.843)	(25.9)
<b>Total Revenue/Receipts</b>	<b>\$70.135</b>	<b>\$69.501</b>	<b>(\$0.634)</b>	<b>(0.9)</b>	<b>\$26.405</b>	<b>\$19.562</b>	<b>(\$6.843)</b>	<b>(25.9)</b>	<b>\$96.539</b>	<b>\$89.063</b>	<b>(\$7.477)</b>	<b>(7.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$41.744	\$41.218	\$0.527	1.3	\$4.431	\$4.217	\$0.214	4.8	\$46.175	\$45.434	\$0.741	1.6
Overtime	7.530	7.582	(0.052)	(0.7)	2.320	2.347	(0.027)	(1.2)	9.850	9.929	(0.080)	(0.8)
Health and Welfare	9.285	9.313	(0.028)	(0.3)	1.582	1.487	0.095	6.0	10.867	10.800	0.067	0.6
OPEB Current Payment	2.600	2.667	(0.067)	(2.6)	0.000	0.000	0.000	-	2.600	2.667	(0.067)	(2.6)
Pensions	9.288	10.633	(1.346)	(14.5)	1.105	0.946	0.159	14.4	10.392	11.579	(1.187)	(11.4)
Other Fringe Benefits	9.827	12.245	(2.418)	(24.6)	1.147	1.119	0.028	2.5	10.974	13.364	(2.390)	(21.8)
Reimbursable Overhead	(5.000)	(4.493)	(0.506)	(10.1)	4.829	4.379	0.450	9.3	(0.170)	(0.114)	(0.056)	(33.0)
<b>Total Labor</b>	<b>\$75.274</b>	<b>\$79.165</b>	<b>(\$3.891)</b>	<b>(5.2)</b>	<b>\$15.414</b>	<b>\$14.495</b>	<b>\$0.919</b>	<b>6.0</b>	<b>\$90.688</b>	<b>\$93.660</b>	<b>(\$2.972)</b>	<b>(3.3)</b>
<i>Non-Labor:</i>												
Electric Power	\$6.056	\$4.912	\$1.144	18.9	\$0.000	\$0.000	\$0.000	-	\$6.056	\$4.912	\$1.144	18.9
Fuel	1.252	1.433	(0.181)	(14.4)	0.000	0.000	0.000	-	1.252	1.433	(0.181)	(14.4)
Insurance	1.368	1.492	(0.124)	(9.1)	0.373	0.495	(0.123)	(32.9)	1.741	1.987	(0.247)	(14.2)
Claims	0.091	0.183	(0.092)	*	0.000	0.000	0.000	-	0.091	0.183	(0.092)	*
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	12.444	8.089	4.355	35.0	0.946	0.396	0.550	58.2	13.391	8.485	4.906	36.6
Professional Service Contracts	4.111	4.635	(0.524)	(12.7)	5.264	3.043	2.221	42.2	9.375	7.678	1.697	18.1
Materials & Supplies	7.521	3.887	3.634	48.3	4.383	1.091	3.291	75.1	11.904	4.979	6.925	58.2
Other Business Expenses	2.642	2.300	0.342	12.9	0.025	0.041	(0.016)	(64.5)	2.667	2.341	0.326	12.2
<b>Total Non-Labor</b>	<b>\$35.486</b>	<b>\$26.931</b>	<b>\$8.555</b>	<b>24.1</b>	<b>\$10.991</b>	<b>\$5.067</b>	<b>\$5.924</b>	<b>53.9</b>	<b>\$46.477</b>	<b>\$31.998</b>	<b>\$14.479</b>	<b>31.2</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$110.760</b>	<b>\$106.096</b>	<b>\$4.664</b>	<b>4.2</b>	<b>\$26.405</b>	<b>\$19.562</b>	<b>\$6.843</b>	<b>25.9</b>	<b>\$137.165</b>	<b>\$125.658</b>	<b>\$11.506</b>	<b>8.4</b>
Depreciation	20.261	20.372	(0.111)	(0.6)	0.000	0.000	0.000	-	20.261	20.372	(0.111)	(0.6)
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
GASB88 Pension Adjustment**	(3.404)	(2.618)	(0.786)	(23.1)	0.000	0.000	0.000	-	(3.404)	(2.618)	(0.786)	(23.1)
Environmental Remediation	1.000	0.033	0.967	96.7	0.000	0.000	0.000	-	1.000	0.033	0.967	96.7
<b>Total Expenses</b>	<b>\$134.310</b>	<b>\$129.576</b>	<b>\$4.734</b>	<b>3.5</b>	<b>\$26.405</b>	<b>\$19.562</b>	<b>\$6.843</b>	<b>25.9</b>	<b>\$160.714</b>	<b>\$149.138</b>	<b>\$11.576</b>	<b>7.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$64.175)</b>	<b>(\$60.075)</b>	<b>\$4.100</b>	<b>6.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$64.175)</b>	<b>(\$60.075)</b>	<b>\$4.100</b>	<b>6.4</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	20.372	0.111	0.6	0.000	0.000	0.000	-	20.261	20.372	0.111	0.6
Operating/Capital	(5.458)	(3.193)	2.264	41.5	0.000	0.000	0.000	-	(5.458)	(3.193)	2.264	41.5
Other Cash Adjustments	(15.014)	(0.740)	14.274	95.1	0.000	0.000	0.000	-	(15.014)	(0.740)	14.274	95.1
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.211)</b>	<b>\$16.438</b>	<b>\$16.649</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$0.211)</b>	<b>\$16.438</b>	<b>\$16.649</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$64.386)</b>	<b>(\$43.637)</b>	<b>\$20.749</b>	<b>32.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$64.386)</b>	<b>(\$43.637)</b>	<b>\$20.749</b>	<b>32.2</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$354.545	\$354.437	(\$0.108)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$354.545	\$354.437	(\$0.108)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	31.122	28.290	(2.832)	(9.1)	0.000	0.000	0.000	-	31.122	28.290	(2.832)	(9.1)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	55.898	48.068	(7.830)	(14.0)	55.898	48.068	(7.830)	(14.0)
CDOT	0.000	0.000	0.000	-	54.413	37.432	(16.980)	(31.2)	54.413	37.432	(16.980)	(31.2)
Other	0.000	0.000	0.000	-	9.280	12.271	2.991	32.2	9.280	12.271	2.991	32.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	119.591	97.771	(21.820)	(18.2)	119.591	97.771	(21.820)	(18.2)
<b>Total Revenue/Receipts</b>	<b>\$385.668</b>	<b>\$382.728</b>	<b>(\$2.940)</b>	<b>(0.8)</b>	<b>\$119.591</b>	<b>\$97.771</b>	<b>(\$21.820)</b>	<b>(18.2)</b>	<b>\$505.258</b>	<b>\$480.499</b>	<b>(\$24.760)</b>	<b>(4.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$249.244	\$250.116	(\$0.872)	(0.3)	\$22.131	\$20.415	\$1.717	7.8	\$271.375	\$270.531	\$0.845	0.3
Overtime	45.440	46.563	(1.123)	(2.5)	12.336	11.522	0.814	6.6	57.775	58.085	(0.309)	(0.5)
Health and Welfare	55.484	55.787	(0.303)	(0.5)	8.011	7.303	0.708	8.8	63.495	63.090	0.405	0.6
OPEB Current Payment	15.912	16.429	(0.517)	(3.3)	0.000	0.000	0.000	-	15.912	16.429	(0.517)	(3.3)
Pensions	50.418	48.808	1.610	3.2	5.419	4.581	0.838	15.5	55.836	53.389	2.447	4.4
Other Fringe Benefits	59.587	61.663	(2.076)	(3.5)	5.843	5.452	0.391	6.7	65.430	67.115	(1.685)	(2.6)
Reimbursable Overhead	(25.618)	(24.079)	(1.539)	(6.0)	24.801	23.335	1.467	5.9	(0.817)	(0.744)	(0.073)	(8.9)
<b>Total Labor</b>	<b>\$450.466</b>	<b>\$455.287</b>	<b>(\$4.821)</b>	<b>(1.1)</b>	<b>\$78.540</b>	<b>\$72.607</b>	<b>\$5.934</b>	<b>7.6</b>	<b>\$529.006</b>	<b>\$527.894</b>	<b>\$1.113</b>	<b>0.2</b>
<i>Non-Labor:</i>												
Electric Power	\$34.770	\$33.343	\$1.427	4.1	\$0.002	\$0.064	(\$0.063)	*	\$34.772	\$33.407	\$1.365	3.9
Fuel	8.747	8.609	0.138	1.6	0.000	0.000	0.000	-	8.747	8.609	0.138	1.6
Insurance	8.667	8.982	(0.314)	(3.6)	2.132	2.465	(0.333)	(15.6)	10.799	11.446	(0.647)	(6.0)
Claims	0.552	1.228	(0.676)	*	0.000	0.000	0.000	-	0.552	1.228	(0.676)	*
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	57.151	46.949	10.202	17.9	5.811	7.046	(1.235)	(21.3)	62.962	53.995	8.967	14.2
Professional Service Contracts	20.036	17.285	2.751	13.7	16.454	5.997	10.458	63.6	36.490	23.281	13.209	36.2
Materials & Supplies	45.516	43.663	1.854	4.1	16.489	9.439	7.051	42.8	62.005	53.101	8.904	14.4
Other Business Expenses	12.639	13.894	(1.255)	(9.9)	0.162	0.154	0.008	5.0	12.801	14.048	(1.247)	(9.7)
<b>Total Non-Labor</b>	<b>\$188.079</b>	<b>\$173.953</b>	<b>\$14.127</b>	<b>7.5</b>	<b>\$41.050</b>	<b>\$25.165</b>	<b>\$15.886</b>	<b>38.7</b>	<b>\$229.129</b>	<b>\$199.117</b>	<b>\$30.012</b>	<b>13.1</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$638.545</b>	<b>\$629.240</b>	<b>\$9.305</b>	<b>1.5</b>	<b>\$119.591</b>	<b>\$97.771</b>	<b>\$21.820</b>	<b>18.2</b>	<b>\$758.136</b>	<b>\$727.011</b>	<b>\$31.125</b>	<b>4.1</b>
Depreciation	119.396	117.675	1.721	1.4	0.000	0.000	0.000	-	119.396	117.675	1.721	1.4
OPEB Obligation	34.158	34.158	0.000	0.0	0.000	0.000	0.000	-	34.158	34.158	0.000	0.0
GASB68 Pension Adjustment**	(3.404)	(3.191)	(0.213)	(6.2)	0.000	0.000	0.000	-	(3.404)	(3.191)	(0.213)	(6.2)
Environmental Remediation	2.000	0.121	1.879	94.0	0.000	0.000	0.000	-	2.000	0.121	1.879	94.0
<b>Total Expenses</b>	<b>\$790.695</b>	<b>\$778.002</b>	<b>\$12.693</b>	<b>1.6</b>	<b>\$119.591</b>	<b>\$97.771</b>	<b>\$21.820</b>	<b>18.2</b>	<b>\$910.286</b>	<b>\$875.773</b>	<b>\$34.512</b>	<b>3.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$405.027)</b>	<b>(\$395.275)</b>	<b>\$9.753</b>	<b>2.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$405.027)</b>	<b>(\$395.275)</b>	<b>\$9.753</b>	<b>2.4</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	119.396	117.675	(1.721)	(1.4)	0.000	0.000	0.000	-	119.396	117.675	(1.721)	(1.4)
Operating/Capital	(23.895)	(14.286)	9.610	40.2	0.000	0.000	0.000	-	(23.895)	(14.286)	9.610	40.2
Other Cash Adjustments	35.669	57.069	21.400	60.0	0.000	0.000	0.000	-	35.669	57.069	21.400	60.0
<b>Total Cash Conversion Adjustments</b>	<b>\$131.169</b>	<b>\$160.458</b>	<b>\$29.289</b>	<b>22.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$131.169</b>	<b>\$160.458</b>	<b>\$29.289</b>	<b>22.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$273.858)</b>	<b>(\$234.817)</b>	<b>\$39.041</b>	<b>14.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$273.858)</b>	<b>(\$234.817)</b>	<b>\$39.041</b>	<b>14.3</b>

**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 MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**JUNE 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.594)	(11.0%)	Primarily due to the current suspension of commissary services.	(\$2.832)	(9.1%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6.843)	(25.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$21.820)	(18.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.214	4.8%	Reflects activity in the Turnouts Mainline High Speed and the CT Track Program.	\$1.717	7.8%	Reflects lower activity for the following projects: Turnouts Mainline High Speed, Right of Way Restoration, Systemwide Drainage, CT Track Program and Devon Bridge Repair.
OVERTIME	Reimb	(\$0.027)	(1.2%)	See overtime tables.	\$0.814	6.6%	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.095	6.0%	Reflects lower project activity driven by the CT Track Program.	\$0.708	8.8%	Reflects lower project activity driven by the Turnouts Mainline High Speed and the CT Track Program.
PENSIONS	Non-Reimb	(\$1.346)	(14.5%)	Primarily reflects an adjustment for the 2016 Final Actuarially Defined Contribution (ADC).	\$1.610	3.2%	Primarily due to lower than forecasted rates.
	Reimb	\$0.159	14.4%	Reflects lower project activity driven by the Turnouts Mainline High Speed and the CT Track Program.	\$0.838	15.5%	Reflects lower project activity driven by the following projects: CT Track Program, Turnouts Mainline High Speed, Catenary Replacement, Devon Bridge Repairs and Right of Way Restoration.
OTHER FRINGE BENEFITS	Non-Reimb	(\$2.418)	(24.6%)	Primarily due to higher employee claims.	(\$2.076)	(3.5%)	Primarily due to higher employee claims.
	Reimb	\$0.028	2.5%	Reflects lower activity in the Turnouts Mainline High Speed.	\$0.391	6.7%	Reflects lower project activity driven by the Turnouts Mainline High Speed and the CT Track Program.

**MTA METRO-NORTH RAILROAD**  
**ACCUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**JUNE 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.506)	(10.1%)	The non-reimbursable and reimbursable variances reflect lower project activity driven by the Turnouts Mainline High Speed and the CT Track Program.	(\$1.539)	(6.0%)	The non-reimbursable and reimbursable variances reflect lower project activity driven by the CT Track Program.
	Reimb	\$0.450	9.3%		\$1.467	5.9%	
ELECTRIC POWER	Non-Reimb	\$1.144	18.9%	Reflects lower rates.	\$1.427	4.1%	Reflects lower rates.
FUEL	Non-Reimb	(\$0.181)	(14.4%)	Primarily reflects timing of invoices.	\$0.138	1.6%	Primarily reflects timing of invoices.
INSURANCE	Non-Reimb	(\$0.124)	(9.1%)	Primarily due to timing of insurance expense.	(\$0.314)	(3.6%)	Primarily due to timing of insurance expense.
	Reimb	(\$0.123)	(32.9%)	Reflects higher activity in the Turnouts Mainline High Speed and the Power Infrastructure Restoration.	(\$0.333)	(15.6%)	Reflects higher activity in the following projects: Turnouts Mainline High Speed, CT Track Program and NHL Grade Crossing Renewal.
CLAIMS	Non-Reimb	(\$0.092)	*	Primarily due to timing of claims expense.	(\$0.676)	*	Primarily due to higher claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$4.355	35.0%	Primarily reflects timing of expenses for BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project, maintenance services and lower GCT utilities cost.	\$10.202	17.9%	Primarily reflects timing of expenses of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project, maintenance services as well as lower GCT utilities cost.
	Reimb	\$0.550	58.2%	Reflects lower activity for the GCT Leaks Remediation and the Transformer Rehabilitation project.	(\$1.235)	(21.3%)	Reflects higher activity for the following projects: Hot Bearing & Wheel Impact, GCT Leaks Remediation and Cameras and Audio for M8 Fleet.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.524)	(12.7%)	Primarily due to an adjustment for prior period MTA IT and BSC services partially offset by the timing of expenses for consulting, engineering, legal services and outside training contracts.	\$2.751	13.7%	Primarily due to timing of expenses for engineering and consulting services partially offset by an adjustment for prior period MTA IT and BSC services.
	Reimb	\$2.221	42.2%	Reflects lower activity for the Signal Replacement Program for Greenwich to South Norwalk and the Positive Train Control project in CT.	\$10.458	63.6%	Reflects lower activity for the following projects: Positive Train Control in CT, Signal Replacement Program for Greenwich to South Norwalk and the Camera and Audio for M8 Fleet.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**JUNE 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$3.634	48.3%	Primarily due to prior-year materials adjustments.	\$1.854	4.1%	Primarily reflects the timing of material obsolescence adjustments.
	Reimb	\$3.291	75.1%	Reflects lower activity for the following projects: Waterbury Branch Cab Signal, Upgrade Grade Crossings, Turnouts Mainline High Speed, Cyclical Track Program, Harmon Shop Improvements, GCT Turnouts Switch Renewal.	\$7.051	42.8%	Reflects lower activity for the following projects: Cyclical Track Program, Waterbury Branch Cab Signal Replacement, Turnouts Mainline High Speed, GCT Turnouts Switch Renewal.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.342	12.9%	Primarily reflects timing of cost recoveries from other railroads and lower expenses for non-capitalizable equipment purchases.	(\$1.255)	(9.9%)	Primarily due to higher subsidy payment to NJT for West of Hudson operations.
	Reimb	(\$0.016)	(64.5%)	Reflects higher activity in the NHL Grade Crossing Renewal project.	\$0.008	5.0%	Reflects lower activity in the Positive Train Control project, Bridgeport Station Improvement Program and M3 Replacement Development project.
GASB68 PENSION ADJUSTMENT	Non-Reimb	(\$0.786)	(23.1%)	Reflects timing of GASB 68 Pension Adjustment.	(\$0.213)	(6.2%)	Reflects MNR's YTD adjustment to account for its net pension liability, which will be adjusted pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.967	96.7%	Reflects timing of projects requiring remediation.	\$1.879	94.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$2.264	41.5%	Primarily due to timing of the following projects: Cameras and Audio for the Non M-8 Fleet, Vehicle Purchases, Power Control Scada Upgrade, West of Hudson Camera Installation, BMS System Upgrade and the Purchase of Catenary Maintenance Vehicles.	\$9.610	40.2%	Primarily due to the timing of the following projects: Cameras and Audio for the M-8 & Non M-8 Fleet, Track Geometry Car, Vehicle Purchases and the GP35 Locomotive Overhaul.

\* Variance exceeds 100%.

**MTA Metro-North Railroad**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June						Year To Date(June)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	41,730	\$ 2.508	39,233	\$ 2.392	2,497 6.0%	\$0.116 4.6%	280,309	\$ 16.798	290,443	\$ 17.569	(10,134) -3.6%	(\$0.770) -4.6%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	54,365	\$ 3.126	51,289	\$ 2.878	3,076 5.7%	\$0.247 7.9%	294,216	\$ 16.796	280,012	\$ 15.720	14,204 4.8%	\$1.076 6.4%
<u>Unscheduled Maintenance</u>	1,061	\$ 0.051	534	\$ 0.028	527 49.7%	\$0.023 45.4%	5,509	\$ 0.265	8,278	\$ 0.422	(2,769) -50.3%	(\$0.157) -59.4%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	28,442	\$ 1.537	25,849	\$ 1.366	2,593 9.1%	\$0.172 11.2%	158,475	\$ 8.502	149,798	\$ 7.916	8,677 5.5%	\$0.586 6.9%
<u>Weather Emergencies</u>	5,485	\$ 0.307	1,955	\$ 0.108	3,530 64.4%	\$0.200 65.0%	78,293	\$ 4.341	77,352	\$ 4.235	941 1.2%	\$0.105 2.4%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 0.811	-	(\$0.811)	0	\$ (1.262)	0	\$ 0.701	-	(\$1.963)
Subtotal	131,083	\$ 7.530	118,860	\$ 7.582	12,224 9.3%	(\$0.052) -0.7%	816,803	\$ 45.440	805,883	\$ 46.563	10,920 1.3%	(\$1.123) -2.5%
<b>REIMBURSABLE OVERTIME</b>	38,863	\$ 2.320	39,998	\$ 2.347	(1,134) -2.9%	(\$0.027) -1.2%	195,302	\$ 12.336	186,604	\$ 11.522	8,698 4.5%	\$0.814 6.6%
<b>TOTAL OVERTIME</b>	<b>169,947</b>	<b>\$ 9.850</b>	<b>158,857</b>	<b>\$ 9.929</b>	<b>11,090</b> <b>6.5%</b>	<b>(\$0.080)</b> <b>-0.8%</b>	<b>1,012,105</b>	<b>\$ 57.775</b>	<b>992,487</b>	<b>\$ 58.085</b>	<b>19,618</b> <b>1.9%</b>	<b>(\$0.309)</b> <b>-0.5%</b>

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable.

MTA Metro-North Railroad  
 July Financial Plan - 2017 Mid-Year Forecast  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	June			Year To Date(June)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	2,497	\$0.116	Higher staff availability due to recently graduated conductor classes available for service coverage.	(10,134)	(\$0.770)	Reflects service coverage versus available staff and train dispatchment needs.
	6.0%	4.6%		-3.6%	-4.6%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	3,076	\$0.247	Slightly lower infrastructure repair work.	14,204	\$1.076	Lower infrastructure repair work in Maintenance of Way and lower Reliability Centered Maintenance (RCM) in Maintenance of Equipment due to coverage for Winter Storm Stella.
	5.7%	7.9%		4.8%	6.4%	
<u>Unscheduled Maintenance</u>	527	\$0.023		(2,769)	(\$0.157)	Coverage related to repairing damaged segment of Right-of Way caused by the Rye derailment.
	49.7%	45.4%		-50.3%	-59.4%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	2,593	\$0.172	Slightly lower vacation, sick and vacancy coverage requirements.	8,677	\$0.586	Lower vacation, sick and vacancy coverage requirements.
	9.1%	11.2%		5.5%	6.9%	
<u>Weather Emergencies</u>	3,530	\$0.200	Fewer weather events than budgeted.	941	\$0.105	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	64.4%	65.0%		1.2%	2.4%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$0.811)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$1.963)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>12,224</b>	<b>(\$0.052)</b>		<b>10,920</b>	<b>(\$1.123)</b>	
	9.3%	-0.7%		1.3%	-2.5%	
<b>REIMBURSABLE OVERTIME</b>	(1,134)	(\$0.027)	Reflects higher monthly activity in the New Haven Line Grade Crossing Renewal project .	8,698	\$0.814	Reflects lower year to date activity in the Connecticut (CT) Track program.
	-2.9%	-1.2%		4.5%	6.6%	
<b>TOTAL OVERTIME</b>	<b>11,090</b>	<b>(\$0.080)</b>		<b>19,618</b>	<b>(\$0.309)</b>	

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

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

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

<sup>3</sup> Not Applicable

**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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	June 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$63.717	\$63.026	(\$0.691)	(1.1)	\$351.464	\$350.041	(\$1.423)	(0.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	7.321	5.797	(1.524)	(20.8)	60.029	52.916	(7.113)	(11.8)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	8.669	9.718	1.049	12.1	48.383	59.264	10.881	22.5
CDOT	13.813	8.841	(4.972)	(36.0)	56.626	36.783	(19.843)	(35.0)
Other	1.376	1.153	(0.223)	(16.2)	12.699	10.593	(2.106)	(16.6)
Total Capital and Other Reimbursements	23.858	19.712	(4.146)	(17.4)	117.709	106.640	(11.069)	(9.4)
<b>Total Receipts</b>	<b>\$94.896</b>	<b>\$88.535</b>	<b>(\$6.361)</b>	<b>(6.7)</b>	<b>\$529.202</b>	<b>\$509.597</b>	<b>(\$19.605)</b>	<b>(3.7)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$53.277	\$53.875	(\$0.598)	(1.1)	\$274.097	\$272.634	\$1.463	0.5
Overtime	11.277	9.030	2.247	19.9	58.563	57.168	1.395	2.4
Health and Welfare	11.230	10.091	1.139	10.1	63.536	61.705	1.831	2.9
OPEB Current Payment	2.600	2.669	(0.069)	(2.7)	15.812	16.275	(0.463)	(2.9)
Pensions	10.428	10.778	(0.350)	(3.4)	55.801	54.231	1.570	2.8
Other Fringe Benefits	11.271	13.479	(2.208)	(19.6)	69.649	72.680	(3.031)	(4.4)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$100.083</b>	<b>\$99.922</b>	<b>\$0.161</b>	<b>0.2</b>	<b>\$537.458</b>	<b>\$534.693</b>	<b>\$2.765</b>	<b>0.5</b>
<i>Non-Labor:</i>								
Electric Power	\$6.215	\$4.831	\$1.384	22.3	\$32.822	\$31.659	\$1.163	3.5
Fuel	1.208	1.023	0.185	15.3	8.063	8.087	(0.024)	(0.3)
Insurance	0.668	0.000	0.668	100.0	12.813	15.125	(2.312)	(18.0)
Claims	1.580	0.231	1.349	85.4	10.189	5.830	4.359	42.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	17.772	7.551	10.221	57.5	68.637	51.890	16.747	24.4
Professional Service Contracts	14.414	5.263	9.151	63.5	44.713	16.935	27.778	62.1
Materials & Supplies	11.855	10.837	1.018	8.6	63.665	60.166	3.499	5.5
Other Business Expenditures	5.487	2.514	2.973	54.2	24.700	20.029	4.671	18.9
<b>Total Non-Labor</b>	<b>\$59.199</b>	<b>\$32.250</b>	<b>\$26.949</b>	<b>45.5</b>	<b>\$265.602</b>	<b>\$209.721</b>	<b>\$55.881</b>	<b>21.0</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$159.282</b>	<b>\$132.172</b>	<b>\$27.110</b>	<b>17.0</b>	<b>\$803.060</b>	<b>\$744.414</b>	<b>\$58.646</b>	<b>7.3</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$64.386)</b>	<b>(\$43.637)</b>	<b>\$20.749</b>	<b>32.2</b>	<b>(\$273.858)</b>	<b>(\$234.817)</b>	<b>\$39.041</b>	<b>14.3</b>
<b>Subsidies</b>								
MTA	51.509	27.790	(23.719)	(46.0)	213.721	182.828	(30.893)	(14.5)
CDOT	12.877	8.181	(4.696)	(36.5)	59.014	51.686	(7.328)	(12.4)
<b>TOTAL Subsidies</b>	<b>\$64.386</b>	<b>\$35.971</b>	<b>(\$28.415)</b>	<b>(44.1)</b>	<b>\$272.735</b>	<b>\$234.514</b>	<b>(\$38.221)</b>	<b>(14.0)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$7.666</b>	<b>\$7.666</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$1.033)</b>	<b>(\$1.033)</b>	<b>-</b>

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

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS  
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast			Year-To-Date as of June 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(1.524)	(20.8%)	Lower Amtrak reimbursement combined with current suspension of Commissary Services.	(7.113)	(11.9%)	Lower Amtrak reimbursement combined with current suspension of Commissary Services partially offset by timing of GCT revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.049	12.1%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	10.881	22.5%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(4.972)	(36.0%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(19.843)	(35.0%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OTHER	(0.223)	(16.2%)	Lower cash receipts due to timing of payments partially offset by higher reimbursable related project activity.	(2.106)	(16.6%)	Lower cash receipts due to timing of payments partially offset by higher reimbursable related project activity.
OVERTIME	2.247	19.9%	Timing of overtime paid.	1.396	2.4%	
HEALTH & WELFARE	1.139	10.1%	Timing of payments for dental & vision premiums.	1.831	2.9%	
PENSIONS	(0.350)	(3.4%)	Timing of contributions paid.	1.570	2.8%	
OTHER FRINGE BENEFITS	(2.208)	(19.6%)	Timing of payroll taxes partially offset by lower employee claims.	(3.031)	(4.4%)	Timing of payroll taxes partially offset by lower employee claims.
ELECTRIC POWER	1.384	22.3%	Lower rates combined with timing of payments.	1.163	3.5%	Lower rates partially offset by timing of payments.
FUEL	0.185	15.3%	Timing of payments.	(0.024)	(0.3%)	
INSURANCE	0.668	100.0%	Timing of premiums paid for Force Account and Excess Liability.	(2.312)	(18.0%)	Timing of premiums paid for Force Account and Station Liability partially offset by Excess Liability.
CLAIMS	1.349	85.4%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.	4.359	42.8%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.

MTA METRO-NORTH RAILROAD  
 JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS  
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast				Year-To-Date as of June 30, 2017	
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	10.221	57.5%	Timing of payments for Maint. & Repairs (including car repairs for equipment damaged in the 2013 Bridgeport derailment), Track Leases, MTA Police Services, Real Estate Management Services, Construction Services and Security Equipment & Services.	16.747	24.4%	Timing of payments for MTA Police Services and Maint. & Repairs (including car repairs for equipment damaged in the 2013 Bridgeport derailment).
PROFESSIONAL SERVICE CONTRACTS	9.151	63.5%	Timing of Engineering Services, NHL IT/BSC Costs, Professional Fees and MTA Audit Fees.	27.778	62.1%	Timing of Engineering Services, NHL IT/BSC Costs, Professional Fees and MTA Audit Fees.
MATERIALS & SUPPLIES	1.018	8.6%	Timing of material purchases for Other Track Materials, Projects, Trucks Suspension, Friction Brakes and Propulsion partially offset by materials placed into inventory.	3.499	5.5%	Timing of material purchases for Other Track Material, Truck Suspension, Friction Brakes, Propulsion, Projects partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	2.973	54.2%	Timing of PRIAA reimbursement, reimbursement to NYCT for Metrocards and purchases for non-capitalizable equipment.	4.671	18.9%	Timing of PRIAA reimbursement and lower New Jersey Transit Subsidy partially offset by credit card fees.
MTA SUBSIDY RECEIPTS	(23.719)	(46.0%)	Lower cash deficit combined with available cash balance partially offset by lower share of prior months deficit for CDOT.	(30.893)	(14.5%)	Lower cash deficit partially offset by lower share of prior months deficit for CDOT and available cash balances.
CDOT SUBSIDY RECEIPTS	(4.696)	(36.5%)	Lower share of prior months deficit than forecasted.	(7.328)	(12.4%)	Lower share of prior months deficit than forecasted.
TOTAL SUBSIDY RECEIPTS	(28.415)	(44.1%)		(38.221)	(14.0%)	

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	June 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.039)	(\$1.690)	(\$0.651)	(62.7)	(\$3.081)	(\$4.396)	(\$1.315)	(42.7)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.942	1.012	(0.930)	(47.9)	28.907	24.626	(4.281)	(14.8)
<i>Capital &amp; Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(2.546)	0.291	2.837	*	(7.515)	11.196	18.711	*
CDOT	0.000	(0.200)	(0.200)	-	2.214	(0.649)	(2.863)	*
Other	0.000	0.060	0.060	-	3.419	(1.678)	(5.097)	*
Total Capital and Other Reimbursements	(2.546)	0.150	2.696	*	(1.882)	8.869	10.751	*
<b>Total Revenue/Receipts</b>	<b>(\$1.643)</b>	<b>(\$0.528)</b>	<b>\$1.115</b>	<b>67.9</b>	<b>\$23.944</b>	<b>\$29.098</b>	<b>\$5.155</b>	<b>21.5</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$7.102)	(\$8.441)	(\$1.339)	(18.9)	(\$2.722)	(\$2.103)	\$0.619	22.7
Overtime	(1.428)	0.899	2.327	*	(0.788)	0.917	1.705	*
Health and Welfare	(0.363)	0.709	1.072	*	(0.041)	1.385	1.426	*
OPEB Current Payment	0.000	(0.002)	0.000	-	0.100	0.154	0.054	54.2
Pensions	(0.035)	0.801	0.837	*	0.035	(0.842)	(0.877)	*
Other Fringe Benefits	(0.297)	(0.115)	0.181	61.1	(4.219)	(5.565)	(1.347)	(31.9)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.170)	(0.114)	0.056	33.0	(0.817)	(0.744)	0.073	8.9
<b>Total Labor</b>	<b>(\$9.395)</b>	<b>(\$6.262)</b>	<b>\$3.133</b>	<b>33.3</b>	<b>(\$8.451)</b>	<b>(\$6.799)</b>	<b>\$1.652</b>	<b>19.6</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	\$0.081	\$0.240	*	\$1.950	\$1.748	(\$0.202)	(10.4)
Fuel	0.044	0.410	0.366	*	0.684	0.522	(0.161)	(23.6)
Insurance	1.072	1.987	0.915	85.3	(2.014)	(3.679)	(1.665)	(82.7)
Claims	(1.489)	(0.048)	1.441	96.8	(9.637)	(4.602)	5.036	52.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(4.382)	0.934	5.316	*	(5.675)	2.105	7.780	*
Professional Service Contracts	(5.039)	2.415	7.454	*	(8.223)	6.346	14.569	*
Materials & Supplies	0.049	(5.858)	(5.907)	*	(1.659)	(7.065)	(5.405)	*
Other Business Expenses	(2.820)	(0.173)	2.647	93.9	(11.898)	(5.981)	5.917	49.7
<b>Total Non-Labor</b>	<b>(\$12.723)</b>	<b>(\$0.252)</b>	<b>\$12.471</b>	<b>98.0</b>	<b>(\$36.473)</b>	<b>(\$10.604)</b>	<b>\$25.869</b>	<b>70.9</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$22.118)</b>	<b>(\$6.514)</b>	<b>\$15.604</b>	<b>70.5</b>	<b>(\$44.924)</b>	<b>(\$17.403)</b>	<b>\$27.522</b>	<b>61.3</b>
Depreciation	20.261	20.372	0.111	0.6	119.396	117.675	(1.721)	(1.4)
OPEB Obligation	5.693	5.693	0.000	0.0	34.158	34.158	0.000	0.0
GASB68 Pension Adjustment**	(3.404)	(2.618)	0.786	(23.1)	(3.404)	(3.191)	0.213	(6.2)
Environmental Remediation	1.000	0.033	(0.967)	(96.7)	2.000	0.121	(1.879)	94.0
<b>Total Expenditures Adjustments</b>	<b>\$1.432</b>	<b>\$16.966</b>	<b>\$15.534</b>	<b>*</b>	<b>\$107.226</b>	<b>\$131.359</b>	<b>\$24.134</b>	<b>22.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.211)</b>	<b>\$16.438</b>	<b>\$16.649</b>	<b>*</b>	<b>\$131.169</b>	<b>\$160.458</b>	<b>\$29.289</b>	<b>22.3</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
RIDERSHIP/UTILIZATION  
JUNE 2017  
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016		MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016	
				\$	%	\$	%				\$	%	\$	%
<b>FAREBOX REVENUE</b>														
Harlem Line - Commutation	9,563	9,678	9,361	0.115	1.2%	0.317	3.4%	55,441	55,557	54,956	0.115	0.2%	0.600	1.1%
Harlem Line - Non-Commutation	9,143	9,140	8,563	(0.003)	0.0%	0.577	6.7%	47,666	47,663	45,190	(0.003)	0.0%	2,472	5.5%
<b>TOTAL HARLEM LINE</b>	<b>\$18,706</b>	<b>\$18,818</b>	<b>\$17,924</b>	<b>\$0.112</b>	<b>0.6%</b>	<b>\$0.894</b>	<b>5.0%</b>	<b>\$103,107</b>	<b>\$103,219</b>	<b>\$100,146</b>	<b>\$0.112</b>	<b>0.1%</b>	<b>\$3,073</b>	<b>3.1%</b>
Hudson Line - Commutation	6,106	6,251	5,957	0.145	2.4%	0.294	4.9%	36,234	36,379	35,766	0.145	0.4%	0.613	1.7%
Hudson Line - Non-Commutation	7,532	7,478	6,936	(0.054)	-0.7%	0.543	7.8%	38,704	38,651	36,318	(0.054)	-0.1%	2,332	6.4%
<b>TOTAL HUDSON LINE</b>	<b>\$13,639</b>	<b>\$13,729</b>	<b>\$12,893</b>	<b>\$0.091</b>	<b>0.7%</b>	<b>\$0.837</b>	<b>6.5%</b>	<b>\$74,938</b>	<b>\$75,029</b>	<b>\$72,084</b>	<b>\$0.090</b>	<b>0.1%</b>	<b>\$2,945</b>	<b>4.1%</b>
New Haven Line - Commutation	13,530	13,592	12,981	0.062	0.5%	0.611	4.7%	78,849	78,911	75,922	0.062	0.1%	2,990	3.9%
New Haven Line - Non-Commutation	17,592	17,330	16,539	(0.262)	-1.5%	0.790	4.8%	90,529	90,267	85,962	(0.262)	-0.3%	4,305	5.0%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$31,122</b>	<b>\$30,922</b>	<b>\$29,520</b>	<b>(\$0.200)</b>	<b>-0.6%</b>	<b>\$1.402</b>	<b>4.7%</b>	<b>\$169,378</b>	<b>\$169,178</b>	<b>\$161,883</b>	<b>(\$0.200)</b>	<b>-0.1%</b>	<b>\$7,296</b>	<b>4.5%</b>
<b>All Lines - Commutation</b>	<b>29,199</b>	<b>29,521</b>	<b>28,299</b>	<b>0.323</b>	<b>1.1%</b>	<b>1.222</b>	<b>4.3%</b>	<b>170,524</b>	<b>170,846</b>	<b>166,643</b>	<b>0.323</b>	<b>0.2%</b>	<b>4,203</b>	<b>2.5%</b>
<b>All Lines - Non-Commutation</b>	<b>34,268</b>	<b>33,948</b>	<b>32,038</b>	<b>(0.319)</b>	<b>-0.9%</b>	<b>1,910</b>	<b>6.0%</b>	<b>176,901</b>	<b>176,580</b>	<b>167,470</b>	<b>(0.319)</b>	<b>-0.2%</b>	<b>9,110</b>	<b>5.4%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$63,467</b>	<b>\$63,470</b>	<b>\$60,337</b>	<b>\$0.003</b>	<b>0.0%</b>	<b>\$3,133</b>	<b>5.2%</b>	<b>\$347,423</b>	<b>\$347,426</b>	<b>\$334,113</b>	<b>\$0.003</b>	<b>0.0%</b>	<b>\$13,313</b>	<b>4.0%</b>
West of Hudson	<u>\$1,289</u>	<u>\$1,246</u>	<u>\$1,294</u>	<u>(0.043)</u>	<u>-3.3%</u>	<u>(0.047)</u>	<u>-3.7%</u>	<u>\$7,120</u>	<u>\$7,009</u>	<u>\$7,234</u>	<u>(0.111)</u>	<u>-1.7%</u>	<u>(0.225)</u>	<u>-3.1%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$64,756</b>	<b>\$64,716</b>	<b>\$61,631</b>	<b>(\$0.040)</b>	<b>-0.1%</b>	<b>\$3,085</b>	<b>5.0%</b>	<b>\$354,543</b>	<b>\$354,435</b>	<b>\$341,348</b>	<b>(\$0.108)</b>	<b>0.0%</b>	<b>\$13,088</b>	<b>3.8%</b>
<b>RIDERSHIP**</b>														
Harlem Line - Commutation	1,471	1,490	1,489	0.018	1.3%	0.000	0.0%	8,438	8,457	8,508	0.018	0.2%	(0.051)	-0.6%
Harlem Line - Non-Commutation	0,983	0,981	0,950	(0.002)	-0.2%	0.031	3.2%	5,300	5,298	5,113	(0.002)	0.0%	0.185	3.6%
<b>TOTAL HARLEM LINE</b>	<b>2,454</b>	<b>2,470</b>	<b>2,439</b>	<b>0.018</b>	<b>0.7%</b>	<b>0.031</b>	<b>1.3%</b>	<b>13,738</b>	<b>13,754</b>	<b>13,621</b>	<b>0.017</b>	<b>0.1%</b>	<b>0.133</b>	<b>1.0%</b>
Hudson Line - Commutation	0,810	0,822	0,815	0.013	1.6%	0.007	0.9%	4,707	4,720	4,719	0.013	0.3%	0.002	0.0%
Hudson Line - Non-Commutation	0,677	0,678	0,646	0.001	0.1%	0.032	5.0%	3,501	3,502	3,350	0.001	0.0%	0.151	4.5%
<b>TOTAL HUDSON LINE</b>	<b>1,487</b>	<b>1,500</b>	<b>1,461</b>	<b>0.013</b>	<b>0.9%</b>	<b>0.039</b>	<b>2.7%</b>	<b>8,208</b>	<b>8,222</b>	<b>8,069</b>	<b>0.013</b>	<b>0.2%</b>	<b>0.153</b>	<b>1.9%</b>
New Haven Line - Commutation	1,983	1,988	2,012	0.004	0.2%	(0.024)	-1.2%	11,259	11,264	11,409	0.004	0.0%	(0.146)	-1.3%
New Haven Line - Non-Commutation	1,644	1,605	1,614	(0.039)	-2.4%	(0.009)	-0.5%	8,480	8,441	8,382	(0.039)	-0.5%	0.058	0.7%
<b>TOTAL NEW HAVEN LINE</b>	<b>3,628</b>	<b>3,593</b>	<b>3,626</b>	<b>(0.035)</b>	<b>-1.0%</b>	<b>(0.033)</b>	<b>-0.9%</b>	<b>19,739</b>	<b>19,704</b>	<b>19,791</b>	<b>(0.035)</b>	<b>-0.2%</b>	<b>(0.087)</b>	<b>-0.4%</b>
<b>Total Ridership East of Hudson</b>														
<b>All Lines - Commutation</b>	<b>4,264</b>	<b>4,300</b>	<b>4,317</b>	<b>0.036</b>	<b>0.8%</b>	<b>(0.017)</b>	<b>-0.4%</b>	<b>24,405</b>	<b>24,440</b>	<b>24,636</b>	<b>0.036</b>	<b>0.1%</b>	<b>(0.195)</b>	<b>-0.8%</b>
<b>All Lines - Non-Commutation</b>	<b>3,304</b>	<b>3,264</b>	<b>3,210</b>	<b>(0.040)</b>	<b>-1.2%</b>	<b>0.054</b>	<b>1.7%</b>	<b>17,280</b>	<b>17,240</b>	<b>16,846</b>	<b>(0.040)</b>	<b>-0.2%</b>	<b>0.395</b>	<b>2.3%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>7,568</b>	<b>7,564</b>	<b>7,526</b>	<b>(0.004)</b>	<b>-0.1%</b>	<b>0.037</b>	<b>0.5%</b>	<b>41,685</b>	<b>41,681</b>	<b>41,481</b>	<b>(0.005)</b>	<b>0.0%</b>	<b>0.200</b>	<b>0.5%</b>
West of Hudson	<u>0,148</u>	<u>0,144</u>	<u>0,153</u>	<u>(0.004)</u>	<u>-2.8%</u>	<u>(0.009)</u>	<u>-5.8%</u>	<u>0,819</u>	<u>0,810</u>	<u>0,847</u>	<u>(0.008)</u>	<u>-1.0%</u>	<u>(0.036)</u>	<u>-4.3%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>7,717</b>	<b>7,708</b>	<b>7,680</b>	<b>(0.009)</b>	<b>-0.1%</b>	<b>0.029</b>	<b>0.4%</b>	<b>42,504</b>	<b>42,491</b>	<b>42,328</b>	<b>(0.014)</b>	<b>0.0%</b>	<b>0.163</b>	<b>0.4%</b>

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

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2017**

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	3	-	
Labor Relations	17	17	0	
Safety	47	46	1	
Security	22	20	2	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	18	18	-	
Customer Service	59	58	1	
Legal	14	15	(1)	
Claims	12	12	0	
Environmental Compliance & Svce	7	7	0	
Human Resources	47	43	4	A
Training	82	80	2	
Employee Relations & Diversity	5	6	(1)	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	0	
Capital Planning & Programming	14	14	-	
Long Range Planning	8	8	-	
VP Finance & Info Systems	3	3	-	
Controller	73	74	(1)	
Budget	19	17	2	
Procurement & Material Management	25	22	3	A
<b>Total Administration</b>	<b>506</b>	<b>494</b>	<b>12</b>	
<b>Operations</b>				
Operations Administration	63	61	2	
Transportation	1,587	1,573	14	
Customer Service	312	279	33	C
Metro-North West	27	35	(8)	
<b>Total Operations</b>	<b>1,989</b>	<b>1,947</b>	<b>42</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,612	1,683	(71)	B
Maintenance of Way	2,111	2,127	(16)	B
Procurement & Material Mgmt	122	120	2	
<b>Total Maintenance</b>	<b>3,845</b>	<b>3,929</b>	<b>(84)</b>	
<b>Engineering/Capital</b>				
Construction Management	37	38	(1)	
Engineering & Design	74	72	2	
<b>Total Engineering/Capital</b>	<b>111</b>	<b>110</b>	<b>1</b>	
<b>Total Positions</b>	<b>6,451</b>	<b>6,480</b>	<b>(29)</b>	
<b>Non-Reimbursable</b>	<b>5,734</b>	<b>5,904</b>	<b>(170)</b>	
<b>Reimbursable</b>	<b>717</b>	<b>576</b>	<b>140</b>	
<b>Total Full-Time</b>	<b>6,450</b>	<b>6,479</b>	<b>(29)</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

- (A) Variance reflects delayed and internal hiring of vacant positions.
- (B) Variance reflects lower attrition than planned.
- (C) Variance reflects the current suspension of Commissary group operations.

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2017**

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	163	167	(4)
Professional, Technical, Clerical	343	327	16
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>506</b>	<b>494</b>	<b>12</b>
<b>Operations</b>			
Managers/Supervisors	212	232	(20)
Professional, Technical, Clerical	190	166	24
Operational Hourlies	1,587	1,550	37
<b>Total Operations</b>	<b>1,989</b>	<b>1,947</b>	<b>42</b>
<b>Maintenance</b>			
Managers/Supervisors	583	602	(19)
Professional, Technical, Clerical	506	497	9
Operational Hourlies	2,756	2,830	(74)
<b>Total Maintenance</b>	<b>3,845</b>	<b>3,929</b>	<b>(84)</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	46	44	2
Professional, Technical, Clerical	65	66	(1)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>111</b>	<b>110</b>	<b>1</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	1,004	1,044	(40)
Professional, Technical, Clerical	1,104	1,056	48
Operational Hourlies	4,343	4,380	(37)
<b>Total Positions</b>	<b>6,451</b>	<b>6,480</b>	<b>(29)</b>

**MTA METRO-NORTH RAILROAD  
2017 MID-YEAR FORECAST VS. ACTUALS  
June 30, 2017**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations	1,989	1,947	42	Primarily reflects the current suspension of Commissary group operations.
Maintenance	3,845	3,929	(84)	Reflects lower attrition than planned.
Administration	506	494	12	Vacancies reflects timing differences in hiring of positions primarily in the Human Resources and Procurement departments.
Engineering / Capital	111	110	1	
<b>Total Agency-wide Headcount</b>	<b>6,451</b>	<b>6,480</b>	<b>(29)</b>	
Non-Reimbursable	5,734	5,904	(170)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	717	576	140	

**MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JUNE 2017**

	MONTH			VARIANCE	
	MYF	2017	2016	Fav/(Unfav)	
				MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	62.2%	62.1%	64.6%	-0.1%	-2.5%
Adjusted <sup>(C)</sup>	69.1%	69.2%	72.4%	0.1%	-3.2%
Cost per Passenger					
Standard <sup>(B)</sup>	\$13.63	\$13.52	\$12.56	\$0.11	(\$0.96)
Adjusted <sup>(C)</sup>	\$13.31	\$13.19	\$12.25	\$0.12	(\$0.94)
Passenger Revenue/Passenger	\$8.48	\$8.40	\$8.11	(\$0.08)	\$0.29

	YEAR-TO-DATE			VARIANCE	
	MYF	2017	2016	Fav/(Unfav)	
				MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	56.2%	56.8%	59.6%	0.6%	-2.8%
Adjusted <sup>(C)</sup>	63.2%	63.7%	67.5%	0.5%	-3.8%
Cost per Passenger					
Standard <sup>(B)</sup>	\$14.88	\$14.69	\$13.62	\$0.19	(\$1.07)
Adjusted <sup>(C)</sup>	\$14.54	\$14.32	\$13.30	\$0.22	(\$1.02)
Passenger Revenue/Passenger	\$8.37	\$8.34	\$8.13	(\$0.03)	\$0.21

(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**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JULY 2017**

Operations Planning & Analysis Department  
September, 2017

# JULY 2017 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### July Ridership and Revenue (millions)

	July 2017	% Change vs. 2016
Total Rail Ridership	7.245	0.0% ▲
Commutation Ridership	3.815	-2.2% ▼
Non-Commutation Ridership	3.430	+2.5% ▲
Connecting Service Ridership	0.045	-0.5% ▼
Total MNR System Ridership	7.290	0.0% ▲
Rail Revenue	\$64.1	4.6% ▲

### Key Factors Impacting July Ridership

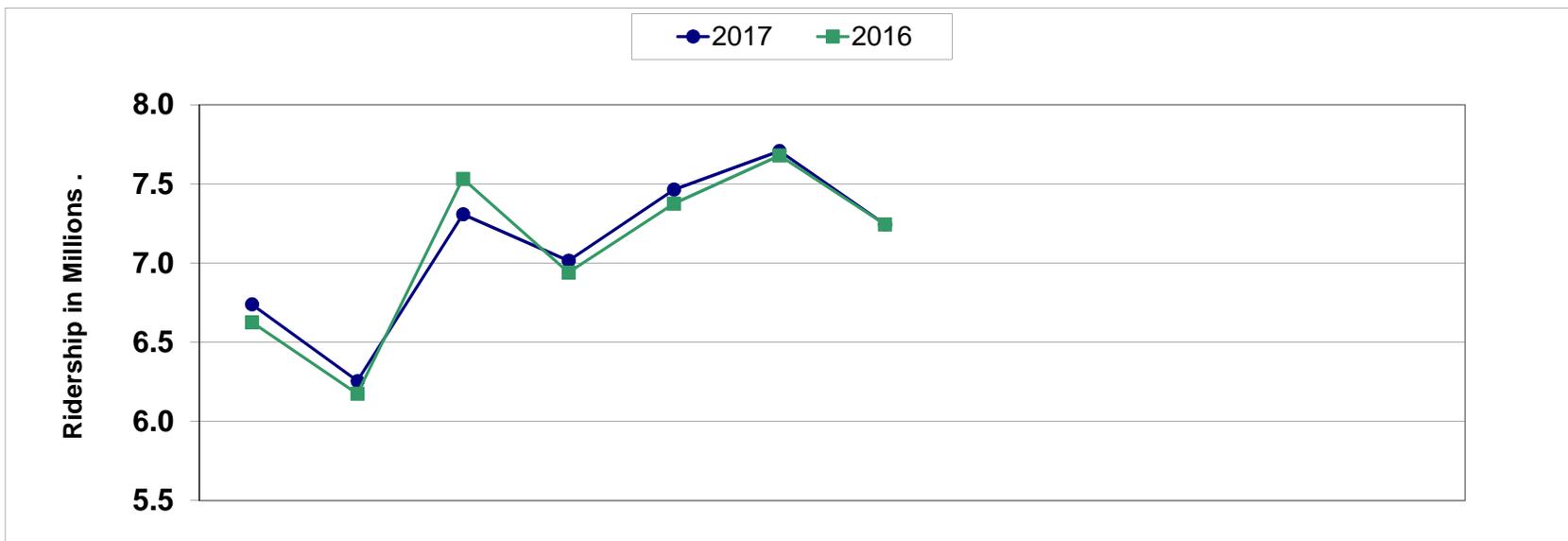
Commutation ridership decreased 2.0%. This decrease was partially due to the impact of some monthly customers switching into weekly tickets, due to fewer workdays in July combined with summer vacations

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	49.736	+0.3% ▲	-0.1% ▼
Commutation Ridership	28.721	-1.0% ▼	0.0% ▲
Non-Commutation Ridership	21.015	+2.3% ▲	-0.3% ▼
Connecting Service Ridership	0.340	+1.7% ▲	+0.2% ▲
Total MNR System Ridership	50.076	+0.3% ▲	-0.1% ▼
Rail Revenue	\$418.6	+4.0% ▲	-0.2% ▼

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

- July's Total Rail Ridership was unchanged vs. 2016 and 0.7% below Forecast.

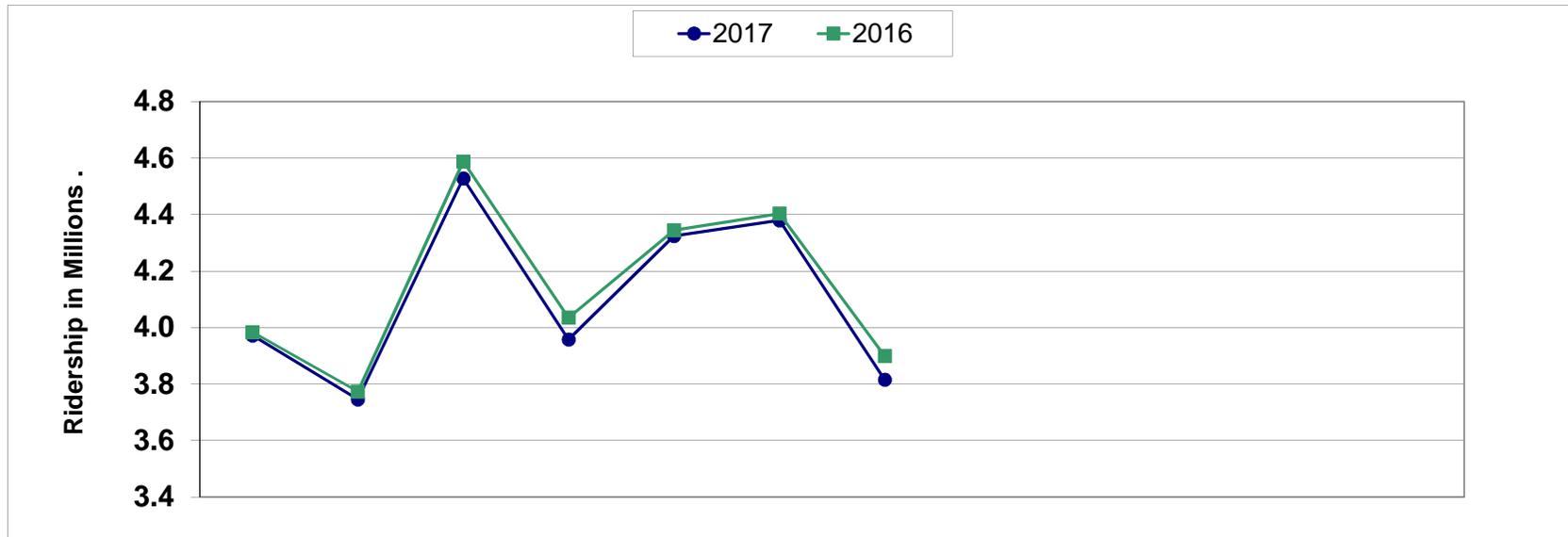


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	6.7	6.3	7.3	7.0	7.5	7.7	7.2						49.7
<b>2016</b>	6.6	6.2	7.5	6.9	7.4	7.7	7.2						49.6
<b>PCT CHG.</b>	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%						0.3%

1) Includes East and West of Hudson.

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

- July's Rail Commutation Ridership was 2.2% below 2016 and 0.9% below Forecast.

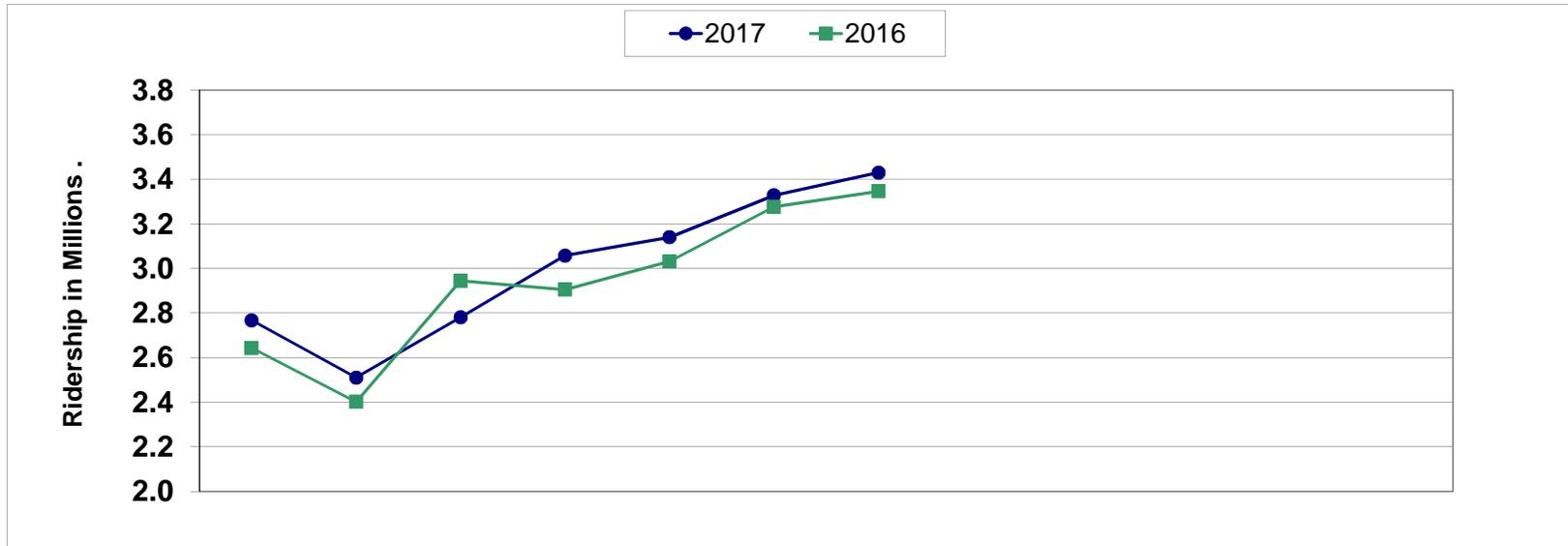


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.0	3.7	4.5	4.0	4.3	4.4	3.8						28.7
<b>2016</b>	4.0	3.8	4.6	4.0	4.3	4.4	3.9						29.0
<b>PCT CHG.</b>	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%						-1.0%

1) Includes East and West of Hudson.

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

- July's Rail Non-Commutation Ridership was 2.5% above 2016 and 0.5% below Forecast.

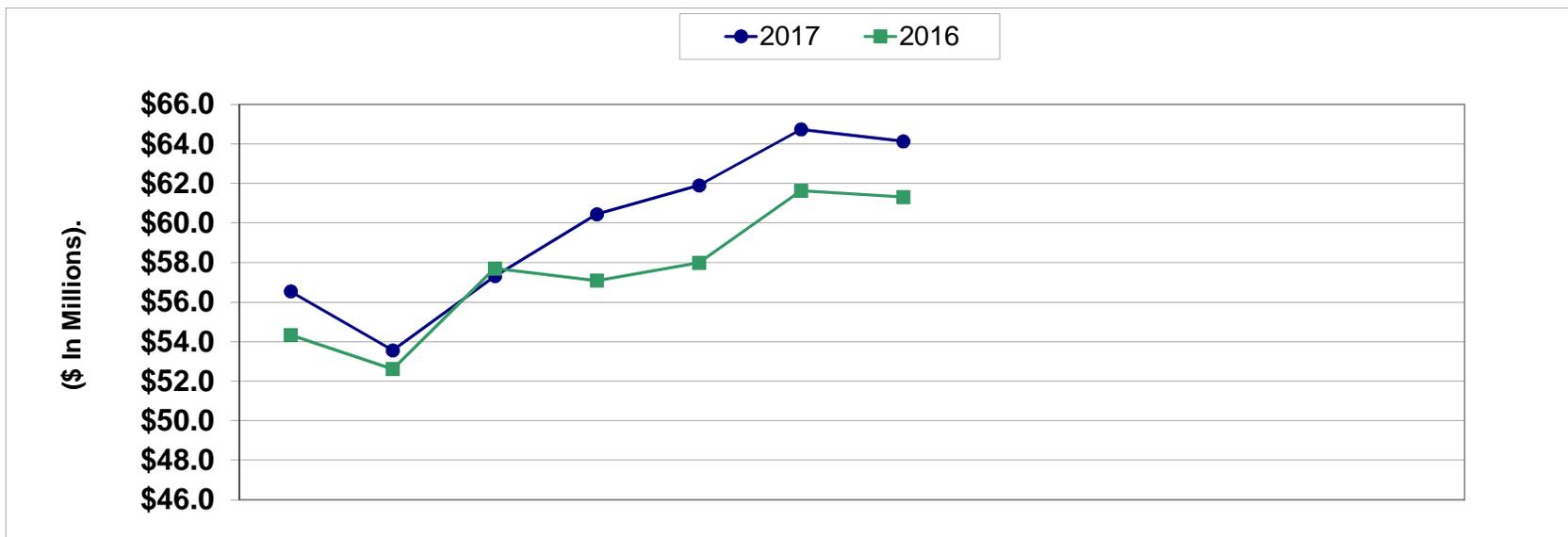


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	2.8	2.5	2.8	3.1	3.1	3.3	3.4						21.0
<b>2016</b>	2.6	2.4	2.9	2.9	3.0	3.3	3.3						20.5
<b>PCT CHG.</b>	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%						2.3%

1) Includes East and West of Hudson.

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

- July's Total Rail Revenue was 4.6% above 2016 and 1.2% below Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1						\$418.6
<b>2016</b>	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3						\$402.7
<b>PCT CHG.</b>	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%						4.0%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	JULY 2017 ACTUAL	JULY 2017 FORECAST	VARIANCE VS. FORECAST		JULY 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,750,035	3,777,708	(27,673)	-0.7%	3,824,868	(74,833)	-2.0%
West of Hudson	64,860	70,358	(5,498)	-7.8%	73,876	(9,016)	-12.2%
<b>Total Rail Commutation Ridership</b>	<b>3,814,895</b>	<b>3,848,066</b>	<b>(33,171)</b>	<b>-0.9%</b>	<b>3,898,744</b>	<b>(83,849)</b>	<b>-2.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,361,218	3,374,337	(13,119)	-0.4%	3,272,534	88,684	2.7%
West of Hudson	68,863	73,406	(4,543)	-6.2%	73,735	(4,872)	-6.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,430,081</b>	<b>3,447,743</b>	<b>(17,662)</b>	<b>-0.5%</b>	<b>3,346,269</b>	<b>83,812</b>	<b>2.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,111,253	7,152,045	(40,792)	-0.6%	7,097,402	13,851	0.2%
West of Hudson <sup>(2)</sup>	133,723	143,764	(10,041)	-7.0%	147,611	(13,888)	-9.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,244,976</b>	<b>7,295,809</b>	<b>(50,833)</b>	<b>-0.7%</b>	<b>7,245,013</b>	<b>(37)</b>	<b>0.0%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>44,559</b>	<b>45,757</b>	<b>(1,198)</b>	<b>-2.6%</b>	<b>44,795</b>	<b>(236)</b>	<b>-0.5%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,289,535</b>	<b>7,341,566</b>	<b>(52,031)</b>	<b>-0.7%</b>	<b>7,289,808</b>	<b>(273)</b>	<b>0.0%</b>

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 FORECAST	VARIANCE VS. FORECAST		2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	28,190,329	28,182,326	8,003	0.0%	28,460,470	(270,141)	-0.9%
West of Hudson	530,183	537,813	(7,630)	-1.4%	564,748	(34,565)	-6.1%
<b>Total Rail Commutation Ridership</b>	<b>28,720,512</b>	<b>28,720,139</b>	<b>373</b>	<b>0.0%</b>	<b>29,025,218</b>	<b>(304,706)</b>	<b>-1.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	20,601,429	20,654,691	(53,262)	-0.3%	20,118,088	483,341	2.4%
West of Hudson	413,805	424,523	(10,718)	-2.5%	429,532	(15,727)	-3.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>21,015,234</b>	<b>21,079,214</b>	<b>(63,980)</b>	<b>-0.3%</b>	<b>20,547,620</b>	<b>467,614</b>	<b>2.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	48,791,758	48,837,017	(45,259)	-0.1%	48,578,558	213,200	0.4%
West of Hudson <sup>(2)</sup>	943,988	962,336	(18,348)	-1.9%	994,280	(50,292)	-5.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>49,735,746</b>	<b>49,799,353</b>	<b>(63,607)</b>	<b>-0.1%</b>	<b>49,572,838</b>	<b>162,908</b>	<b>0.3%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>339,799</b>	<b>339,103</b>	<b>696</b>	<b>0.2%</b>	<b>333,962</b>	<b>5,837</b>	<b>1.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>50,075,545</b>	<b>50,138,456</b>	<b>(62,911)</b>	<b>-0.1%</b>	<b>49,906,800</b>	<b>168,745</b>	<b>0.3%</b>

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 BY LINE  
JULY 2017**

LINE	JULY 2017 ACTUAL	JULY 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,288,211	2,277,356	10,855	0.5%
Hudson Line	1,441,958	1,402,439	39,519	2.8%
New Haven Line	3,381,084	3,417,607	(36,523)	-1.1%
<b>Total East of Hudson</b>	<b>7,111,253</b>	<b>7,097,402</b>	<b>13,851</b>	<b>0.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	80,558	87,847	(7,289)	-8.3%
Pascack Valley Line	53,165	59,764	(6,599)	-11.0%
<b>Total West of Hudson (2)</b>	<b>133,723</b>	<b>147,611</b>	<b>(13,888)</b>	<b>-9.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
	<b>7,244,976</b>	<b>7,245,013</b>	<b>(37)</b>	<b>0.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	29,247	28,750	497	1.7%
Haverstraw-Ossining Ferry	9,851	10,662	(811)	-7.6%
Newburgh-Beacon Ferry	5,461	5,383	78	1.4%
<b>Total Connecting Services</b>	<b>44,559</b>	<b>44,795</b>	<b>(236)</b>	<b>-0.5%</b>
<b>TOTAL MNR SYSTEM</b>				
	<b>7,289,535</b>	<b>7,289,808</b>	<b>(273)</b>	<b>0.0%</b>

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 <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	16,042,670	15,898,414	144,256	0.9%
Hudson Line	9,663,680	9,471,139	192,541	2.0%
New Haven Line	23,085,408	23,209,005	(123,597)	-0.5%
<b>Total East of Hudson</b>	<b>48,791,758</b>	<b>48,578,558</b>	<b>213,200</b>	<b>0.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	561,382	587,250	(25,868)	-4.4%
Pascack Valley Line	382,606	407,030	(24,424)	-6.0%
<b>Total West of Hudson (2)</b>	<b>943,988</b>	<b>994,280</b>	<b>(50,292)</b>	<b>-5.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>49,735,746</b>	<b>49,572,838</b>	<b>162,908</b>	<b>0.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	232,333	224,291	8,042	3.6%
Haverstraw-Ossining Ferry	71,470	75,084	(3,614)	-4.8%
Newburgh-Beacon Ferry	35,996	34,587	1,409	4.1%
<b>Total Connecting Services</b>	<b>339,799</b>	<b>333,962</b>	<b>5,837</b>	<b>1.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>50,075,545</b>	<b>49,906,800</b>	<b>168,745</b>	<b>0.3%</b>

Notes:

- 1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JUNE 2017**

Operations Planning & Analysis Department  
September, 2017

# JUNE 2017 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### June Ridership and Revenue (millions)

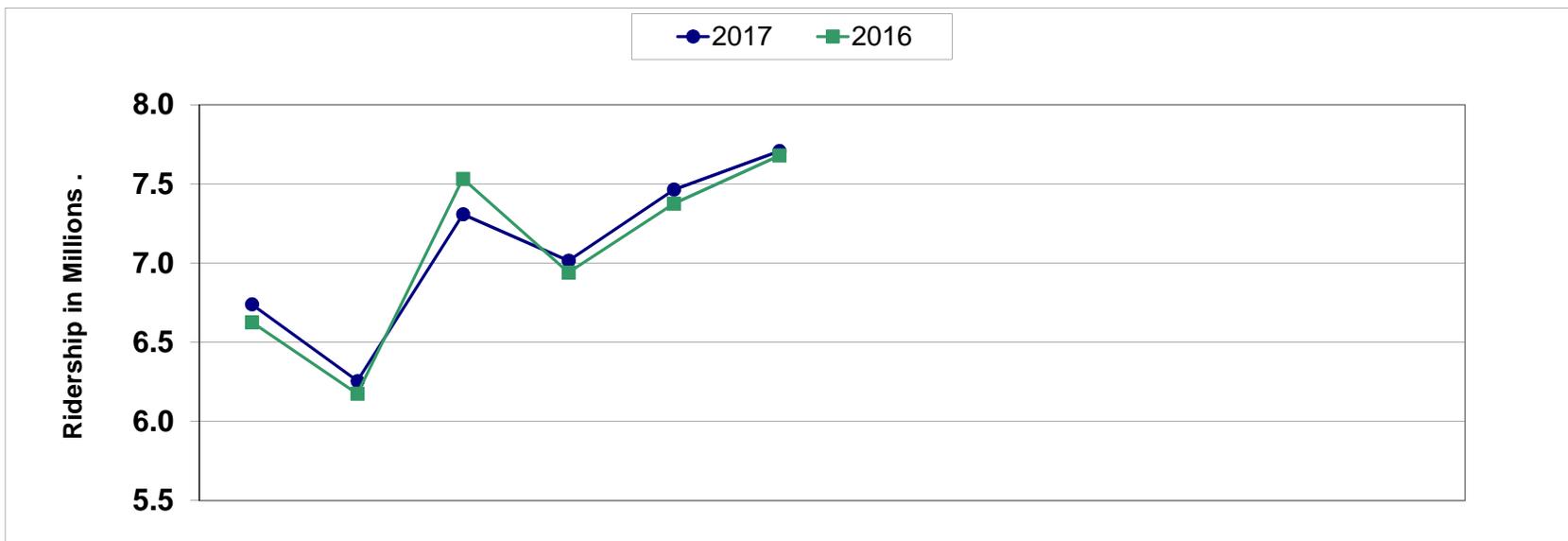
	June 2017	% Change vs. 2016
Total Rail Ridership	7.708	+0.4% ▲
Commutation Ridership	4.380	-0.5% ▼
Non-Commutation Ridership	3.328	+1.6% ▲
Connecting Service Ridership	0.053	+6.4% ▲
Total MNR System Ridership	7.761	+0.4% ▲
Rail Revenue	\$64.7	+5.0% ▲

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	42.491	+0.4% ▲	0.0% ▼
Commutation Ridership	24.906	-0.9% ▼	0.1% ▲
Non-Commutation Ridership	17.585	+2.2% ▲	-0.3% ▼
Connecting Service Ridership	0.295	+2.1% ▲	+0.6% ▲
Total MNR System Ridership	42.786	+0.4% ▲	0.0% ▼
Rail Revenue	\$354.5	+3.9% ▲	0.0% ▼

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

- June's Total Rail Ridership was 0.4% above 2016 and unchanged 0.1% below Forecast.

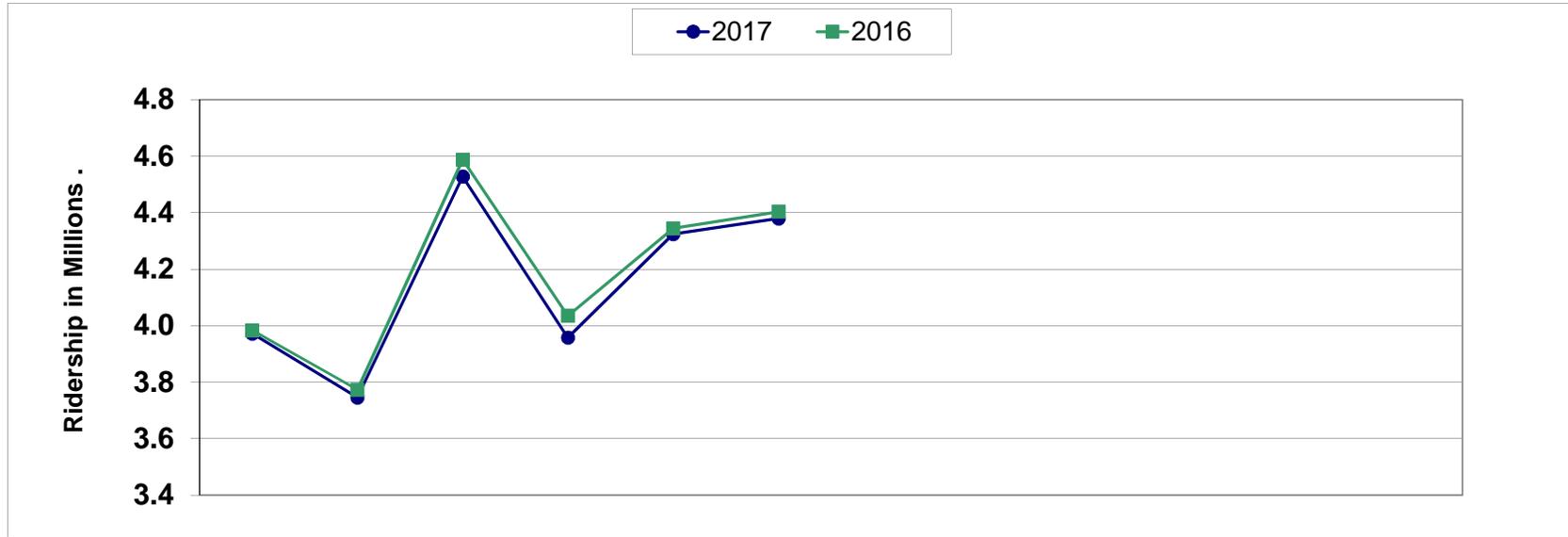


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	6.7	6.3	7.3	7.0	7.5	7.7							42.5
<b>2016</b>	6.6	6.2	7.5	6.9	7.4	7.7							42.3
<b>PCT CHG.</b>	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%							0.4%

1) Includes East and West of Hudson.

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

- June's Rail Commutation Ridership was 0.5% below 2016 and 0.8% above Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.0	3.7	4.5	4.0	4.3	4.4							24.9
<b>2016</b>	4.0	3.8	4.6	4.0	4.3	4.4							25.1
<b>PCT CHG.</b>	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%							-0.9%

1) Includes East and West of Hudson.

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

- June's Rail Non-Commutation Ridership was 1.6% above 2016 and 1.2% below Forecast.

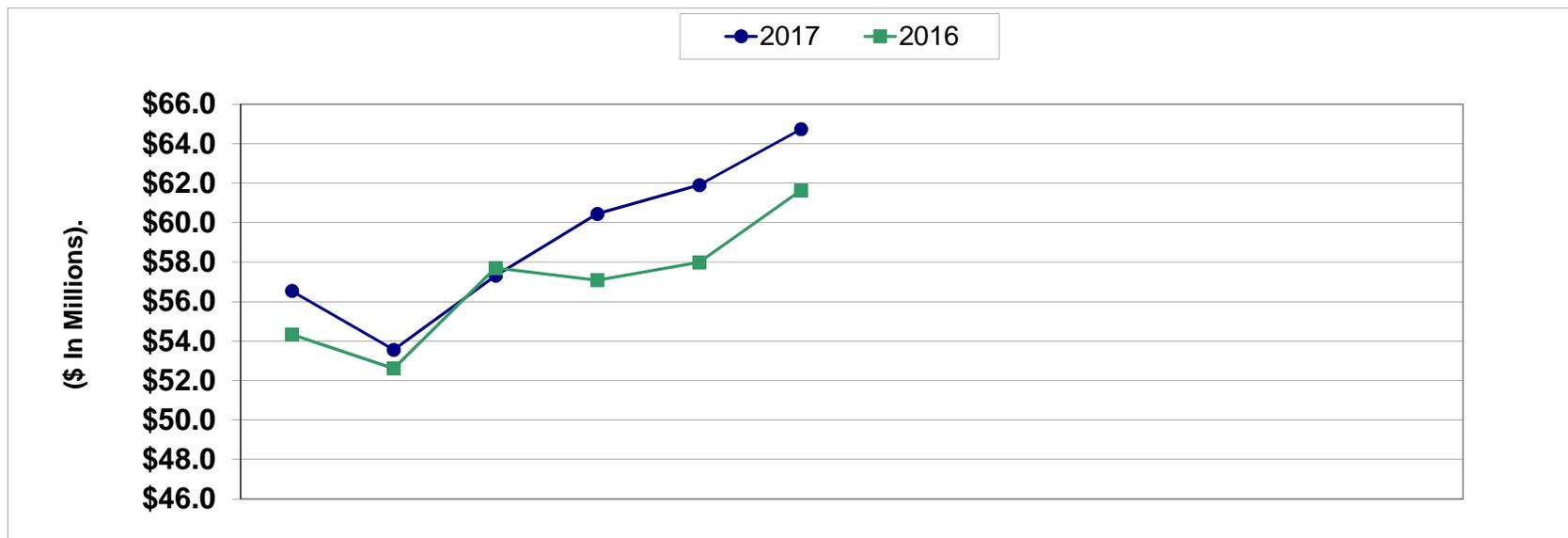


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	2.8	2.5	2.8	3.1	3.1	3.3							17.6
<b>2016</b>	2.6	2.4	2.9	2.9	3.0	3.3							17.2
<b>PCT CHG.</b>	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%							2.2%

1) Includes East and West of Hudson.

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

- June's Total Rail Revenue was 5.0% above 2016 and unchanged vs. Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7							\$354.5
<b>2016</b>	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6							\$341.3
<b>PCT CHG.</b>	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%							3.9%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	JUNE 2017 ACTUAL	JUNE 2017 FORECAST	VARIANCE VS. FORECAST		JUNE 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	4,299,858	4,264,182	35,676	0.8%	4,316,640	(16,782)	-0.4%
West of Hudson	79,645	82,450	(2,805)	-3.4%	86,571	(6,926)	-8.0%
<b>Total Rail Commutation Ridership</b>	<b>4,379,503</b>	<b>4,346,632</b>	<b>32,871</b>	<b>0.8%</b>	<b>4,403,211</b>	<b>(23,708)</b>	<b>-0.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,263,860	3,304,003	(40,143)	-1.2%	3,209,737	54,123	1.7%
West of Hudson	64,714	66,023	(1,309)	-2.0%	66,628	(1,914)	-2.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,328,574</b>	<b>3,370,026</b>	<b>(41,452)</b>	<b>-1.2%</b>	<b>3,276,365</b>	<b>52,209</b>	<b>1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,563,718	7,568,185	(4,467)	-0.1%	7,526,377	37,341	0.5%
West of Hudson	144,359	148,473	(4,114)	-2.8%	153,199	(8,840)	-5.8%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,708,077</b>	<b>7,716,658</b>	<b>(8,581)</b>	<b>-0.1%</b>	<b>7,679,576</b>	<b>28,501</b>	<b>0.4%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>53,350</b>	<b>52,211</b>	<b>1,139</b>	<b>2.2%</b>	<b>50,141</b>	<b>3,209</b>	<b>6.4%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,761,427</b>	<b>7,768,869</b>	<b>(7,442)</b>	<b>-0.1%</b>	<b>7,729,717</b>	<b>31,710</b>	<b>0.4%</b>

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 SUMMARY  
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2017 YTD FORECAST	VARIANCE VS. FORECAST		2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	24,440,294	24,404,618	35,676	0.1%	24,635,602	(195,308)	-0.8%
West of Hudson	465,323	467,455	(2,132)	-0.5%	490,872	(25,549)	-5.2%
<b>Total Rail Commutation Ridership</b>	<b>24,905,617</b>	<b>24,872,073</b>	<b>33,544</b>	<b>0.1%</b>	<b>25,126,474</b>	<b>(220,857)</b>	<b>-0.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	17,240,211	17,280,354	(40,143)	-0.2%	16,845,554	394,657	2.3%
West of Hudson	344,942	351,117	(6,175)	-1.8%	355,797	(10,855)	-3.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>17,585,153</b>	<b>17,631,471</b>	<b>(46,318)</b>	<b>-0.3%</b>	<b>17,201,351</b>	<b>383,802</b>	<b>2.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	41,680,505	41,684,972	(4,467)	0.0%	41,481,156	199,349	0.5%
West of Hudson	810,265	818,572	(8,307)	-1.0%	846,669	(36,404)	-4.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>42,490,770</b>	<b>42,503,544</b>	<b>(12,774)</b>	<b>0.0%</b>	<b>42,327,825</b>	<b>162,945</b>	<b>0.4%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>295,240</b>	<b>293,346</b>	<b>1,894</b>	<b>0.6%</b>	<b>289,167</b>	<b>6,073</b>	<b>2.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>42,786,010</b>	<b>42,796,890</b>	<b>(10,880)</b>	<b>0.0%</b>	<b>42,616,992</b>	<b>169,018</b>	<b>0.4%</b>

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  
JUNE 2017**

LINE	JUNE 2017 ACTUAL	JUNE 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,470,479	2,439,435	31,044	1.3%
Hudson Line	1,500,113	1,460,876	39,237	2.7%
New Haven Line	3,593,126	3,626,066	(32,940)	-0.9%
<b>Total East of Hudson</b>	<b>7,563,718</b>	<b>7,526,377</b>	<b>37,341</b>	<b>0.5%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	85,413	89,903	(4,490)	-5.0%
Pascack Valley Line	58,946	63,296	(4,350)	-6.9%
<b>Total West of Hudson</b>	<b>144,359</b>	<b>153,199</b>	<b>(8,840)</b>	<b>-5.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,708,077</b>	<b>7,679,576</b>	<b>28,501</b>	<b>0.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	35,375	32,838	2,537	7.7%
Haverstraw-Ossining Ferry	11,699	11,731	(32)	-0.3%
Newburgh-Beacon Ferry	6,276	5,572	704	12.6%
<b>Total Connecting Services</b>	<b>53,350</b>	<b>50,141</b>	<b>3,209</b>	<b>6.4%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,761,427</b>	<b>7,729,717</b>	<b>31,710</b>	<b>0.4%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	13,754,459	13,621,058	133,401	1.0%
Hudson Line	8,221,722	8,068,700	153,022	1.9%
New Haven Line	19,704,324	19,791,398	(87,074)	-0.4%
<b>Total East of Hudson</b>	<b>41,680,505</b>	<b>41,481,156</b>	<b>199,349</b>	<b>0.5%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	480,824	499,403	(18,579)	-3.7%
Pascack Valley Line	329,441	347,266	(17,825)	-5.1%
<b>Total West of Hudson</b>	<b>810,265</b>	<b>846,669</b>	<b>(36,404)</b>	<b>-4.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>42,490,770</b>	<b>42,327,825</b>	<b>162,945</b>	<b>0.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	203,086	195,541	7,545	3.9%
Haverstraw-Ossining Ferry	61,619	64,422	(2,803)	-4.4%
Newburgh-Beacon Ferry	30,535	29,204	1,331	4.6%
<b>Total Connecting Services</b>	<b>295,240</b>	<b>289,167</b>	<b>6,073</b>	<b>2.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>42,786,010</b>	<b>42,616,992</b>	<b>169,018</b>	<b>0.4%</b>

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**August 31, 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. Submittal review process of the Program Schedule and Management Plan continues with the manufacturer. Parts obsolescence from the original design/manufacture of the M-8 cars is underway to identify all components which require substitution.

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

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

Installation of pipes, hangers, and related electrical items continues across the lower level tracks. The new fire pump installation is ongoing at 49th Street.

Overall project completion is anticipated in June 2018.

##### **GCT Leaks Remediation Phase II**

Ongoing restoration continues with offsite cleaning and painting of the 45th Street bridge architectural panels.

Overall Project completion is anticipated in March 2018.

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

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

The project scope is to furnish and install a new elevator at the Port Chester Station and replace adjacent stairs to the outbound platform; demolish an abandoned building and construct an ADA compliant ramp on the inbound side from Westchester Avenue to customer parking lot.

Completed installation of insulated panels above the upper and lower elevator canopies as well as on top of the concrete retaining wall; placed concrete sidewalk, curb, and installed the remaining guardrail at the top entrance of the ADA ramp, as well as installed fencing around the exterior side of the ADA ramp. Completed installation of: directional signs on the outbound platform; installed and connected pump to the oil tank in the elevator machine room; and installation of a piston/steel casing in the elevator pit. Delivery and installation of elevator components are underway.

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

### **Harlem-125th Street Improvements**

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II)* – Steel fabrication is ongoing. Site mobilization is scheduled for September 2017.
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct* – Contract was awarded on July 11, 2017 for construction services. Submittal process is underway.

### **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.

Of the eight Customer Service Initiative (CSI) packages, three were advertised in November 2016; three in January 2017; one in March 2017; and the remaining package in April 2017. Bids for all packages have been received and are under review. Anticipate awarding the various packages by end of the year.

### **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 a 30% level, with completion anticipated in October 2017. It is anticipated that a design-build contract will be awarded by year-end.

## **POWER**

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

Continued to progress work in Track 4 continuous outage CP26 to CP33 (north of Tarrytown to south of Croton-Harmon) and the following related work: signal power duct bank, trough and conduits installation at Croton-Harmon and between Scarborough and Philipse Manor; cable pulls; and installation of 3<sup>rd</sup> rail setup. Continued to progress out-of-outage work (outside the track limits for a power outage): cable pulling at Croton-Harmon and installation of platforms, equipment and continuity jumpers.

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

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

- *Tarrytown* –Continued with field commissioning and testing of electrical switchgear components. Placed asphalt pavement on parking area on West Green Street, placed concrete pad for cable chamber, delivered and set manhole (PMH-3). Coordination with local utility, Con Edison, is underway.
- *Croton-Harmon* – Continued with field commissioning and testing of electrical switchgear components. Continued cable pulls for Track #2 (negative return), auxiliary transformers, vault lighting and fiberglass floor at vault. Continued performing cable pulls to auxiliary transformers, splicing of 15kv feeders, delivery of painted steel and steel platform and installation of bollards and stone paving for roadway.
- *Riverdale* – Finalizing field commissioning and testing of electrical switchgear. Fabrication of the crew quarters continues. Coordination with local utility, Con Edison, is underway.

Overall Project completion is forecasted for fourth quarter of 2017.

### **Harlem & Hudson Lines Power Improvements**

#### *Construction of 86<sup>th</sup> Street Substation and 110<sup>th</sup> Street Negative Return Reactors*

- *86th St.*: Demolition and removal of equipment on the east and west platforms continue. Footings for new columns and pit work for AC switchgear at the west platform continue. Delivery and set up of DC switchgear equipment is planned in the fourth quarter of 2017. Fabrication of AC switchgear equipment is ongoing, with delivery forecasted in the third quarter of 2017.
- *110th St.* (replacement of negative return reactors in the substation under the viaduct): Operating as of July 2016.

- *Brewster* – Completed excavation and installation of precast 15kv duct bank, removed temporary vault roof, pulled cable for substation temporary feeders from elevator room, grinded and removed graffiti off vault walls in preparation for walls staining, perform site preparation for switchgears and continued field assembly of switchgears.

Brewster Substation completion (being advanced under Power Infrastructure Restoration described above) is anticipated in fourth quarter of 2017 with overall project completion in first quarter of 2018.

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

- *Mount Vernon East*–Signal substation supervisory control and data acquisition (SCADA) system package fabrication continues with Factory Acceptance Test forecasted in October 2017. The catenary bridge 23X work at the site has commenced with completion anticipated in October 2017.
- *Pelham* – Voltage balancing station work is complete and the station has been placed on-line.
- *New Rochelle* – Final preparation for a future 15KV power redundancy connection is complete with minor punch list work completion anticipated in September 2017.

Overall project completion is anticipated in fourth quarter of 2017.

## ***TRACK AND STRUCTURES***

### **Bronx Drainage Phase II B Improvements between Mott Haven and Fordham Praj**

Work has resumed and will proceed depending on when track outages are available; currently only 3 weekends of work are left and the project completion remains November 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 is anticipated in March 2018.

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

Site mobilization is complete and site work including utility relocation has commenced. Submittal phase is ongoing. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service in the first quarter of 2019.

### **Overhead Bridge Program – Select Bridges East of Hudson**

14<sup>th</sup> Avenue Bridge, Mt. Vernon, NY design-build contract will be awarded in early September 2017. The project will result in the rehabilitation of the substructure and the replacement of the superstructure of the bridge.

## ***COMMUNICATIONS AND SIGNAL***

### **Positive Train Control (PTC)**

Subsystem designs being finalized. On-Board and office software is in development. Factory Acceptance Testing (FAT) for sub-system level software for On-Board and Office continues. Surveys and Federal Communications Commission (FCC) / Tribal applications continue for communication site locations, with 85% of all sites approved by the FCC. Civil Speed Enforcement (MAS) is available from New Rochelle to New Haven for use by Amtrak and freight revenue service. Installation and testing of PTC transponders are 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 on all lines. M7A and M3A on-board PTC hardware installations are ongoing. 128 M7A on-boards kits out of 167 and 2 M3A on-boards kits out of 69 have been installed to-date. Third party contract work for communications infrastructure installation commenced. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. The project is on schedule to meet the FRA requirements of December 31, 2018.

### **West of Hudson Signal Improvements**

Total Project Budget - \$67.6M

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 September 2017.

## ***SHOPS AND YARDS***

### **Harmon Shop Improvements**

Total Project Budget - \$315.6M

#### *Phase V, Stage I Design-Build*

- *Consist Shop Facility/Building 6 (CSF)* – Continued roofing; 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 interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards, metal stairs, installation of elevator rails and supports, and wiring of switchgear and panels inside the electrical room.
- *Yard Utilities and Miscellaneous* – Continued installation of underground utilities at CSF and EMU Annex. Continued installation of gas line on Croton Point Avenue Bridge.

Overall, Phase V, Stage 1 construction completion is anticipated in March 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; an advertisement was placed in June 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 August 31, 2017

In Millions

