



**Metropolitan Transportation Authority**

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

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## **November 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, NY**

**Monday, 11/13/2017  
8:30 - 9:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. Approval of Minutes**

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## **3. 2017 Work Plan**

*2017 Work Plan - Page 13*

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

### **Safety Report**

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### **MTA Police Report**

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## **5. Information Items**

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### **Review of Committee Charter**

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### **Holiday Schedule**

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### **Lease agreement for the Bedford Hills Station Building**

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## **6. Procurements**

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### **Non-Competitive**

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### **Competitive**

*Competitive Procurements - Page 46*

## **7. Monthly Reports**

### **Operations**

*MNR Operations Report - Page 49*

### **Financial**

*MNR Finance Report - Page 58*

**Ridership**

*MNR Ridership Report - Page 78*

**Capital Program**

*MNR Capital Program Report - Page 88*

Next Joint MNR/LIRR meeting on December 11 at 8:30 a.m.

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, October 23, 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. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Norman Brown  
Hon. Randy Glucksman  
Hon. Ira Greenberg  
Hon. John J. Molloy  
Hon. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal J. Zuckerman

Not Present:

Hon. Charles G. Moerdler  
Hon. Scott Rechler  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool

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  
John Kesich – Senior Vice President, Operations  
John Kennard – Vice President – Capital Programs  
Mark Mannix – Sr. Director, Corporate and Public Affairs  
Joseph McGrann – Chief of Operations, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Sean Ryan – Chief Security Officer, Security Department  
Michael Shiffer – Vice President, Planning  
Alfred Torres – Vice President, Human Resources  
Justin Vonashek – Vice President, System Safety

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Ms. Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of October 23, 2017 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

### **PUBLIC COMMENT**

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, expressed concern that New Jersey Transit's project to install Positive Train Control ("PTC") may not meet the October 31, 2018 deadline with respect to Metro-North equipment that operates west of Hudson despite assurances he received from New Jersey Transit that the deadline would be met. Mr. Getz noted that New Jersey Transit is running tests on the Morris and Essex Line. He commented on the reliability of New Jersey Transit trains which he stated break down more often than Metro-North and Long Island Rail Road trains. He stated that many New Jersey Transit trains are out of service awaiting repair which results in some trains operating without full consists. Mr. Getz stated that, although New Jersey Transit has seven employees who are undergoing an 18 month training course to become engineers, New Jersey Transit will still have a shortage of qualified engineers to run trains. He recommended that Metro-North engineers be qualified to operate on the Port Jervis Line, if possible.

H.P. Schroer proposed that veterans and their spouses receive the same transportation discounts as that given to senior citizens. He stated that he has approached Nassau, Suffolk and Westchester county bus lines with his proposal and they are considering it. He stated that the proposal is endorsed by the New York City Department of Veteran Services. Mr. Schroer stated that he has also received public endorsements from city and state officials. He asked the MTA to be the first transportation agency to adopt the proposed discount.

Omar Vera expressed his opinion that the signage on southbound platforms indicate that the trains are going "to Manhattan" rather than "to New York." He recommended that a bridge be erected by Metro-North to connect west of Hudson lines with those east of Hudson. He thanked the Board for investing in new railcars.

Murray Bodin expressed his opinion that the presidents of Metro-North and the Long Island Rail Road be removed due to illegal actions and that the Chairs of their respective Committees be removed for failure to oversee those actions.

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 September 25, 2017 Metro-North Committee meeting. There were no changes to the 2017 Metro-

North Railroad Committee Work Plan. The details of the Work Plan are contained in the 2017 Metro-North Railroad Committee Work Plan filed with the records of this meeting.

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

Acting President Rinaldi reported that, as part of National Customer Service Week, Metro-North recognized 16 employees at the second annual Customer Service Appreciation Day. The employees were voted in by their peers, for their outstanding contributions to improving the overall customer experience. The event recognizes that each Metro-North employee plays a part in creating a positive atmosphere for Metro-North's riders and deserves some recognition for providing excellent customer service.

Acting President Rinaldi reported that service reliability during the month of September was above goal at 93.5% and year-to-date is above goal at 94.1%. In September, the Hudson Line operated at 89.7%, the Harlem Line at 96.3% and the New Haven Line at 93.6%. Hudson Line on-time performance was adversely impacted during the off-peak period due to required track maintenance work. In September, west of Hudson service operated at 96.4%. The availability of New Jersey Transit train engineers improved slightly from the summer months and, as a result, the number of cancelled trains, a total of five during the month, was reduced to an acceptable level of 0.3%. In order to support required infrastructure improvements and rock slope remediation work, off-peak busing continues on the Port Jervis and Pascack Valley Lines. Fleet Availability was good during September with a consist compliance rate of 99.3%. Service disruptions caused New Haven consist compliance to be below goal during the peak periods. Through August, the fleets' Mean Distance Between Failure rate operated very near goal at almost 200,000 miles.

Acting President Rinaldi reported that the new Port Jervis and Pascack Valley Line schedules will take effect on Sunday, October 29. The schedules include minor changes. On the 3:19 p.m. Port Jervis weekday train from Middletown/Town of Wallkill, the connection time at Secaucus Junction to Penn Station-New York will be reduced from 16 minutes to eight minutes, resulting in an eight minute faster trip to Penn Station. On the Pascack Valley Line, the 5:58 p.m. weekday train from Hoboken (5:51 p.m. from Penn Station) will operate three minutes later at all stations due to its connection from Penn Station operating seven minutes later. The connection time at Secaucus Junction is reduced from 12 minutes to eight minutes, resulting in a four minute reduction in travel time from Penn Station to Pascack Valley Line stations.

Acting President Rinaldi reported on ridership during the American League Championship Series games at Yankee Stadium, noting that the games resulted in the highest three days of Metro-North Yankees ridership all year. On October 16, Metro-North carried 5,000 baseball fans to watch the Yankees beat the Astros (10% of the paid game attendance), on October 17, Metro-North carried 4,961 fans to watch the Yankees beat the Astros again (10% of the paid game attendance) and on October 18, Metro-North carried 5,451 fans to watch the Yankees beat the Astros a third time (11% of the paid game attendance). Ridership during that week was higher than any game since April 12, 2014, when 5,370 fans took Metro-North to see the Yankees play the Red Sox. Average ridership to weekday games this year has been 2,600, reversing the downward trend since 2014, when average ridership to weekday games was 2,978.

Acting President Rinaldi reported that preliminary figures indicate that east of Hudson ridership in the month of September was down three-tenths of a percent as compared to September 2016. West of Hudson data for September is not yet available from New Jersey Transit. Total year-to-date ridership is 0.4% higher than in the comparable period of 2016, commutation ridership was 1.0% lower and non-commutation ridership was 2.4% higher. Ridership on the Harlem and Hudson lines is higher than in 2016 and New Haven Line year-to-date ridership is lower than 2016 and lower than the forecast. New Haven Line ridership has been negatively impacted by a higher fares in Connecticut and lower gasoline prices which impact intermediate ridership.

Acting President Rinaldi reported that customer complaints were 12% lower in September from August and 42% higher than in September 2016. This increase in complaints is largely due to an increase of complaints that are received through social media.

Acting President Rinaldi invited all to attend an event that will take place on Friday, November 10, at 11 a.m. on the Main Concourse of Grand Central Terminal when Metro-North will hang the traditional ceremonial wreath commemorating Veterans Day. She noted that the sacrifices our veterans and their families have made for our country are laudable and deserving of special recognition. Metro-North takes great pride in the number of employees who have been in the United States armed forces. Acting President Rinaldi reported that as of September 30, 2017, 6% of Metro-North's new hires are veterans. In total, 9% of Metro-North's workforce are veterans. Metro-North's talent acquisition team works closely with MTA's Director of Veterans Recruitment as part of the railroad's ongoing efforts to attract and hire more veterans into its workforce.

Acting President Rinaldi announced the appointment of Alfred J. Torres as Vice President of Human Resources and Training effective October 11. Mr. Torres comes to Metro-North from Verizon Communications, where he served most recently as the Vice President, Human Resources Business Partner for Corporate and New Product & Technology. In that position, he led a team of 102 individuals and oversaw a budget of \$20 million supporting 48,000 employees. Mr. Torres graduated with a Bachelor of Arts degree from Columbia University and has a Master's of Business Administration from the William E. Simon School of Business at the University of Rochester.

Acting President Rinaldi acknowledged the hard work, professionalism and commitment of Yvonne Hill-Donald, who served in the role of Acting Vice President since Katherine Betries-Kendall's retirement in May. She thanked Ms. Hill-Donald for capably juggling the significant responsibilities of both her current position and the Vice President's position for the past four months. In recognition of her status as a senior leader at Metro-North and the ever-expanding nature of her responsibilities, her title has been changed to Director of Human Resources.

Board member Glucksman noted that there will be a decline in west of Hudson service due to the infrastructure work being undertaken. Board member Metzger thanked Acting President Rinaldi for working with New Jersey Transit to improve west of Hudson service.

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 records, which recording includes Board member comments regarding west of Hudson service.

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

Mr. Vonashek reported that the customer accident rate continues to trend downward and is nearly 34% lower than the previous 12 months. The employee lost time injury rate is approximately 16% higher than the previous 12 months. Overexertion and slip, trip and fall injuries are the main drivers of this increase with situational awareness as the primary cause of many of these incidents. To address the increase, Metro-North is focusing on engaging its employees at the beginning of their shifts and has partnered with the labor groups on various situational awareness campaigns. Grade crossing incidents, derailments and collisions remained unchanged for this month's report. Metro-North's community outreach program, TRACKS, has reached nearly 45,000 through July.

Board member Vitiello asked about the mile markings along the right-of-way. Mr. Vonashek noted that there have been discussions with the MTAPD regarding alternatives to the addition of more mile markings. Training opportunities and aids that the police can carry with them to identify the nearest milepost are under consideration.

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 member Vitiello and Mr. Vonashek regarding the safety report.

### **MTA POLICE DEPARTMENT REPORT**

Chief Joseph McGrann, MTAPD Chief of Operations, gave the police report. He reported on crime statistics, noting that system wide total major felonies in September 2017 were 50% lower than in the comparable period of 2016 and decreased 15% year-to-date September. On the Metro-North system, total major felonies decreased 33% in September 2017 versus the previous September and decreased 13% year-to-date September versus the comparable period of 2016. On Metro-North Grand Theft Auto has seen an increase in September 2017 versus the comparable period of 2016, eight versus three.

Chief McGrann reported on issues discussed at the September Metro-North Committee Meeting, noting that there has been significant progress in the area surrounding Harlem-125th Street Station. The MTAPD is working with Community Board 11 which is providing assistance in accessing city services and has been included in the Community Board's Public Safety meetings. The MTAPD has also been working with the 125th Street Task Force and the Mt. Sinai Treatment Center to address homelessness along 125th Street. New fencing will be installed in areas where there are homeless encampments to keep individuals out of areas that should not be accessible to the general public. Metro-North's Security Department has added new lighting and cameras outside of the station. Chief McGrann noted that the improvement and remediation schedule for Poughkeepsie has been moved up.

With respect to the opiate crisis, Chief McGrann reported that the MTAPD have used Narcan to save 80 lives. He noted that some individuals have been saved two or three times. The MTAPD is working with the local methadone clinic and hopes to work with the New York City Department of Health to address this problem. Board member Vitiello and Chief McGrann discussed the availability and replenishment of Narcan. Chief McGrann noted that the MTAPD officers only have a limited amount of Narcan and cannot accept Narcan from other agencies. However, if other agencies assist the MTAPD on the scene, these agencies can administer the Narcan. Chief McGrann stated that he would look into finding ways to expedite replenishing of Narcan to MTAPD officers in outlying areas.

Board member Metzger thanked the MTAPD for the significant decrease in major crimes. She expressed appreciation for the increased focus on the lesser crimes that are also of concern to the Committee.

The details of Chief McGrann'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.

#### **JOINT INFORMATION ITEMS:**

Four joint information items were presented to the Committee:

- MTA Homeless Outreach – Cynthia Wilson, Assistant Director, Homeless Outreach Services, MTA gave the joint report. She reported that the MTA's homeless outreach program is a team effort, involving coordination with various outreach service providers, stakeholders and the MTAPD. She further reported that the MTA has issued an RFP for a new service provider which will go before the MTA Board if approved at the Finance Committee. She gave a vignette to illustrate how a case is handled. To help a homeless person in need, Assistant Director Wilson can be contacted directly. For an immediate response, she recommended contacting MTAPD, LIRR and Metro-North employees in terminals and stations; dialing 311 or using the City's 311 app; or calling BRC's Homeless Helpline, 212-533-5151.
- 2018 Preliminary Budget. Acting President Rinaldi noted that the 2018 Preliminary Budget was presented at the July Committee meeting, is posted on the MTA's website and is on the agenda to provide the public with an opportunity to comment on the budget.
- LIRR/MNR PTC Project Update. Acting President Rinaldi noted that the update is to be presented at the CPOC meeting of this date. Board member Pally asked what would happen if Metro-North meets the December 31, 2018 deadline for compliance and New Jersey Transit does not. Acting Metro-North President Rinaldi responded that this is an issue that the railroad is very sensitive to because New Jersey Transit is a contract operator for Metro-North's west of Hudson service. She noted that the railroad works very closely with New Jersey Transit on these issues and met with New Jersey Transit's PTC staff last week and they are confident that they will be compliant west of Hudson. Metro-North will continue to work closely with New Jersey Transit through the December 31, 2018 deadline to ensure that the deadline is met. Board member Metzger

noted that she is concerned with New Jersey Transit's PTC plan for west of Hudson service. She asked Acting President Rinaldi to provide Metro-North with interim steps so the Committee can be assured that New Jersey Transit will be in compliance and Metro-North's passengers will be adequately protected. Board member Glucksman noted that he is also concerned with the New Jersey Transit's progress. He noted that New Jersey Transit has begun testing on the Morristown Line.

- Bi-Annual Report on M-9 Procurement – Acting President Rinaldi reported that this item be presented at the CPOC meeting of this date.

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

### **METRO-NORTH INFORMATION ITEM:**

- Track Program Quarterly Update – Mr. Hayden gave the Track Program Quarterly Update the details of which are contained in a report filed with the records of this meeting. Board member Zuckerman stated that he appreciates the great deal of work the railroad has done. He asked to be provided with information regarding when enough work will be completed so that the railroad can operate in a less speed restrictive environment. There was a discussion between Board members Metzger, Zuckerman, Vitiello, and Glucksman and Acting President Rinaldi regarding the manner in which the information is presented in the track report. Board members Metzger and Zuckerman would like the report to contain a schedule of the work to be done, anticipated date of completion and the impact on service. Acting President Rinaldi stated that the railroad would work on how to depict the information in the report in a manner that is helpful to the Committee. Board member Glucksman stated that he is concerned the work that is scheduled on the Hudson and Port Jervis Lines will not be completed by the end of this year. Mr. Hayden noted that, since the date of the report, work on the Pt, Jervis Line is currently ahead of schedule and work has been accelerated on the Hudson Line.

### **METRO-NORTH PROCUREMENTS:**

Four competitive procurements were presented to the Committee:

- Approval to award a 24-month competitively solicited and negotiated design-build contract in the not-to-exceed amount of \$30,800,000 to Halmar Transportation Systems, LLC to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal.
- Approval to award a competitively solicited and negotiated 32-month contract in the not-to-exceed amount of \$8,389,829 to Ford Audio-Video Systems, LLC to design and construct the Visual Display System in Grand Central Terminal.
- Approval to award a 37-month competitively solicited and negotiated design-build contract in the not-to-exceed amount of \$68,882,100 to Mass Electric Construction LLC to perform the design and construction services for security, audio-visual and facility enhancements at various Metro-North stations.

- Approval to award a 33-month competitively solicited and negotiated apparatus contract in the not-to-exceed amount of \$15,893,146 to Signet Electronic Systems, Inc. to design, furnish, install, test and integrate a new Public Address and Visual Information System (PANIS) central control which will replace the current PANIS, as well as develop a new Real Time Train Database System. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative in Grand Central Terminal (GCT), and other outlying passenger stations and facilities.

### **RATIFICATIONS:**

Two ratifications were presented to the Committee:

- Approval of a non-competitive procurements in the combined not-to-exceed amount of \$185,591 to Circuit Breaker Sales NE, Inc. (\$89,741) and Robert L. Gerosa, Inc. (\$95,850) to perform emergency bus duct repair and rigging services at Metro-North Railroad's Harlem Line B-7 Tremont Substation. The bus duct connects two traction power transformers to the rectifier. The transformers and associated components are in place to supply the voltage necessary for Metro-North's north and south Harlem main lines.

Board member Zuckerman discussed the proposed contract with Signet Electronic Systems, Inc. He thanked Metro-North for adding four stations at the outer ends of the Metro-North system to that contract. However, he noted that the staff summary did not identify the addition of these stations. Acting President Rinaldi stated that these stations will be added by change orders that will be brought before the Committee. Acting President Rinaldi noted that the work scope for the contract with Mass Electric Construction, LLC has been changed to add four additional stations and Wi-Fi. Board member Greenberg asked if these contracts include a plan for maintenance at the end of the contract term. Mr. Muir stated that where the maintenance components are not proprietary, maintenance contracts will be competitively bid in the future. With respect to Signet, maintenance services are an option. Regarding the ratifications, Board member Greenberg asked whether Metro-North would be purchasing another transformer. Mr. Muir stated that Metro-North will use the competitive bid process to obtain a new transformer.

Upon motion duly made and seconded, the competitive procurements and ratifications were approved by the members of the Committee present for recommendation to the Board. Board member Metzger noted that, although the Committee did not have a quorum, the items voted on will go before the Board.

The details of the 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 Board member' comments and discussion regarding the proposed procurements and ratifications.

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

Board member Glucksman thanked Metro-North for adding statistics regarding incidents that resulted in more than 10 delays on the west of Hudson lines. Board member Greenberg commented on Long Island Rail Road's on-time performance.

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, which recording includes Board member Zuckerman's comments regarding elevator and escalator operating report.

## 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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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2017 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

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#### November 2017

Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis

#### December 2017 (Joint meeting with LIRR)

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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#### January 2018

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	Finance
2017 Annual Operating Results	Operations
2017 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2017	Diversity and EEO

#### March 2018

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

September 2018

2019 Preliminary Budget (Public Comment)  
2018 Mid-Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2018  
2018 Fall Schedule Change

Finance  
Finance  
Diversity and EEO  
Operations Planning & Analysis

October 2018 (Joint meeting with LIRR)

2019 Preliminary Budget (Public Comment)  
Status Update on PTC  
Track Program Quarterly Update  
MTA Homeless Outreach  
Bi-Annual Report on M-9 Procurement

Finance  
President  
Engineering  
MTA  
President

# 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

### 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 PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

### Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

## **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.

## **SEPTEMBER 2017**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### 2018 Final Mid-Year Forecast

The agency will provide the 2018 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity & EEO Report– 2<sup>nd</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.

### 2018 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 2018.

## **OCTOBER 2018** (Joint Meeting with LIRR)

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 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.



**Metro-North Railroad**

# **Safety Report**

September 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	October 2014 - September 2015	October 2015 - September 2016	October 2016 - September 2017
FRA Reportable Customer Accident Rate per Million Customers	1.86	1.26	0.87
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.12	2.83	3.16
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	
	September	Year End	September	Year to Date
First Responders Trained	-	1,314	115	1,091
Employee Safety Training Courses	-	307	137	294
Employees Trained	-	6,161	1,399	6,110
Employee Safety Training Hours	-	268,469	15,363	196,714
Customer and Community: Focus on Grade Crossings	2016		2017	
	September	Year to Date	September	Year to Date
Broken Gates	7	46	1	19
MTA Police Details	121	1,181	120	1,116
Summons	37	314	62	515
Warnings	8	91	6	140
Community Education and Outreach	6,538	26,946	10,753	55,717
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	114	11.92%	
Passenger Compartment Cameras	1,086	114	10.50%	

**Definitions:**

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

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

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

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

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

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

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

**Community Education and Outreach** - The number of individuals reached at a TRACKS event. Program began in May 2016.

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



# Police Report



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### October 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	2	1	1	100%
Burglary	4	5	-1	-20%
Grand Larceny	6	3	3	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	14	1	7%

### Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	12	16	-4	-25%
Felony Assault	15	14	1	7%
Burglary	11	20	-9	-45%
Grand Larceny	73	81	-8	-10%
Grand Larceny Auto	8	3	5	167%
Total Major Felonies	119	134	-15	-11%



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

**October 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>7</b>	<b>-4</b>	<b>-57%</b>
<b>Felony Assault</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Burglary</b>	<b>4</b>	<b>6</b>	<b>-2</b>	<b>-33%</b>
<b>Grand Larceny</b>	<b>13</b>	<b>15</b>	<b>-2</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>23</b>	<b>30</b>	<b>-7</b>	<b>-23%</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>38</b>	<b>40</b>	<b>-2</b>	<b>-5%</b>
<b>Felony Assault</b>	<b>31</b>	<b>27</b>	<b>4</b>	<b>15%</b>
<b>Burglary</b>	<b>12</b>	<b>29</b>	<b>-17</b>	<b>-59%</b>
<b>Grand Larceny</b>	<b>127</b>	<b>156</b>	<b>-29</b>	<b>-19%</b>
<b>Grand Larceny Auto</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>43%</b>
<b>Total Major Felonies</b>	<b>218</b>	<b>259</b>	<b>-41</b>	<b>-16%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**October 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	0	3	0
<b>Fel. Assault</b>	3	1	2	0
<b>Burglary</b>	4	0	4	0
<b>Grand Larceny</b>	13	5	6	2
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>23</b>	<b>6</b>	<b>15</b>	<b>2</b>
<b>Crimes Per Day</b>	<b>0.74</b>	<b>0.19</b>	<b>0.48</b>	<b>0.06</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 10/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	31	32
Felony Assault	37	29
Burglary	8	22
Grand Larceny	50	55
Grand Larceny Auto	2	3
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	16	16
Assault-Misdemeanor	46	40
Breach of Peace	8	10
Child Endangerment	2	3
Criminal Contempt	6	4
Criminal Impersonation	7	5
Criminal Mischief	54	44
Criminal Possession Stolen Property	18	12
Criminal Tampering	8	3
Criminal Trespass	33	32
Disorderly Conduct	3	5
Drug Offenses	91	47
DUI Offenses	7	9
Failure to Appear	1	0
Falsely Reporting an Incident	3	4
Forgery	52	55
Fraud	1	8
Graffiti	23	11
Harassment	4	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	7	6
Obstruct Government	9	14
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	102	167
Public Lewdness	20	101
Reckless Endangerment	6	3
Resisting Arrest	30	32
Sex Offenses	16	10
Stalking	1	0
Theft of Services	162	141
Unlawful Fleeing a Police Officer	1	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	3
Warrant Arrest	49	37
Weapons Offenses	7	6
<b>Total Arrests</b>	<b>925</b>	<b>982</b>



**Metro-North Railroad**

# **Information Items**



## THE METROPOLITAN TRANSPORTATION AUTHORITY

### COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), ~~on July 24, 2013.~~ as amended on November 15, 2017.

#### I. ~~I.~~ PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

#### II. ~~II.~~ COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

#### III. ~~III.~~ COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

#### IV. ~~IV.~~ COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

**V. ~~V.~~ COMMITTEE REPORTS:**

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

**VI. ~~VI.~~ KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
2. monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of Metro-North that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of Metro-North and monitor the status of such projects;

7. review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues; and;
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs; ;

~~1. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;~~

~~2.1. review and assess the adequacy of this Charter annually; and~~

~~report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.~~ With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Metro-North:

1. Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. Monitor the progress of the capital projects undertaken by the MTACC;
4. Monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. Monitor the progress of contract commitments and completions with respect to capital projects; and
6. Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;

2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;

3. review and assess the adequacy of this Charter annually; and

3.4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



**Date** November 1, 2017

**To** Metro-North Committee

**From** Catherine Rinaldi 

**Re** **2017 Holiday and Special Event Services**

---

Outlined below for your information are Metro-North's service plans for the upcoming 2017 Thanksgiving and Christmas/New Year's holiday periods. Ridership increases significantly during these holidays when many discretionary customers include Metro-North in their travel plans.

As in past years, key elements of this year's holiday service plan include:

- Additional trains;
- Special revenue collection/selling activities;
- Marketing/advertising holiday programs; and
- Enhanced customer information.

The objectives of the program are to:

- Increase ridership;
- Ensure collection of all fares and revenue; and
- Provide a comfortable, safe and reliable service.

The Thanksgiving holiday program remains essentially the same as in 2016, while the Christmas and New Year's holiday service differs from 2016 because Christmas and New Year's Day were on a Sunday last year. Special Thanksgiving Weekend and Christmas/New Year's Weekend timetables have been developed to address the travel demands of our customers over both holiday weekend periods.

Details of the special services being provided throughout the holiday period are as follows:

#### **THANKSGIVING HOLIDAY WEEKEND**

Metro-North will publish and operate a special four-day schedule for the Thanksgiving holiday weekend (Thursday, November 23 through Sunday, November 26) that is tailored to the travel needs of our customers; these schedules will also be available through our IVR/call center, the internet, and via TrainTime. As in past years, off-peak fares will be valid throughout the entire four-day period.

**Wednesday, the day before Thanksgiving**

Historically, this is the heaviest travel day of the year with outbound ridership between noon and 8 PM more than 25% higher than a normal weekday. Metro-North will operate a regular weekday schedule with longer trains at key times and 19 additional trains (6 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:15 PM. All service is shown in the current timetables.

**Thanksgiving Day**

Metro-North will provide additional inbound morning service for customers going to the Macy's Thanksgiving Day Parade. There will also be expanded outbound service starting in the late morning and continuing until mid-afternoon for customers traveling to suburban destinations. Finally, there will be expanded evening service for customers returning to New York City.

During the key outbound period between 10 AM and 2 PM all fares from Grand Central and from Harlem-125th Street will be collected from customers before they board trains. "Gate collection" of fares will take place to ensure that a fare is collected from each customer. Overall, we project that Metro-North will provide more than 100,000 rides on Thanksgiving Day.

**Friday, the day after Thanksgiving**

Fewer commuters and greatly increased discretionary travel require a significant change to regular weekday service. A special schedule included in Metro-North's four-day timetable addresses the unique travel patterns of our ridership on this day by featuring a Saturday schedule with extra service in the traditional AM and PM peak periods plus extra inbound service after 10 AM and extra outbound service after noon.

**Thanksgiving Weekend (Saturday and Sunday)**

Saturday and Sunday schedules complete the four-day timetable with extra trains and additional cars on existing trains. Saturday service will feature upper Hudson and outer New Haven Line Shoppers' Special service. Regular half-hour service to/from Stamford on the New Haven Line and to/from North White Plains on the Harlem Line will be operated all day on Saturday. Sunday service will feature outer New Haven Line Shoppers' Specials in addition to the normal half-hourly service on all lines.

**THANKSGIVING – CHRISTMAS/NEW YEAR'S PERIOD**

For the five-week period from November 18 until December 24, Metro-North will supplement regular weekend train service to meet the travel demands of increased discretionary ridership by providing:

- Additional cars and extra staffing on existing train service during key times throughout the holiday period.
- Hudson and New Haven Lines Shoppers' Special trains on Saturdays, and New Haven Line Shoppers Specials on Sundays.

As discretionary ridership continues to grow year by year, it should be noted that service is constrained in certain time periods by infrastructure, and some trains may operate with heavier than optimal loadings—especially on the New Haven Line. We continually monitor ridership (we perform passenger counts of almost every train at GCT every weekend between November 18 and New Year’s Weekend) and, to the extent possible, divert the limited resources (cars and crews) to the time periods where ridership is heaviest.

### **CHRISTMAS/NEW YEAR’S HOLIDAYS**

To accommodate customers’ special travel needs on the Christmas and New Year’s holidays, Metro-North will publish a special Christmas/New Year’s holiday timetable. This timetable will cover Christmas Day, New Year’s Eve, and New Year’s Day.

#### **Christmas Getaway (Friday, December 22)**

Ridership on the Christmas Getaway follows the Thanksgiving Eve patterns, so Metro-North will provide the same service as on the Wednesday before Thanksgiving - a regular weekday schedule with longer trains at key times and 18 additional trains (5 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:10 PM. All service is shown in the current timetables.

#### **Saturday, December 23**

Metro-North will operate a regular Saturday schedule, with Shoppers’ Specials.

#### **Christmas Eve**

Metro North will operate a regular Sunday schedule, with Shoppers’ Specials.

#### **Christmas Day and New Year’s Day**

The Christmas Day holiday and New Year’s Day historically have the lowest ridership of any holiday. Metro-North will operate a special schedule on Christmas Day and New Year’s Day, with hourly service on the lower Hudson, upper Hudson, mid-Harlem, upper Harlem, inner New Haven, outer New Haven Lines and on the New Canaan branch, every two hours on the Wassaic segment, and every three hours on the Danbury and Waterbury branches.

#### **New Year’s Getaway (Friday, December 29)**

Ridership on the New Year’s Getaway also follows Thanksgiving Eve patterns, and Metro-North will provide the same service pattern as provided for the Thanksgiving Getaway.

**New Year's Eve**

On New Year's Eve, MNR will operate a regular Saturday schedule, expanded to include extra late-afternoon and early-evening service inbound to GCT as well as overnight New Year's morning service inbound and outbound for those attending New Year's celebrations.

As in past years, customers riding home on Metro-North's early-morning New Years' service will have their tickets collected prior to boarding trains at Grand Central.

**CHRISTMAS-NEW YEAR'S WEEK (Tuesday, Dec. 27 – Thursday, Dec. 29)**

Historically, mid-day inbound ridership between 10 AM and 2 PM increases by more than 100% on the weekdays between Christmas and New Year's Eve. This increase reflects high discretionary ridership while school is on the holiday recess, as well as shoppers taking advantage of after-Christmas sales. To meet this demand, Metro-North will adjust train lengths and operate additional trains on all lines.

**NCAA COLLEGE FOOTBALL AT YANKEE STADIUM**

Again this year, Yankee Stadium will be the venue for NCAA college football, the 2017 New Era Pinstripe Bowl Game. The New Era Pinstripe Bowl will be played at 5:15 pm on Wednesday, December 27. Metro-North will provide convenient service to/from this event, featuring direct service to Yankees-East 153rd Street station on the Hudson Line, shuttle service between Grand Central Terminal, Harlem-125th Street and Yankees-E. 153rd Street, and convenient connections at Harlem-125th Street station for customers traveling on the Harlem and New Haven lines.

cc: J. Lhota  
V. Hakim  
S. Doering  
R. Gans  
J. Kennard  
J. Kesich  
A. Paul  
K. Porcelain  
M. Shiffer  
A. Torres  
M. Mannix

# Staff Summary

Subject <b>LEASE AGREEMENT FOR THE BEDFORD HILLS STATION BUILDING</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ALICIA BIGGS</b>

Date <b>NOVEMBER 13, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	11/13/17	X		
2	Board	11/15/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal 		
2	Chief Development Officer		
3	Chief of Staff 		
4	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("Metro-North")  
 LESSEE: Town of Bedford (the "Town")  
 LOCATION: Bedford Hills Station, Harlem Line, Westchester County  
 ACTIVITY: Town governmental offices and other community-based uses  
 ACTION REQUESTED: Approval of Terms  
 TERM: 25 Years  
 SPACE: Bedford Hills Station Building (+/-1,860 square feet) along with 9 adjacent parking spaces  
 COMPENSATION: One Dollar, Payment Waived

**COMMENTS:**

The Town of Bedford has requested a new lease for the Bedford Hills Station Building, which it has leased since 1975. Throughout, Metro-North customers enjoyed unrestricted access to the waiting and restroom functions (there is no ticket office). The current lease ran for 25 years and expired on September 30, 2015. The Town is currently a month-to-month tenant.

Entering into a new lease will allow Metro-North to continue to realize cost avoidance associated with ongoing maintenance and repairs. The Town has agreed, at its cost, to replace the roof and remove associated asbestos.

Last year, the Town completed a renovation of the interior space, approved by the New York State Historic Preservation Office, at a cost of approximately \$80,000. The new lease will require the Town to continue day-to-day maintenance and undertake capital improvements. The Town is exploring several sources of grants to fund these improvements, including the Federal Transit Administration, and other Federal departments. A long term lease is a prerequisite to applying for and securing such funding.

The lease will allow the Town to use the station building only for municipal purposes and non-profit, community-based events so long as the uses do not impact the customer waiting area or restrooms for Metro-North's customers. The lease will require the Station Building and parking spaces to remain under the control and use of the Town or another public entity.

# Staff Summary

## FINANCE COMMITTEE MEETING LEASE WITH THE TOWN OF BEDFORD

A 2017 appraisal determined that a lease for this building is valued at \$63,600 per annum or \$34.19 per square foot. However the benefit derived from the Town's willingness to assume the necessary capital expenditures is an inducement for Metro-North to enter into this agreement.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with the Town of Bedford based upon the above described terms and conditions.



**Metro-North Railroad**

# **Procurements**

**Subject** Request for Authorization to Award Various Procurements

**Department** Procurement and Material Management

**Department Head Name** Alfred Muir, Sr. Director

**Department Head Signature** 

**Project Manager Name**

**Date** November 3, 2017

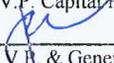
**Vendor Name** Various

**Contract Number** Various

**Contract Manager Name** Various

**Table of Contents Ref #**

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	11-13-17	X		
2	MTA Board Mtg.	11-15-17	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

**PURPOSE:**

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

**DISCUSSION:**

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

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	1	\$500,000
Schedule G    Miscellaneous Service Contracts		
•    Dayton T. Brown, Inc.            \$500,000		
<b>SUB TOTAL:</b>	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 B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to Use RFP Process		TBD
 <u>Schedules Requiring Majority Vote</u>	 NONE	
SUB TOTAL:	1	TBD

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		
Schedule D: Ratification of Completed Procurement Actions		NONE
 <u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions		NONE
SUB TOTAL:		
TOTAL:	2	\$500,000

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.

NOVEMBER 2017

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

**1. Dayton T. Brown, Inc. \$500,000 (not-to-exceed) Staff Summary Attached**  
**Engineering Support Services - 220 MHz Radio Frequency Testing for Positive Train Control**

Approval is requested to award a non-competitive, miscellaneous service agreement in the total not-to-exceed amount of \$500,000 to the firm, Dayton T. Brown, Inc. (DTB), to provide engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing. The term of the contract will be up to 42 months, to cover both pre-implementation PTC services and to provide support during the initial phases of PTC operations.

One of the requirements of a functioning and compliant PTC system is providing for interoperability between different railroads operating on the same tracks. The PTC system that Metro-North is implementing, known as Advanced Civil Speed Enforcement System (or ACSES II) must be interoperable with the system being deployed by freight railroads, which is the Interoperable Electronic Train Management System (I-ETMS).

The requirement for interoperability extends to radio communications. The PTC communications network consists of three types of radios: locomotive radios, wayside radios and 75-watt base radios. I-ETMS uses a radio network known as Interoperable Train Control Radio (ITCR) that operates from 217.6 – 222 MHz using 25-kilohertz channels. Metro-North's PTC system operated within an adjacent band of spectrum and our radio are designed to be interoperable with ITCR system. However, testing and certification is required to ensure such interoperability and the mitigation of any potential interference issues.

At this time Metro-North does not have sufficient in-house resources to adequately support this testing and certification effort, which includes environmental testing, qualification testing, subsystem analysis and modeling to determine appropriate performance parameters, as well defining test and demonstration methods. In order to mitigate risk and maintain project schedules, the hiring of an outside resource as an extension of staff and to provide additional engineering expertise has been identified as an urgent immediate need.

DTB, based in Bohemia, New York, has exceptional qualifications in providing PTC radio frequency (RF) compliance testing and certification. DTB has experience in providing engineering support in both heavy rail and transit environments and is the only such company available in the North-East region, and the only qualified company with available resources to immediately support this vital effort. In addition to providing all of the required engineering support needs, DTB can identify and help to mitigate system performance issues.

MNR completed a responsibility review of Dayton T Brown as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI). There are no known MWBE participation opportunities as DTB is the only authorized provider of these services in the North-East region.

Metro-North will receive the benefit of pricing negotiated by the U.S. General Services Administration (GSA) under its contract GS-230-0038K. This procurement is to be funded by MNR's Operating Budget.

**Schedule G: Miscellaneous Service Contracts**

Item Number: G

<b>Vendor Name (&amp; Location)</b> Dayton T. Brown, Inc.
<b>Description</b> Engineering Support Services - 220 MHz Radio Frequency Testing for Positive Train Control
<b>Contract Term (including Options, if any)</b> Eighteen Months
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive

<b>Contract Number</b> 88157	<b>AWO/Modification #</b>
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	Not-to-exceed \$500,000
<b>Funding Source</b>	<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	

Contract Manager: Zulma I. Rosario (212) 340-3023

**Discussion:**

Approval is requested to award a non-competitive, miscellaneous service agreement in the total not-to-exceed amount of \$500,000 to the firm, Dayton T. Brown, Inc. (DTB), to provide engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing. The term of the contract will be up to 42 months, to cover both pre-implementation PTC services and to provide support during the initial phases of PTC operations.

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## Schedule G: Miscellaneous Service Contracts

MNR completed a responsibility review of Dayton T Brown as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI). There are no known MWBE participation opportunities as DTB is the only authorized provider of these services in the North-East region.

Metro-North will receive the benefit of pricing negotiated by the U.S. General Services Administration (GSA) under its contract GS-230-0038K. This procurement is to be funded by MNR's Operating Budget.

NOVEMBER 2017

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

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

1. **Request to use the RFP Process**                      **TBD**                      **Staff Summary Attached**  
**For the Rehabilitation of and Improvements to Outlying Stations**

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit Design/Build Services for the for the Rehabilitation of, and Improvements to Outlying Stations.

Through its efforts implementing the Enhanced Station Initiative and the Customer Service Initiative, Metro-North is developing new standards focused on improving the customer's experience at stations. These improvements, which serve functional and aesthetic purposes, include improved entrances, lighting, amenities, communications and new technology. Certain outlying stations require remedial work to bring them into a better state of good repair.

Currently, Metro-North has identified Beacon and Southeast Stations as two stations that would benefit from the implementation of such improvements. Metro-North is also in the process of identifying other stations which, as funding and operational constraints allow, will most benefit from similar scopes of work.

The RFP process generally is used to solicit Design/Build contracts because the contract documents are not sufficiently complete to utilize a formal competitive bidding solicitation. Also, the RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. The RFP process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

Metro-North will not solicit for any of this work without first informing Committee members of the selection of included stations, in addition to Beacon and Southeast. Additionally, Metro-North will internally validate the decision to solicit all such work as a Design/Build project and provide information to Committee members about this process before proceeding. Finally, if the Board approves of this action, then the subsequent award of a contract after completion of the RFP process will be separately brought to the Board for approval.

MTA DDCR will be consulted in order to establish MBE/WBE goals for these contracts. These procurements will be funded by the 2015-2019 MNR Capital Program.

# Staff Summary

<b>Item Number</b> B					
<b>Dept. &amp; Dept. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director					
<b>Division &amp; Division Head Name:</b>  Executive Vice President, Catherine Rinaldi					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	11-13-17	x		
2	MTA Board Mtg.	11-15-17	x		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Acting President	X	V.P. & General Counsel		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT				
X	V.P. Capital Program				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> TBD	<b>Contract Number</b> Various
<b>Description</b>  Request to use the RFP Process-to solicit the Rehabilitation of, and Improvements to Outlying Stations	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> Various	
<b>Option(s) included in Total Amount?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<b>Renewal?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<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**

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit the Rehabilitation of, and Improvements to Outlying Stations.

**II. BACKGROUND & DISCUSSION**

Through its efforts implementing the Enhanced Station Initiative and the Customer Service Initiative, Metro-North is developing new standards focused on improving the customer's experience at stations. These improvements, which serve functional and aesthetic purposes, include improved entrances, lighting, amenities, communications and new technology. Certain outlying stations require remedial work to bring them into a better state of good repair.

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Metro-North will not solicit for any of this work without first informing Committee members of the selection of included stations, in addition to Beacon and Southeast. Additionally, Metro-North will internally validate the decision to solicit all such work as a Design/Build project and provide information to Committee members about

this process before proceeding. Finally, if the Board approves of this action, then the subsequent award of a contract after completion of the RFP process will be separately brought to the Board for approval.

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

MTA DDCR will be consulted in order to establish MBE/WBE goals for these contracts.

**IV. IMPACT ON FUNDING**

These procurements will be funded by the 2015-2019 MNR Capital Program and potentially the 2020-2024 Capital Program

**V. ALTERNATIVES**

The alternative is to use the sealed competitive bidding process. Subject to further analysis and review (as referenced above), this alternative is not recommended, as it would require Metro-North to first obtain 100% designs of the work to be implemented, thereby losing the advantages of Design/Build construction. Also, Metro-North would lose the ability to negotiate improvements to the project schedule and to incorporate more efficient means and methods for project delivery.



**Metro-North Railroad**

# **Operations Report**

Performance Summary			2017 Data			2016 Data		
			Annual Goal	October	YTD thru October	October	YTD thru October	
<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>92.1%</b>	<b>93.9%</b>	<b>94.0%</b>	<b>93.9%</b>	
		AM Peak	93.0%	88.4%	94.1%	92.3%	92.5%	
		AM Reverse Peak	93.0%	94.1%	95.6%	93.3%	95.2%	
		PM Peak	93.0%	96.3%	94.9%	96.5%	94.9%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>92.5%</b>	<b>94.6%</b>	<b>94.2%</b>	<b>93.9%</b>	
		Off Peak Weekday	93.0%	90.2%	92.1%	92.5%	92.6%	
		Weekend	93.0%	95.6%	96.0%	96.2%	96.4%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>89.9%</b>	<b>94.0%</b>	<b>94.8%</b>	<b>95.0%</b>
		AM Peak	93.0%	85.5%	94.0%	92.1%	92.2%	
		AM Reverse Peak	93.0%	96.7%	97.3%	97.0%	97.0%	
		PM Peak	93.0%	96.8%	96.6%	97.3%	96.7%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>91.7%</b>	<b>95.5%</b>	<b>94.8%</b>	<b>94.7%</b>	
		Off Peak Weekday	93.0%	85.5%	91.7%	94.8%	94.1%	
		Weekend	93.0%	95.0%	95.7%	94.6%	96.8%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.0%</b>	<b>95.7%</b>	<b>95.6%</b>	<b>94.9%</b>
		AM Peak	93.0%	92.0%	95.9%	96.1%	94.0%	
		AM Reverse Peak	93.0%	95.7%	97.1%	95.7%	96.0%	
		PM Peak	93.0%	97.4%	95.5%	97.8%	94.9%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.8%</b>	<b>95.9%</b>	<b>96.7%</b>	<b>94.7%</b>	
		Off Peak Weekday	93.0%	92.3%	94.7%	94.6%	94.1%	
		Weekend	93.0%	96.3%	97.2%	95.4%	96.7%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.0%</b>	<b>92.5%</b>	<b>92.3%</b>	<b>92.6%</b>	
	AM Peak	93.0%	87.4%	92.7%	89.3%	91.4%		
	AM Reverse Peak	93.0%	91.3%	93.4%	89.1%	93.5%		
	PM Peak	93.0%	95.0%	93.3%	95.1%	93.8%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>91.1%</b>	<b>93.0%</b>	<b>91.6%</b>	<b>92.7%</b>		
	Off Peak Weekday	93.0%	91.2%	90.5%	89.8%	90.7%		
	Weekend	93.0%	95.5%	95.4%	97.7%	96.1%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,813</b>	<b>192,833</b>	<b>19,436</b>	<b>192,961</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		11.5	12.3	11.3	12.9		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	261	2,168	182		
	<b>Trains Canceled</b>		230	16	241	13		
	<b>Trains Terminated</b>		230	19	232	15		
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.8%	99.8%	99.9%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>99.1%</b>	<b>99.2%</b>	<b>99.6%</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%	97.6%	98.2%	98.8%	99.1%	
		AM Reverse Peak	99.5%	99.8%	99.9%	99.9%	99.9%	
		PM Peak	99.0%	98.5%	98.2%	99.4%	99.1%	
		<b>Total Peak</b>	<b>99.0%</b>	<b>98.3%</b>	<b>98.5%</b>	<b>99.2%</b>	<b>99.2%</b>	
		Off Peak Weekday	99.5%	99.5%	99.5%	99.8%	99.8%	
		Weekend	99.5%	99.9%	99.8%	99.9%	99.9%	
		<b>Hudson Line</b>	AM Peak	99.5%	99.5%	99.8%	100.0%	99.9%
		PM Peak	99.5%	100.0%	99.9%	100.0%	99.9%	
		<b>Harlem Line</b>	AM Peak	99.0%	97.1%	98.3%	99.1%	99.2%
		PM Peak	99.0%	99.6%	98.6%	99.8%	99.1%	
		<b>New Haven Line</b>	AM Peak	98.5%	96.8%	97.0%	97.8%	98.4%
		PM Peak	98.5%	96.7%	96.7%	98.7%	98.5%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	September	2017 Data		2016 Data		YTD 2017 Vs 2016
			October	YTD thru October	October	YTD thru October	
Engineering (Scheduled)	19.8%	984	581	4,606	371	3,008	1,598
Engineering (Unscheduled)	17.3%	585	506	5,861	385	6,354	-494
Maintenance of Equipment	19.3%	273	567	3,479	326	3,902	-423
Transportation	8.3%	42	244	910	87	796	114
Capital Projects	0.1%	0	2	8	54	154	-146
Weather and Environmental	18.0%	17	528	2,303	466	2,332	-29
Police	7.1%	185	207	2,470	296	3,184	-714
Customers	4.9%	78	145	880	79	915	-35
Other	4.8%	67	142	2,626	102	3,245	-619
3rd Party Operations	0.3%	2	10	32	3	32	0
<b>TOTAL</b>	<b>100.0%</b>	<b>2,231</b>	<b>2,930</b>	<b>23,175</b>	<b>2,169</b>	<b>23,921</b>	<b>-747</b>

HUDSON LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2017 Vs 2016
Engineering	48.2%	721	398	2,726	151	1,590	1,136
Maintenance of Equipment	19.5%	78	161	840	66	1,079	-239
Transportation	8.1%	12	67	167	27	160	7
Capital Projects	0.0%	0	0	0	0	4	-4
Weather and Environmental	4.4%	0	36	478	89	384	94
Police	5.9%	66	49	559	15	388	171
Customers	9.0%	39	74	345	30	248	97
Other	4.1%	5	34	301	1	770	-469
3rd Party Operations	0.8%	0	7	11	0	2	9
<b>TOTAL</b>	<b>100.0%</b>	<b>921</b>	<b>826</b>	<b>5,427</b>	<b>379</b>	<b>4,625</b>	<b>802</b>

HARLEM LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2017 Vs 2016
Engineering	23.3%	232	186	2,152	137	2,254	-102
Maintenance of Equipment	10.6%	76	85	817	61	1,085	-268
Transportation	9.5%	7	76	227	16	231	-4
Capital Projects	0.0%	0	0	0	2	4	-4
Weather and Environmental	40.6%	12	324	1,019	181	925	94
Police	9.1%	21	73	721	121	872	-151
Customers	3.1%	15	25	163	18	222	-59
Other	3.8%	12	30	372	12	969	-597
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>375</b>	<b>799</b>	<b>5,471</b>	<b>548</b>	<b>6,563</b>	<b>-1,092</b>

NEW HAVEN LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2017 Vs 2016
Engineering	38.6%	616	502	5,589	468	5,520	69
Maintenance of Equipment	24.6%	118	320	1,822	200	1,738	84
Transportation	7.7%	23	100	516	44	405	111
Capital Projects	0.2%	0	2	8	52	146	-138
Weather and Environmental	12.8%	4	167	805	196	1,023	-218
Police	6.5%	98	84	1,190	161	1,924	-734
Customers	3.5%	24	46	371	31	444	-73
Other	6.0%	49	78	1,953	90	1,506	447
3rd Party Operations	0.2%	2	2	21	3	27	-6
<b>TOTAL</b>	<b>100.0%</b>	<b>934</b>	<b>1,301</b>	<b>12,275</b>	<b>1,245</b>	<b>12,733</b>	<b>-458</b>



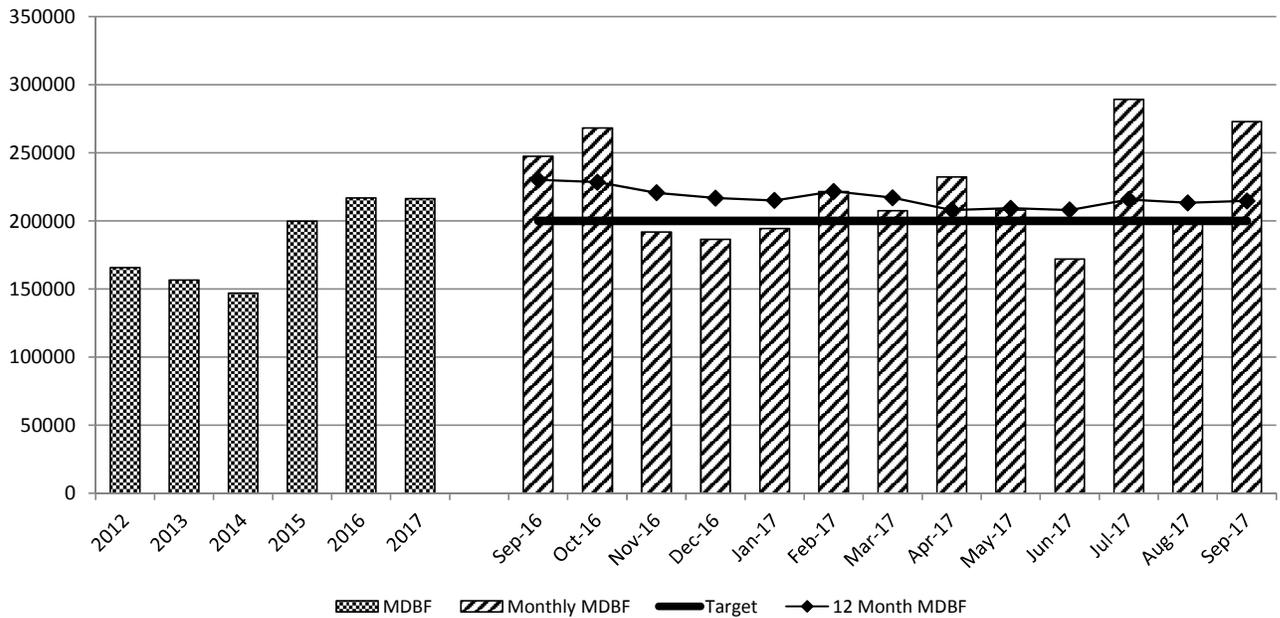
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

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
10/04	Wed	Defective ties on track 3 within CP241.	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0
10/05	Thu	Track circuit down at CP272.	0	0	0	0	0	0	8	0	0	2	0	0	10	0	0
10/09	Mon	Train 2519 had a stop signal violation on Track D at CP1.	33	0	0	0	0	0	0	0	0	21	0	0	54	0	0
10/10	Tue	Required opening of the 138th Street Bridge.	0	0	0	0	0	0	0	0	0	36	0	0	36	0	0
10/12	Thu	Train 708 lost brake release light on track 2 after departing Ossining Station.	16	0	1	1	0	0	0	0	0	3	0	0	20	0	1
10/18	Wed	The 331 Switch failed in reverse at CP1 and went out of correspondence.	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10/18	Wed	Heavy Yankee travel.	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
10/19	Thu	Track equipment struck an overhead wire that fouled tracks 2 and 4 at CP116.	9	0	0	3	0	0	0	0	0	2	0	0	14	0	0
10/24	Tue	Train 880, at MP 71.0, was unable to take power.	0	0	0	0	0	0	9	0	1	11	0	2	20	0	3
10/24	Tue	Struck trees on tracks 1 and 2 between CP117 and CP119.	0	0	0	0	0	0	14	0	0	66	0	1	80	0	1
10/24	Tue	Delays due to slippery rail conditions.	57	0	0	22	0	0	14	0	0	50	1	0	143	1	0
10/25	Wed	Congestion from CP1 to CP106 due to unscheduled equipment moves.	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
10/30	Mon	Multiple trees down due to high winds.	65	5	2	22	1	2	2	2	0	47	5	0	136	13	4
10/31	Tue	Delays due to slippery rail conditions.	12	0	0	0	0	0	1	0	0	9	0	0	22	0	0
<b>TOTAL FOR MONTH</b>			203	5	3	48	1	2	48	2	1	302	6	3	601	14	9
															<b>624</b>		

			2017 Data						2016 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	30,182	2	2	29,211	27,812	59,335	1	32,216
	M8	405	350,000	635,137	7	4	347,416	329,724	516,816	5	460,277
	M3	138	120,000	159,052	3	2	112,061	110,098	308,878	1	100,060
	M7	334	440,000	490,749	4	4	363,129	366,694	341,480	6	443,457
	Coach	209	260,000	477,855	6	3	382,400	393,770	724,313	2	231,760
	P-32	31	27,000	30,882	7	6	26,841	27,298	18,984	10	22,735
	BL-20	12	13,000	15,465	3	3	28,175	27,996	20,385	2	32,691
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>272,803</b>	<b>32</b>	<b>24</b>	<b>216,284</b>	<b>214,650</b>	<b>247,423</b>	<b>27</b>	<b>219,139</b>
	M2/8		260,000	433,485	9	6	267,864	254,246	440,569	6	373,327
	M3/7		300,000	380,183	7	6	273,934	275,234	336,823	7	309,085
Diesel/Coach		110,000	138,771	16	12	135,919	138,590	119,945	14	105,939	

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	October	YTD thru October	October	YTD thru October	
<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>94.6%</b>	<b>94.2%</b>	<b>96.2%</b>	
		AM Peak	95.5%	91.6%	93.7%	86.1%	95.3%	
		PM Peak	95.5%	94.1%	94.6%	91.4%	96.1%	
		<b>Total Peak</b>	<b>95.5%</b>	<b>92.8%</b>	<b>94.1%</b>	<b>88.7%</b>	<b>95.7%</b>	
		Off Peak Weekday	95.5%	95.7%	95.1%	94.1%	96.1%	
		Weekend	95.5%	91.3%	94.4%	99.0%	97.0%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.7%</b>	<b>96.2%</b>	<b>94.9%</b>	<b>96.8%</b>
		AM Peak	96.5%	96.6%	96.2%	84.7%	95.8%	
		PM Peak	96.5%	95.5%	96.2%	93.5%	97.1%	
		<b>Total Peak</b>	<b>96.5%</b>	<b>96.1%</b>	<b>96.2%</b>	<b>88.9%</b>	<b>96.4%</b>	
		Off Peak Weekday	96.5%	97.2%	96.3%	94.9%	96.7%	
		Weekend	96.5%	96.8%	96.0%	100.0%	97.4%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>89.7%</b>	<b>92.3%</b>	<b>93.4%</b>	<b>95.3%</b>
		AM Peak	95.0%	84.8%	90.4%	87.9%	94.6%	
		PM Peak	95.0%	92.4%	92.6%	89.0%	95.0%	
		<b>Total Peak</b>	<b>95.0%</b>	<b>88.6%</b>	<b>91.5%</b>	<b>88.5%</b>	<b>94.8%</b>	
		Off Peak Weekday	95.0%	93.6%	93.3%	92.9%	95.3%	
	Weekend	95.0%	81.7%	91.6%	97.8%	96.3%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,732</b>	<b>16,882</b>	<b>1,473</b>	<b>16,608</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		18.8	20.9	19.0	20.5		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	48	371	38	274		
	<b>Trains Canceled</b>	60	13	102	3	63		
	<b>Trains Terminated</b>	60	2	44	1	56		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.1%	99.1%	99.7%	99.3%		

**WEST OF HUDSON**
**EVENTS RESULTING IN 5 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
10/24	Tue	Delays due to slippery rail conditions.	8	0	0	0	0	0	3	0	0	0	0	0	11	0	0
10/29	Sun	Engineer shortage impacted train service.	0	0	0	0	0	0	0	0	0	2	5	0	2	5	0
<b>TOTAL FOR MONTH</b>			8	0	0	0	0	0	3	0	0	2	5	0	13	5	0
<b>18</b>																	

**OCTOBER 2017 STANDEE REPORT**
**East of Hudson**

			OCT 2016	YTD 2016	OCT 2017	YTD 2017
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	12	3
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>
<b>AM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	9	47	29
		<b>Total Standees</b>	<b>4</b>	<b>9</b>	<b>47</b>	<b>29</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	32	21	30
		<b>Total Standees</b>	<b>11</b>	<b>32</b>	<b>21</b>	<b>30</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>15</b>	<b>41</b>	<b>80</b>	<b>62</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	13	20	0	16
		<b>Total Standees</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>16</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	64	102	89
		<b>Total Standees</b>	<b>79</b>	<b>64</b>	<b>102</b>	<b>89</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>92</b>	<b>84</b>	<b>102</b>	<b>106</b>

**West of Hudson**

			OCT 2016	YTD 2016	OCT 2017	YTD 2017
<b>Daily Average</b>	Port Jervis Line	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>	Pascack Valley Line	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>	Port Jervis Line	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>	Pascack Valley Line	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 October 2017

Elevator Availability	2017		2016	
	October	Year to Date	October	Year to Date
Grand Central Terminal	93.75%	93.53%	100.00%	98.88%
Harlem	100.00%	99.86%	99.85%	99.72%
Hudson	100.00%	99.96%	99.94%	99.86%
New Haven	100.00%	99.70%	98.00%	99.58%
Overall Average	98.44%	98.26%	99.45%	99.51%

*GCT Availability for October 2017 and YTD is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017.*

Escalator Availability	2017		2016	
	October	Year to Date	October	Year to Date
Grand Central Terminal	89.00%	98.05%	99.25%	98.53%
White Plains	82.50%	98.25%	100.00%	100.00%
Overall Average	85.75%	98.15%	99.63%	99.27%

*October GCT Availability was impacted by Escalator #1, located on the West Side of GCT near the Transit Museum, was taken out of service on September 30 for motor repair. Escalator #6, located on the East Side of GCT near the Market, was taken out of service on 10/1/17 for repair to the step chain hold down track. Was returned to service on 10/9/17. Escalator #13N, located at the White Plains Station, was taken out of service on 10/13/17 for repair to the drive sheave. Was returned to service on 10/23/17.*



# **Metro-North Railroad**

## **Finance Report**

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

**SUMMARY**

September 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$580.0 million was \$32.7 million or 5.3% favorable vs. the Mid-Year Forecast. The month of September Net Deficit (Non-Reimbursable and Reimbursable) of \$59.4 million was \$12.1 million or 16.9% favorable vs. the Mid-Year Forecast.

Major drivers of the September 2017 YTD favorable result of \$32.7 million include lower Non-Reimbursable Expenses of \$38.1 million mainly due to the timing of both maintenance contracts and professional services (\$24.1 million) and timing of non-cash adjustments (\$13.4 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$5.3 million mainly due to the current suspension of commissary services\* (\$4.1 million) and lower advertising revenue (\$1.3 million). *\*note September YTD forecasted net commissary earnings would have been approximately \$1.1 million*

September 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$153.4 million were \$47.8 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Network Infrastructure Replacement, Signal Replacement from Greenwich to South Norwalk and Track and Turnout Replacement Programs.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD was \$1.4 million or 0.3% unfavorable vs. the Mid-Year Forecast. For the month, revenue was \$0.8 million or 1.3% unfavorable vs. the Mid-Year Forecast.
- YTD Ridership of 64.3 million was 0.2% unfavorable vs. the Mid-Year Forecast and 0.3% favorable when compared to YTD 2016. September ridership of 7.1 million was 0.9% unfavorable vs. the Mid-Year Forecast and 0.4% unfavorable when compared to 2016.
- YTD East of Hudson Ridership of 63.1 million was 0.1% unfavorable vs. the Mid-Year Forecast and 0.4% favorable compared to YTD 2016. East of Hudson ridership for September of 7.0 million was 0.8% unfavorable vs. the Mid-Year Forecast and 0.3% unfavorable compared to 2016.
  - YTD commutation ridership of 36.2 million was slightly favorable vs. the Mid-Year Forecast and 1.0% unfavorable vs. YTD 2016. September commutation ridership of 3.9 million was 0.4% unfavorable vs. the Mid-Year Forecast and 1.5% unfavorable compared to 2016.
  - YTD non-commutation ridership of 26.9 million was 0.3% unfavorable vs. the Mid-Year Forecast and 2.4% favorable vs. YTD 2016. September non-commutation ridership of 3.1 million was 1.5% unfavorable vs. the Mid-Year Forecast and 1.4% favorable vs. 2016.
- YTD West of Hudson Ridership of 1.2 million was 2.5% unfavorable vs. the Mid-Year Forecast and 5.4% unfavorable vs. YTD 2016. September ridership of 0.1 million was 4.9% unfavorable vs. the Mid-Year Forecast and 5.9% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$3.9 million (8.2%) 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 \$0.3 million favorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$47.8 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$3.8 million unfavorable vs. the Mid-Year Forecast.

**TOTAL EXPENSES**

**Total Expenses** – YTD expenses of \$1,319.2 million were \$85.9 million or 6.1% favorable vs. the Mid-Year Forecast. For the month, expenses of \$145.0 million were \$16.5 million or 10.2% favorable vs. the Mid-Year Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$793.5 million YTD were \$10.9 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$87.5 million were \$2.3 million favorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.7 million favorable vs. the Mid-Year Forecast mainly due to timing of hiring. For the month, expenses were \$0.2 unfavorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$1.4 million favorable vs. the Mid-Year Forecast mainly due to timing of Reimbursable project activity. For the month, expenses were \$0.5 million favorable vs. the Mid-Year Forecast.

**Non-Labor Expenses** of \$308.1 million YTD were \$61.6 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$38.1 million were favorable by \$6.7 million vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$2.7 million vs. the Mid-Year Forecast. For the month, expenses were \$0.2 million unfavorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$1.0 million favorable vs. the Mid-Year Forecast mainly due to lower diesel fuel price per gallon. For the month, expenses were \$0.5 million favorable when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$15.6 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to 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. For the month, expenses were \$5.1 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$24.2 million favorable vs. the Mid-Year Forecast due to the timing of Reimbursable project activity (Positive Train Control Program and Signal Replacement Program for Greenwich to South Norwalk) as well as lower Non-Reimbursable expenses for timing of expenses for engineering, consulting, outside training and legal and medical services. For the month, expenses were favorable by \$2.1 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$23.9 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity (Network Infrastructure Replacement, Cyclical Track Program, Turnouts Mainline High Speed, Waterbury Branch Cab Signal and the GCT Turnouts Switch Renewal). For the month, expenses were \$2.7 million favorable compared to the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$3.5 million unfavorable vs. the Mid-Year Forecast primarily due to the write-off of the Grand Central Terminal Truss Expansion Study and higher NJT subsidy payments for West of Hudson operations. For the month, expenses were \$2.9 million unfavorable compared to the Mid-Year Forecast.

**Depreciation and Other Non-Cash Liability Adjustments** were \$13.4 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of expenses for GASB Pension Adjustment (\$6.5 million) capitalization of assets (\$4.4 million) and environmental remediation (\$2.5 million). For the month, expenses were \$7.5 million favorable vs. the Mid-Year Forecast.

#### **NET CASH DEFICIT SUMMARY**

September YTD Net Cash Deficit of \$368.5 million was \$74.0 million or 16.7% favorable to the Mid-Year Forecast. This is mainly due to 2016 capital project reimbursements received in 2017, timing of several operating capital projects (Cameras for Non-M8 Fleet, Track Geometry Car and Power Control Scada Upgrade), timing of payments for operating expenditures as well as timing of claim payments.

#### **FINANCIAL PERFORMANCE MEASURES**

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

- Adjusted Farebox Operating Ratio of 64.3% was 1.4% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.34 was \$0.44 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.44 was \$0.05 unfavorable vs. the Mid-Year Forecast.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$61.988	\$61.176	(\$0.813)	(1.3)	\$0.000	\$0.000	\$0.000	-	\$61.988	\$61.176	(\$0.813)	(1.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.259	5.531	0.272	5.2	0.000	0.000	0.000	-	5.259	5.531	0.272	5.2
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.874	9.502	(2.372)	(20.0)	11.874	9.502	(2.372)	(20.0)
CDOT	0.000	0.000	0.000	-	9.667	8.379	(1.287)	(13.3)	9.667	8.379	(1.287)	(13.3)
Other	0.000	0.000	0.000	-	1.247	1.060	(0.187)	(15.0)	1.247	1.060	(0.187)	(15.0)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	22.788	18.942	(3.846)	(16.9)	22.788	18.942	(3.846)	(16.9)
<b>Total Revenue/Receipts</b>	<b>\$67.248</b>	<b>\$66.707</b>	<b>(\$0.541)</b>	<b>(0.8)</b>	<b>\$22.788</b>	<b>\$18.942</b>	<b>(\$3.846)</b>	<b>(16.9)</b>	<b>\$90.035</b>	<b>\$85.648</b>	<b>(\$4.387)</b>	<b>(4.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$40.948	\$41.756	(\$0.808)	(2.0)	\$4.323	\$3.736	\$0.588	13.6	\$45.271	\$45.492	(\$0.221)	(0.5)
Overtime	7.632	7.410	0.222	2.9	2.224	1.943	0.281	12.6	9.857	9.353	0.504	5.1
Health and Welfare	9.157	7.162	1.995	21.8	1.542	1.311	0.231	15.0	10.699	8.472	2.226	20.8
OPEB Current Payment	2,600	2,792	(0.192)	(7.4)	0.000	0.000	0.000	-	2,600	2,792	(0.192)	(7.4)
Pensions	9.661	9.610	0.050	0.5	1.071	0.818	0.253	23.6	10.732	10.428	0.304	2.8
Other Fringe Benefits	9.695	10.077	(0.382)	(3.9)	1.117	0.981	0.135	12.1	10.812	11.058	(0.246)	(2.3)
Reimbursable Overhead	(4.725)	(4.204)	(0.521)	(11.0)	4.510	4.071	0.439	9.7	(0.215)	(0.133)	(0.082)	(38.0)
<b>Total Labor</b>	<b>\$74.967</b>	<b>\$74.603</b>	<b>\$0.365</b>	<b>0.5</b>	<b>\$14.787</b>	<b>\$12.860</b>	<b>\$1.927</b>	<b>13.0</b>	<b>\$89.755</b>	<b>\$87.462</b>	<b>\$2.292</b>	<b>2.6</b>
<i>Non-Labor:</i>												
Electric Power	\$5.949	\$6.149	(\$0.200)	(3.4)	\$0.000	\$0.000	\$0.000	-	\$5.949	\$6.149	(\$0.200)	(3.4)
Fuel	1.408	0.866	0.543	38.5	0.000	0.000	0.000	-	1.408	0.866	0.543	38.5
Insurance	1.422	1.412	0.010	0.7	0.355	0.410	(0.055)	(15.5)	1.778	1.823	(0.045)	(2.5)
Claims	0.097	0.820	(0.723)	*	0.000	0.000	0.000	-	0.097	0.820	(0.723)	*
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	13.291	8.688	4.603	34.6	1.061	0.536	0.525	49.5	14.352	9.224	5.128	35.7
Professional Service Contracts	3.952	2.112	1.840	46.6	4.264	3.990	0.274	6.4	8.216	6.102	2.114	25.7
Materials & Supplies	8.092	6.545	1.547	19.1	2.295	1.130	1.165	50.8	10.387	7.675	2.712	26.1
Other Business Expenses	2.552	5.439	(2.887)	*	0.025	0.015	0.010	38.8	2.577	5.454	(2.877)	*
<b>Total Non-Labor</b>	<b>\$36.764</b>	<b>\$32.030</b>	<b>\$4.734</b>	<b>12.9</b>	<b>\$8.001</b>	<b>\$6.082</b>	<b>\$1.919</b>	<b>24.0</b>	<b>\$44.764</b>	<b>\$38.112</b>	<b>\$6.653</b>	<b>14.9</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>\$111.731</b>	<b>\$106.632</b>	<b>\$5.099</b>	<b>4.6</b>	<b>\$22.788</b>	<b>\$18.942</b>	<b>\$3.846</b>	<b>16.9</b>	<b>\$134.519</b>	<b>\$125.574</b>	<b>\$8.945</b>	<b>6.6</b>
Depreciation	20.261	20.030	0.231	1.1	0.000	0.000	0.000	-	20.261	20.030	0.231	1.1
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	(6.706)	6.706	-	0.000	0.000	0.000	-	0.000	(6.706)	6.706	-
Environmental Remediation	1.000	0.413	0.587	58.7	0.000	0.000	0.000	-	1.000	0.413	0.587	58.7
<b>Total Expenses</b>	<b>\$138.685</b>	<b>\$126.062</b>	<b>\$12.622</b>	<b>9.1</b>	<b>\$22.788</b>	<b>\$18.942</b>	<b>\$3.846</b>	<b>16.9</b>	<b>\$161.472</b>	<b>\$145.004</b>	<b>\$16.469</b>	<b>10.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$71.437)</b>	<b>(\$59.356)</b>	<b>\$12.081</b>	<b>16.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$71.437)</b>	<b>(\$59.356)</b>	<b>\$12.081</b>	<b>16.9</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	20.030	(0.231)	(1.1)	0.000	0.000	0.000	-	20.261	20.030	(0.231)	(1.1)
Operating/Capital	(5.541)	(9.494)	(3.953)	(71.3)	0.000	0.000	0.000	-	(5.541)	(9.494)	(3.953)	(71.3)
Other Cash Adjustments	12.601	(0.855)	(13.455)	*	0.000	0.000	0.000	-	12.601	(0.855)	(13.455)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$27.320</b>	<b>\$9.681</b>	<b>(\$17.639)</b>	<b>(64.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$27.320</b>	<b>\$9.681</b>	<b>(\$17.639)</b>	<b>(64.6)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$44.117)</b>	<b>(\$49.675)</b>	<b>(\$5.558)</b>	<b>(12.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$44.117)</b>	<b>(\$49.675)</b>	<b>(\$5.558)</b>	<b>(12.6)</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**  
**September Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$544.037	\$542.612	(\$1.426)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$544.037	\$542.612	(\$1.426)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	47.085	43.201	(3.884)	(8.2)	0.000	0.000	0.000	-	47.085	43.201	(3.884)	(8.2)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	105.243	76.076	(29.167)	(27.7)	105.243	76.076	(29.167)	(27.7)
CDOT	0.000	0.000	0.000	-	82.919	63.315	(19.603)	(23.6)	82.919	63.315	(19.603)	(23.6)
Other	0.000	0.000	0.000	-	13.065	14.010	0.944	7.2	13.065	14.010	0.944	7.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	201.227	153.401	(47.826)	(23.8)	201.227	153.401	(47.826)	(23.8)
<b>Total Revenue/Receipts</b>	<b>\$591.122</b>	<b>\$585.812</b>	<b>(\$5.310)</b>	<b>(0.9)</b>	<b>\$201.227</b>	<b>\$153.401</b>	<b>(\$47.826)</b>	<b>(23.8)</b>	<b>\$792.349</b>	<b>\$739.213</b>	<b>(\$53.136)</b>	<b>(6.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$375.280	\$377.599	(\$2.319)	(0.6)	\$35.093	\$32.107	\$2.986	8.5	\$410.373	\$409.706	\$0.667	0.2
Overtime	69.464	69.398	0.065	0.1	19.263	17.945	1.318	6.8	88.727	87.343	1.383	1.6
Health and Welfare	83.951	75.370	8.582	10.2	12.666	11.441	1.224	9.7	96.617	86.811	9.806	10.1
OPEB Current Payment	23.712	24.639	(0.927)	(3.9)	0.000	0.000	0.000	-	23.712	24.639	(0.927)	(3.9)
Pensions	79.114	78.822	0.293	0.4	8.664	7.180	1.485	17.1	87.779	86.002	1.777	2.0
Other Fringe Benefits	89.407	91.608	(2.200)	(2.5)	9.222	8.555	0.667	7.2	98.629	100.163	(1.534)	(1.6)
Reimbursable Overhead	(39.987)	(37.831)	(2.155)	(5.4)	38.520	36.639	1.881	4.9	(1.467)	(1.193)	(0.274)	(18.7)
<b>Total Labor</b>	<b>\$680.942</b>	<b>\$679.603</b>	<b>\$1.339</b>	<b>0.2</b>	<b>\$123.428</b>	<b>\$113.868</b>	<b>\$9.560</b>	<b>7.7</b>	<b>\$804.370</b>	<b>\$793.471</b>	<b>\$10.899</b>	<b>1.4</b>
<i>Non-Labor:</i>												
Electric Power	\$53.282	\$50.469	\$2.813	5.3	\$0.002	\$0.092	(\$0.090)	*	\$53.283	\$50.561	\$2.722	5.1
Fuel	13.067	12.055	1.012	7.7	0.000	0.000	0.000	-	13.067	12.055	1.012	7.7
Insurance	12.891	13.061	(0.170)	(1.3)	3.206	3.707	(0.501)	(15.6)	16.097	16.768	(0.670)	(4.2)
Claims	0.837	2.453	(1.616)	*	0.000	0.000	0.000	-	0.837	2.453	(1.616)	*
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	90.451	73.459	16.992	18.8	8.462	9.865	(1.403)	(16.6)	98.913	83.324	15.589	15.8
Professional Service Contracts	31.494	24.412	7.082	22.5	29.190	12.095	17.095	58.6	60.684	36.507	24.177	39.8
Materials & Supplies	69.358	68.648	0.710	1.0	36.702	13.539	23.164	63.1	106.061	82.187	23.874	22.5
Other Business Expenses	20.510	23.974	(3.464)	(16.9)	0.237	0.235	0.002	0.7	20.747	24.209	(3.462)	(16.7)
<b>Total Non-Labor</b>	<b>\$291.890</b>	<b>\$268.530</b>	<b>\$23.360</b>	<b>8.0</b>	<b>\$77.799</b>	<b>\$39.533</b>	<b>\$38.266</b>	<b>49.2</b>	<b>\$369.690</b>	<b>\$308.063</b>	<b>\$61.626</b>	<b>16.7</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>\$972.833</b>	<b>\$948.134</b>	<b>\$24.699</b>	<b>2.5</b>	<b>\$201.227</b>	<b>\$153.401</b>	<b>\$47.826</b>	<b>23.8</b>	<b>\$1,174.060</b>	<b>\$1,101.534</b>	<b>\$72.525</b>	<b>6.2</b>
Depreciation	180.178	175.785	4.393	2.4	0.000	0.000	0.000	-	180.178	175.785	4.393	2.4
OPEB Obligation	51.237	51.237	0.000	0.0	0.000	0.000	0.000	-	51.237	51.237	0.000	0.0
GASB68 Pension Adjustment**	(3.404)	(9.897)	6.493	*	0.000	0.000	0.000	-	(3.404)	(9.897)	6.493	*
Environmental Remediation	3.000	0.534	2.466	82.2	0.000	0.000	0.000	-	3.000	0.534	2.466	82.2
<b>Total Expenses</b>	<b>\$1,203.844</b>	<b>\$1,165.792</b>	<b>\$38.051</b>	<b>3.2</b>	<b>\$201.227</b>	<b>\$153.401</b>	<b>\$47.826</b>	<b>23.8</b>	<b>\$1,405.071</b>	<b>\$1,319.193</b>	<b>\$85.878</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$612.722)</b>	<b>(\$579.980)</b>	<b>\$32.742</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$612.722)</b>	<b>(\$579.980)</b>	<b>\$32.742</b>	<b>5.3</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	180.178	175.785	(4.393)	(2.4)	0.000	0.000	0.000	-	180.178	175.785	(4.393)	(2.4)
Operating/Capital	(43.632)	(30.064)	13.569	31.1	0.000	0.000	0.000	-	(43.632)	(30.064)	13.569	31.1
Other Cash Adjustments	33.694	65.778	32.084	95.2	0.000	0.000	0.000	-	33.694	65.778	32.084	95.2
<b>Total Cash Conversion Adjustments</b>	<b>\$170.240</b>	<b>\$211.499</b>	<b>\$41.259</b>	<b>24.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$170.240</b>	<b>\$211.499</b>	<b>\$41.259</b>	<b>24.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$442.482)</b>	<b>(\$368.481)</b>	<b>\$74.001</b>	<b>16.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$442.482)</b>	<b>(\$368.481)</b>	<b>\$74.001</b>	<b>16.7</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**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**SEPTEMBER 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	\$0.272	5.2%	Primarily reflects higher net GCT revenues largely offset by the current suspension of commissary services and lower advertising revenues.	(\$3.884)	(8.2%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$3.846)	(16.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$47.826)	(23.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.588	13.6%	Reflects lower project activity for the following projects: Capital Training for CT Program, the C-31 Track Program, the Devon Bridge Repairs, the Danbury Dock Yard Signal Replacement Cables, the System Wide Drainage, the Catenary Replacement, the Walk Bridge Design Construction and the NHL COS COB Bridge Mitre Rail.	\$2.986	8.5%	Reflects lower project activity for the following: Capital Training for CT, the Turnouts Mainline High Speed, the C-30 Track Program, the Devon Bridge Repairs, the Signal Replacement from Greenwich to South Norwalk, the System Wide Drainage, the Danbury Dock Yard Signal Replacement Cables, the Walk Bridge Design Construction and the Right of Way Restoration.
OVERTIME	Non-Reimb	\$0.222	2.9%	See overtime tables.	\$0.065	0.1%	See overtime tables.
	Reimb	\$0.281	12.6%	See overtime tables.	\$1.318	6.8%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$1.995	21.8%	Reflects an adjustment to recognize lower projected enrollments and dental costs.	\$8.582	10.2%	Primarily reflects an adjustment to recognize lower projected enrollments and dental costs.
	Reimb	\$0.231	15.0%	Reflects lower project activity driven by the Turnouts Mainline High Speed, Cyclical Track Program, the Devon Bridge Repairs, the Capital Training for CT and the Catenary Replacement.	\$1.224	9.7%	Reflects lower activity for the Cyclical Track Program, the Turnouts Mainline High Speed, the Devon Bridge Repairs, the C-30 Track Program, the Devon Bridge Repairs, the Capital Training for CT, the Right of Way Restoration, the Catenary Replacement, the Replace Fiber project and the Signal Replacement from Greenwich to South Norwalk.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.192)	(7.4%)	Reflects additional retirees.	(\$0.927)	(3.9%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.253	23.6%	Reflects lower project activity driven by the Cyclical Track Program, the Turnouts Mainline High Speed, the Capital Training for CT, the Devon Bridge Repairs and the Catenary Replacement.	\$1.485	17.1%	Reflects lower project activity driven by the Cyclical Track Program, the Turnouts Mainline High Speed, the C-30 Track Program, the Devon Bridge Repairs, the Catenary Replacement program, the Right of Way Restoration, the Replace Fiber, the Signal Replacement from Greenwich to South Norwalk, GCT Utilities and the Replace 6 Anchor Bridge Substations.
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.382)	(3.9%)	Primarily due to higher payroll costs.	(\$2.200)	(2.5%)	
	Reimb	\$0.135	12.1%	Reflects lower project activity driven by the Cyclical Track Program, the Turnouts Mainline High Speed, Devon Bridge Repairs and the Capital Training for CT.	\$0.667	7.2%	Reflects lower activity for the Cyclical Track Program, Devon Bridge Repairs, Turnouts Mainline High Speed project, the C-30 Track Program and the Capital Training for CT.

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  
 SEPTEMBER 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	(\$0.521)	(11.0%)	The non-reimbursable and reimbursable variances reflect lower activity for Turnouts High Speed project, the Cyclical Track Program and the Devon Bridge Repairs project.	(\$2.155)	(5.4%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the Turnouts Mainline High Speed Project and the Cyclical Track Program.
	Reimb	\$0.439	9.7%		\$1.881	4.9%	
ELECTRIC POWER	Non-Reimb	(\$0.200)	(3.4%)	Mainly due to timing of invoices.	\$2.813	5.3%	Reflects favorable rates.
FUEL	Non-Reimb	\$0.543	38.5%	Primarily reflects lower diesel fuel price per gallon.	\$1.012	7.7%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.055)	(15.5%)	Reflects higher project activity in the Bronx Stations Capacity Improvements and the Cameras and Audio for M8 Fleet.	(\$0.501)	(15.6%)	Reflects higher activity in the Cameras and Audio for M8 Fleet, Verizon Cellphone Antennae project, NHL Grade Crossing Renewal and the MNR East Side Access project.
CLAIMS	Non-Reimb	(\$0.723)	*	Primarily due to higher claims expense.	(\$1.616)	*	Primarily due to higher claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$4.603	34.6%	Primarily reflects timing of expenses for the BL-20 locomotive overhaul and contracted car repairs for equipment damaged in the 2013 Bridgeport derailment.	\$16.992	18.8%	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	\$0.525	49.5%	Reflects lower project activity for the GCT Leaks and Remediation, Transformer Rehabilitation and the West of Hudson Track Improvements.	(\$1.403)	(16.6%)	Reflects higher project activity for the Hot Bearing and Wheel Impact, the Cameras and Audio for the M8 Fleet, Install Bridge Timbers and Communication and Signals Infrastructure Restoration.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.840	46.6%	Primarily due to timing of expenses for engineering and consulting services, advertising and outside training.	\$7.082	22.5%	Primarily due to timing of expenses for engineering, consulting, outside training and legal and medical services.
	Reimb	\$0.274	6.4%	Reflects lower activity for the Signal Replacement for Greenwich to South Norwalk partially offset by higher activity for the Cameras and Audio for the M8 Fleet.	\$17.095	58.6%	Reflects lower activity for the Positive Train Control Program and Signal Replacement Program for Greenwich to South Norwalk.

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  
 SEPTEMBER 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	\$1.547	19.1%	Primarily reflects timing of expenses for rolling stock parts and supplies and track maintenance.	\$0.710	1.0%	Reflects lower activity in the Network Infrastructure Replacement, the Cyclical Track Programs, Turnouts Mainline High Speed Project, the C-31 Track Program, the Waterbury Branch Cab Signal and the GCT Turnouts Switch Renewal.
	Reimb	\$1.165	50.8%	Reflects lower activity for the Turnouts Mainline High Speed, the Cyclical Track Program, the NHL COS COB Bridge Mitre Rail and the West of Hudson Track Improvements.	\$23.164	63.1%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$2.887)	*	Reflects the write-off of the Grand Central Terminal Truss Expansion Study, which has been determined to no longer be a capital expense.	(\$3.464)	(16.9%)	Primarily reflects the write-off of the Grand Central Terminal Truss Expansion Study and higher NJT subsidy payments for West of Hudson operations.
	Reimb	\$0.010	38.8%	Reflects lower activity in the M-3 Replacement Program and the Positive Train Control Program.	\$0.002	0.7%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$6.706	-	Reflects timing of net pension liability adjustment.	\$6.493	*	Reflects timing of net pension liability adjustment, which will be revised pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.587	58.7%	Reflects timing of projects requiring remediation.	\$2.466	82.2%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	(\$3.953)	(71.3%)	Mainly due to timing of the Metro-Enviro Property Acquisition.	\$13.569	31.1%	Reflects timing of the Cameras & Audio for Non-M8 Fleet, Track Geometry Car, Power Control Scada Upgrade, Junior's Ductwork Fire Restoration 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)

	September						Year To Date(September)					
	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>	48,407	\$ 2.918	45,077	\$ 2.696	3,330 6.9%	\$0.222 7.6%	422,191	\$ 25.347	429,153	\$ 25.901	(6,962) -1.6%	(\$0.554) -2.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	50,800	\$ 2.921	48,769	\$ 2.736	2,031 4.0%	\$0.184 6.3%	461,768	\$ 26.429	436,399	\$ 24.505	25,368 5.5%	\$1.924 7.3%
<u>Unscheduled Maintenance</u>	1,061	\$ 0.051	0	\$ -	1,061 100.0%	\$0.051 100.0%	8,692	\$ 0.418	8,816	\$ 0.450	(125) -1.4%	(\$0.032) -7.6%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	26,546	\$ 1.435	23,960	\$ 1.259	2,587 9.7%	\$0.176 12.3%	246,647	\$ 13.268	238,669	\$ 12.589	7,978 3.2%	\$0.679 5.1%
<u>Weather Emergencies</u>	5,485	\$ 0.307	976	\$ 0.054	4,509 82.2%	\$0.254 82.5%	94,748	\$ 5.263	82,148	\$ 4.505	12,600 13.3%	\$0.759 14.4%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 0.664	-	(\$0.664)	0	\$ (1.262)	0	\$ 1.448	-	(\$2.710)
Subtotal	132,299	\$ 7.632	118,783	\$ 7.410	13,517 10.2%	\$0.222 2.9%	1,234,045	\$ 69.464	1,195,186	\$ 69.398	38,859 3.1%	\$0.065 0.1%
<b>REIMBURSABLE OVERTIME</b>	37,279	\$ 2.224	33,390	\$ 1.943	3,889 10.4%	\$0.281 12.6%	311,371	\$ 19.263	301,126	\$ 17.945	10,245 3.3%	\$1.318 6.8%
<b>TOTAL OVERTIME</b>	<b>169,578</b>	<b>\$ 9.857</b>	<b>152,173</b>	<b>\$ 9.353</b>	<b>17,405</b> <b>10.3%</b>	<b>\$0.504</b> <b>5.1%</b>	<b>1,545,416</b>	<b>\$ 88.727</b>	<b>1,496,312</b>	<b>\$ 87.343</b>	<b>49,104</b> <b>3.2%</b>	<b>\$1.383</b> <b>1.6%</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)

	September			Year To Date(September)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	3,330	\$0.222	Reflects service coverage versus available staff and train dispatchment needs.	(6,962)	(\$0.554)	Reflects service coverage versus available staff and train dispatchment needs.
	6.9%	7.6%		-1.6%	-2.2%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	2,031	\$0.184	Slightly lower infrastructure repair work.	25,368	\$1.924	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.
	4.0%	6.3%		5.5%	7.3%	
<u>Unscheduled Maintenance</u>	1,061	\$0.051		(125)	(\$0.032)	Coverage related to repairing damaged segment of Right-of-Way caused by the Rye derailment.
	100.0%	100.0%		-1.4%	-7.6%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	2,587	\$0.176	Lower vacation, sick and vacancy coverage requirements.	7,978	\$0.679	Lower vacation, sick and vacancy coverage requirements.
	9.7%	12.3%		3.2%	5.1%	
<u>Weather Emergencies</u>	4,509	\$0.254	Fewer weather events than budgeted.	12,600	\$0.759	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	82.2%	82.5%		13.3%	14.4%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$0.664)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$2.710)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>13,517</b>	<b>\$0.222</b>		<b>38,859</b>	<b>\$0.065</b>	
	10.2%	2.9%		3.1%	0.1%	
<b>REIMBURSABLE OVERTIME</b>	3,889	\$0.281	Reflects lower monthly activity in the Cyclical Track Program.	10,245	\$1.318	Reflects lower activity in the Cyclical Track Program, Devon Bridge Repairs project and the Catenary Replacement project.
	10.4%	12.6%		3.3%	6.8%	
<b>TOTAL OVERTIME</b>	<b>17,405</b>	<b>\$0.504</b>		<b>49,104</b>	<b>\$1.383</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

	September 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	\$61.044	\$58.965	(\$2.079)	(3.4)	\$538.066	\$534.405	(\$3.661)	(0.7)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	17.617	6.205	(11.412)	(64.8)	90.854	71.233	(19.621)	(21.6)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	11.281	7.975	(3.306)	(29.3)	81.348	87.350	6.002	7.4
CDOT	9.667	8.608	(1.059)	(11.0)	85.132	62.640	(22.492)	(26.4)
Other	1.247	1.505	0.258	20.7	16.484	15.930	(0.554)	(3.4)
Total Capital and Other Reimbursements	22.195	18.088	(4.107)	(18.5)	182.965	165.920	(17.045)	(9.3)
<b>Total Receipts</b>	<b>\$100.856</b>	<b>\$83.258</b>	<b>(\$17.598)</b>	<b>(17.4)</b>	<b>\$811.885</b>	<b>\$771.558</b>	<b>(\$40.327)</b>	<b>(5.0)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.056	\$46.191	(\$3.135)	(7.3)	\$413.799	\$410.040	\$3.759	0.9
Overtime	9.442	8.690	0.752	8.0	89.658	86.178	3.480	3.9
Health and Welfare	11.000	9.974	1.026	9.3	97.627	97.947	(0.320)	(0.3)
OPEB Current Payment	2.600	2.947	(0.347)	(13.3)	23.612	24.742	(1.130)	(4.8)
Pensions	10.774	10.726	0.048	0.4	87.870	86.958	0.912	1.0
Other Fringe Benefits	10.810	11.122	(0.312)	(2.9)	103.256	105.330	(2.074)	(2.0)
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>\$87.682</b>	<b>\$89.650</b>	<b>(\$1.968)</b>	<b>(2.2)</b>	<b>\$815.822</b>	<b>\$811.195</b>	<b>\$4.627</b>	<b>0.6</b>
<i>Non-Labor:</i>								
Electric Power	\$6.108	\$4.886	\$1.222	20.0	\$51.808	\$47.960	\$3.848	7.4
Fuel	1.365	1.379	(0.014)	(1.1)	12.252	11.672	0.580	4.7
Insurance	1.203	0.000	1.203	100.0	17.716	18.207	(0.491)	(2.8)
Claims	3.406	1.119	2.287	67.1	20.401	11.385	9.016	44.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.788	19.033	(2.245)	(13.4)	111.196	88.559	22.637	20.4
Professional Service Contracts	12.205	5.995	6.210	50.9	73.852	25.632	48.220	65.3
Materials & Supplies	10.896	9.065	1.831	16.8	110.239	90.202	20.037	18.2
Other Business Expenditures	5.321	1.806	3.515	66.1	41.080	35.227	5.853	14.2
<b>Total Non-Labor</b>	<b>\$57.291</b>	<b>\$43.283</b>	<b>\$14.008</b>	<b>24.5</b>	<b>\$438.544</b>	<b>\$328.844</b>	<b>\$109.700</b>	<b>25.0</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>\$144.973</b>	<b>\$132.933</b>	<b>\$12.040</b>	<b>8.3</b>	<b>\$1,254.367</b>	<b>\$1,140.039</b>	<b>\$114.328</b>	<b>9.1</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$44.117)</b>	<b>(\$49.675)</b>	<b>(\$5.558)</b>	<b>(12.6)</b>	<b>(\$442.482)</b>	<b>(\$368.481)</b>	<b>\$74.001</b>	<b>16.7</b>
<b>Subsidies</b>								
MTA	35.294	46.206	10.912	30.9	348.620	286.777	(61.843)	(17.7)
CDOT	8.823	11.526	2.703	30.6	92.739	90.320	(2.419)	(2.6)
<b>Total Subsidies</b>	<b>\$44.117</b>	<b>\$57.732</b>	<b>\$13.615</b>	<b>30.9</b>	<b>\$441.358</b>	<b>\$377.097</b>	<b>(\$64.261)</b>	<b>(14.6)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$2.544)</b>	<b>(\$2.544)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$1.679)</b>	<b>(\$1.679)</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	September Month vs Mid-Year Forecast			Year-To-Date as of September 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(2.079)	(3.4%)	Timing of cash in transit combined with lower Farebox Revenue than forecasted.	(3.661)	(0.7%)	
OTHER OPERATING REVENUE	(11.412)	(64.8%)	Lower FMTAC reimbursement for injury claims relating to Spuyten Duyvil incident due to the maximum exposure per occurrence threshold being met, timing of Amtrak reimbursement and current suspension of Commissary Services.	(19.621)	(21.6%)	Lower FMTAC reimbursement for injury claims relating to Spuyten Duyvil incident due to the maximum exposure per occurrence threshold being met, timing of Amtrak reimbursement, current suspension of Commissary Services partially offset by higher Other & Miscellaneous, Station and GCT Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(3.306)	(29.3%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	6.002	7.4%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(1.059)	(11.0%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(22.492)	(26.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OTHER	0.258	20.7%	Higher cash receipts due to timing of payments partially offset by lower reimbursable related project activity.	(0.554)	(3.4%)	
PAYROLL	(3.135)	(7.3%)	Timing of employee withholding taxes.	3.759	0.9%	
OVERTIME	0.752	8.0%	Timing of overtime paid, fewer weather events than forecasted and lower infrastructure repair work than forecasted.	3.480	3.9%	
HEALTH & WELFARE	1.026	9.3%	Timing of payments for dental & vision premiums.	(0.320)	(0.3%)	
OPEB CURRENT PAYMENT	(0.347)	(13.3%)	Higher retirees than forecasted.	(1.130)	(4.8%)	
ELECTRIC POWER	1.222	20.0%	Timing of payments.	3.848	7.4%	Lower rates combined with timing of payments.

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	September Month vs Mid-Year Forecast			Year-To-Date as of September 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	1.203	100.0%	Timing of premiums payments for All Agency Catastrophic Bond and Force Account.	(0.491)	(2.8%)	
CLAIMS	2.287	67.1%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.	9.016	44.2%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	(2.245)	(13.4%)	Timing of payments for MTA Police Services partially offset by Maintenance & Repairs, Operating Capital Projects (Haverstraw Dock Replacement), Steam and Security Surveillance Equipment.	22.638	20.4%	Timing of payments for Maintenance & Repairs, MTA Police Services, Real Estate Management Services and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	6.210	50.9%	Timing of payments for Engineering Services, New Haven Line BSC/IT Costs and Professional Services.	48.220	65.3%	Timing of Capital Related Projects (Positive Train Control, Signal Replacement Green to South Norwalk, Camera's/Audio for Fleet, Power Control Scada Upgrade, New York State Beacon Line and GIS Expansion), Engineering Services, New Haven Line BSC/IT Costs, Professional Services and Medical Services.
MATERIALS & SUPPLIES	1.831	16.8%	Timing of material purchases for Truck Suspension, Other Track Materials, Projects, Propulsion and Friction Brake partially offset by materials placed into inventory.	20.037	18.2%	Timing of material purchases for Communication, Other Track Materials, Truck Suspension, Friction Brake, Projects and Propulsion partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	3.515	66.1%	Mainly due to timing of payments to New Jersey Transit Subsidy for West of Hudson operations.	5.853	14.2%	Mainly due to timing of payments to New Jersey Transit Subsidy for West of Hudson operations partially offset by timing of Metro-Enviro Property Acquisition.
MTA SUBSIDY RECEIPTS	10.912	30.9%	Higher cash deficit combined with available cash balance partially offset by higher CDOT subsidy.	(61.483)	(17.7%)	Lower cash deficit partially offset by available cash balance and lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	2.703	30.6%	Higher share of prior months deficit than forecasted.	(2.419)	(2.6%)	

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

	September 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.944)	(\$2.211)	(\$1.266)	*	(\$5.971)	(\$8.207)	(\$2.235)	(37.4)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	12.358	0.674	(11.684)	(94.5)	43.769	28.032	(15.737)	(36.0)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(0.593)	(1.527)	(0.934)	*	(23.895)	11.274	35.169	*
CDOT	0.000	0.229	0.229	-	2.214	(0.675)	(2.889)	*
Other	0.000	0.445	0.445	-	3.419	1.920	(1.499)	(43.8)
Total Capital and Other Reimbursements	(0.593)	(0.854)	(0.261)	(43.9)	(18.262)	12.519	30.781	*
<b>Total Revenue/Receipts</b>	<b>\$10.820</b>	<b>(\$2.390)</b>	<b>(\$13.210)</b>	<b>*</b>	<b>\$19.536</b>	<b>\$32.345</b>	<b>\$12.809</b>	<b>65.6</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.215	(\$0.699)	(\$2.915)	*	(\$3.426)	(\$0.334)	\$3.092	90.2
Overtime	0.415	0.663	0.249	60.0	(0.931)	1.165	2.097	*
Health and Welfare	(0.301)	(1.502)	(1.200)	*	(1.010)	(11.136)	(10.126)	*
OPEB Current Payment	0.000	(0.155)	0.000	-	0.100	(0.103)	(0.203)	*
Pensions	(0.042)	(0.298)	(0.255)	*	(0.091)	(0.956)	(0.865)	*
Other Fringe Benefits	0.002	(0.064)	(0.066)	*	(4.627)	(5.167)	(0.541)	(11.7)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.215)	(0.133)	0.082	38.0	(1.467)	(1.193)	0.274	18.7
<b>Total Labor</b>	<b>\$2.073</b>	<b>(\$2.188)</b>	<b>(\$4.260)</b>	<b>*</b>	<b>(\$11.452)</b>	<b>(\$17.724)</b>	<b>(\$6.272)</b>	<b>(54.8)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	\$1.263	\$1.421	*	\$1.475	\$2.601	\$1.126	76.3
Fuel	0.044	(0.513)	(0.557)	*	0.815	0.383	(0.431)	(52.9)
Insurance	0.575	1.823	1.248	*	(1.619)	(1.439)	0.179	11.1
Claims	(3.309)	(0.299)	3.009	90.9	(19.564)	(8.932)	10.632	54.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.436)	(9.809)	(7.372)	*	(12.283)	(5.235)	7.048	57.4
Professional Service Contracts	(3.989)	0.107	4.095	*	(13.168)	10.875	24.043	*
Materials & Supplies	(0.508)	(1.390)	(0.882)	*	(4.178)	(8.015)	(3.837)	(91.8)
Other Business Expenses	(2.744)	3.648	6.392	*	(20.333)	(11.018)	9.315	45.8
<b>Total Non-Labor</b>	<b>(\$12.527)</b>	<b>(\$5.171)</b>	<b>\$7.355</b>	<b>58.7</b>	<b>(\$68.855)</b>	<b>(\$20.781)</b>	<b>\$48.074</b>	<b>69.8</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 Adjs.</b>	<b>(\$10.454)</b>	<b>(\$7.359)</b>	<b>\$3.095</b>	<b>29.6</b>	<b>(\$80.307)</b>	<b>(\$38.505)</b>	<b>\$41.803</b>	<b>52.1</b>
Depreciation	20.261	20.030	(0.231)	(1.1)	180.178	175.785	(4.393)	(2.4)
OPEB Obligation	5.693	5.693	0.000	0.0	51.237	51.237	0.000	0.0
GASB68 Pension Adjustment**	0.000	(6.706)	(6.706)	-	(3.404)	(9.897)	(6.493)	*
Environmental Remediation	1.000	0.413	(0.587)	(58.7)	3.000	0.534	(2.466)	82.2
<b>Total Expenditures Adjustments</b>	<b>\$16.500</b>	<b>\$12.071</b>	<b>(\$4.429)</b>	<b>(26.8)</b>	<b>\$150.704</b>	<b>\$179.154</b>	<b>\$28.450</b>	<b>18.9</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$27.320</b>	<b>\$9.681</b>	<b>(\$17.639)</b>	<b>(64.6)</b>	<b>\$170.240</b>	<b>\$211.499</b>	<b>\$41.259</b>	<b>24.2</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  
 RIDERSHIP/UTILIZATION  
 SEPTEMBER 2017  
 (in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST			MID-YEAR FORECAST				MID-YEAR FORECAST			MID-YEAR FORECAST			
		2017	2016	\$	%	\$	%		2017	2016	\$	%	\$	%
<b>FAREBOX REVENUE</b>														
<i>Harlem Line - Commutation</i>	9.327	9.328	9.127	0.002	0.0%	0.201	2.2%	82.823	82.959	81.763	0.136	0.2%	1.196	1.5%
<i>Harlem Line - Non-Commutation</i>	8.580	8.440	8.035	(0.141)	-1.6%	0.405	5.0%	74.465	74.345	70.274	(0.120)	-0.2%	4.072	5.8%
<b>TOTAL HARLEM LINE</b>	<b>\$17.907</b>	<b>\$17.768</b>	<b>\$17.162</b>	<b>(\$0.139)</b>	<b>-0.8%</b>	<b>\$0.606</b>	<b>3.5%</b>	<b>\$157.388</b>	<b>\$157.304</b>	<b>\$152.037</b>	<b>(\$0.084)</b>	<b>-0.1%</b>	<b>\$5.267</b>	<b>3.5%</b>
<i>Hudson Line - Commutation</i>	6.120	6.115	5.969	(0.005)	-0.1%	0.146	2.4%	53.974	54.175	53.068	0.202	0.4%	1.108	2.1%
<i>Hudson Line - Non-Commutation</i>	7.226	7.347	6.651	0.121	1.7%	0.696	10.5%	61.551	61.843	57.336	0.292	0.5%	4.506	7.9%
<b>TOTAL HUDSON LINE</b>	<b>\$13.345</b>	<b>\$13.461</b>	<b>\$12.620</b>	<b>\$0.116</b>	<b>0.9%</b>	<b>\$0.841</b>	<b>6.7%</b>	<b>\$115.535</b>	<b>\$116.018</b>	<b>\$110.404</b>	<b>\$0.482</b>	<b>0.4%</b>	<b>\$5.614</b>	<b>5.1%</b>
<i>New Haven Line - Commutation</i>	13.343	13.217	12.660	(0.127)	-1.0%	0.556	4.4%	117.995	117.579	113.068	(0.416)	-0.4%	4.511	4.0%
<i>New Haven Line - Non-Commutation</i>	16.136	15.658	14.960	(0.478)	-3.0%	0.698	4.7%	142.201	140.873	133.814	(1.328)	-0.9%	7.059	5.3%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$29.479</b>	<b>\$28.875</b>	<b>\$27.621</b>	<b>(\$0.604)</b>	<b>-2.1%</b>	<b>\$1.254</b>	<b>4.5%</b>	<b>\$260.197</b>	<b>\$258.452</b>	<b>\$246.882</b>	<b>(\$1.745)</b>	<b>-0.7%</b>	<b>\$11.571</b>	<b>4.7%</b>
<b>All Lines - Commutation</b>	<b>28.790</b>	<b>28.659</b>	<b>27.757</b>	<b>(0.131)</b>	<b>-0.5%</b>	<b>0.902</b>	<b>3.3%</b>	<b>254.792</b>	<b>254.713</b>	<b>247.899</b>	<b>(0.079)</b>	<b>0.0%</b>	<b>6.814</b>	<b>2.7%</b>
<b>All Lines - Non-Commutation</b>	<b>31.942</b>	<b>31.445</b>	<b>29.645</b>	<b>(0.497)</b>	<b>-1.6%</b>	<b>1.799</b>	<b>6.1%</b>	<b>278.218</b>	<b>277.061</b>	<b>261.424</b>	<b>(1.157)</b>	<b>-0.4%</b>	<b>15.637</b>	<b>6.0%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$60.732</b>	<b>\$60.104</b>	<b>\$57.402</b>	<b>(\$0.628)</b>	<b>-1.0%</b>	<b>\$2.702</b>	<b>4.7%</b>	<b>\$533.010</b>	<b>\$531.774</b>	<b>\$509.323</b>	<b>(\$1.235)</b>	<b>-0.2%</b>	<b>\$22.451</b>	<b>4.4%</b>
West of Hudson	<u>\$1.256</u>	<u>\$1.072</u>	<u>\$1.257</u>	<u>(0.185)</u>	<u>-14.7%</u>	<u>(0.185)</u>	<u>-14.7%</u>	<u>\$11.027</u>	<u>\$10.837</u>	<u>\$11.150</u>	<u>(0.190)</u>	<u>-1.8%</u>	<u>(0.313)</u>	<u>-2.8%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$61.988</b>	<b>\$61.176</b>	<b>\$58.660</b>	<b>(\$0.813)</b>	<b>-1.3%</b>	<b>\$2.516</b>	<b>4.3%</b>	<b>\$544.037</b>	<b>\$542.612</b>	<b>\$520.473</b>	<b>(\$1.425)</b>	<b>-0.3%</b>	<b>\$22.138</b>	<b>4.3%</b>
<b>RIDERSHIP**</b>														
<i>Harlem Line - Commutation</i>	1.346	1.344	1.362	(0.002)	-0.1%	(0.018)	-1.3%	12.491	12.512	12.612	0.021	0.2%	(0.100)	-0.8%
<i>Harlem Line - Non-Commutation</i>	0.951	0.934	0.919	(0.017)	-1.8%	0.015	1.6%	8.201	8.181	7.916	(0.020)	-0.2%	0.265	3.4%
<b>TOTAL HARLEM LINE</b>	<b>2.297</b>	<b>2.278</b>	<b>2.281</b>	<b>(0.018)</b>	<b>-0.8%</b>	<b>(0.003)</b>	<b>-0.1%</b>	<b>20.692</b>	<b>20.693</b>	<b>20.528</b>	<b>0.001</b>	<b>0.0%</b>	<b>0.166</b>	<b>0.8%</b>
<i>Hudson Line - Commutation</i>	0.752	0.749	0.756	(0.003)	-0.4%	(0.008)	-1.0%	6.963	6.983	6.990	0.019	0.3%	(0.007)	-0.1%
<i>Hudson Line - Non-Commutation</i>	0.649	0.657	0.619	0.008	1.3%	0.038	6.1%	5.548	5.578	5.299	0.031	0.6%	0.280	5.3%
<b>TOTAL HUDSON LINE</b>	<b>1.400</b>	<b>1.406</b>	<b>1.375</b>	<b>0.005</b>	<b>0.4%</b>	<b>0.030</b>	<b>2.2%</b>	<b>12.511</b>	<b>12.561</b>	<b>12.289</b>	<b>0.050</b>	<b>0.4%</b>	<b>0.272</b>	<b>2.2%</b>
<i>New Haven Line - Commutation</i>	1.812	1.803	1.838	(0.009)	-0.5%	(0.035)	-1.9%	16.709	16.682	16.938	(0.027)	-0.2%	(0.256)	-1.5%
<i>New Haven Line - Non-Commutation</i>	1.504	1.467	1.477	(0.036)	-2.4%	(0.009)	-0.6%	13.268	13.172	13.084	(0.096)	-0.7%	0.088	0.7%
<b>TOTAL NEW HAVEN LINE</b>	<b>3.316</b>	<b>3.270</b>	<b>3.315</b>	<b>(0.046)</b>	<b>-1.4%</b>	<b>(0.045)</b>	<b>-1.3%</b>	<b>29.977</b>	<b>29.854</b>	<b>30.022</b>	<b>(0.122)</b>	<b>-0.4%</b>	<b>(0.168)</b>	<b>-0.6%</b>
<b>Total Ridership East of Hudson</b>	<b>3.909</b>	<b>3.896</b>	<b>3.957</b>	<b>(0.014)</b>	<b>-0.4%</b>	<b>(0.061)</b>	<b>-1.5%</b>	<b>36.163</b>	<b>36.177</b>	<b>36.540</b>	<b>0.014</b>	<b>0.0%</b>	<b>(0.363)</b>	<b>-1.0%</b>
<b>All Lines - Commutation</b>	<b>3.103</b>	<b>3.058</b>	<b>3.014</b>	<b>(0.045)</b>	<b>-1.5%</b>	<b>0.044</b>	<b>1.4%</b>	<b>27.017</b>	<b>26.932</b>	<b>26.299</b>	<b>(0.085)</b>	<b>-0.3%</b>	<b>0.633</b>	<b>2.4%</b>
<b>All Lines - Non-Commutation</b>	<b>7.013</b>	<b>6.953</b>	<b>6.971</b>	<b>(0.059)</b>	<b>-0.8%</b>	<b>(0.018)</b>	<b>-0.3%</b>	<b>63.180</b>	<b>63.109</b>	<b>62.838</b>	<b>(0.071)</b>	<b>-0.1%</b>	<b>0.271</b>	<b>0.4%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>7.013</b>	<b>6.953</b>	<b>6.971</b>	<b>(0.059)</b>	<b>-0.8%</b>	<b>(0.018)</b>	<b>-0.3%</b>	<b>63.180</b>	<b>63.109</b>	<b>62.838</b>	<b>(0.071)</b>	<b>-0.1%</b>	<b>0.271</b>	<b>0.4%</b>
West of Hudson	<u>0.137</u>	<u>0.130</u>	<u>0.138</u>	<u>(0.007)</u>	<u>-4.9%</u>	<u>(0.008)</u>	<u>-5.9%</u>	<u>1.250</u>	<u>1.218</u>	<u>1.288</u>	<u>(0.032)</u>	<u>-2.5%</u>	<u>(0.070)</u>	<u>-5.4%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>7.150</b>	<b>7.084</b>	<b>7.109</b>	<b>(0.066)</b>	<b>-0.9%</b>	<b>(0.026)</b>	<b>-0.4%</b>	<b>64.430</b>	<b>64.327</b>	<b>64.126</b>	<b>(0.103)</b>	<b>-0.2%</b>	<b>0.201</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  
September 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	2	1	
Labor Relations	18	17	1	
Safety	56	52	4	A
Security	24	22	2	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	19	19	-	
Customer Service	65	61	4	A
Legal	14	16	(2)	
Claims	12	12	0	
Environmental Compliance & Svce	7	7	0	
Human Resources	50	43	7	A
Training	84	85	(1)	
Employee Relations & Diversity	6	5	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	0	
VP Finance & Info Systems	5	3	2	
Controller	79	75	4	A
Budget	19	16	3	
Procurement & Material Management	25	22	3	
<b>Total Administration</b>	<b>542</b>	<b>508</b>	<b>34</b>	
<b>Operations</b>				
Operations Administration	71	63	8	
Transportation	1,616	1,599	17	A
Customer Service	319	281	38	B
Metro-North West	30	29	1	
<b>Total Operations</b>	<b>2,036</b>	<b>1,972</b>	<b>64</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,635	1,673	(38)	C
Maintenance of Way	2,179	2,137	42	A
Procurement & Material Mgmt	125	120	5	
<b>Total Maintenance</b>	<b>3,939</b>	<b>3,930</b>	<b>9</b>	
<b>Engineering/Capital</b>				
Construction Management	39	40	(1)	C
Engineering & Design	76	74	2	
<b>Total Engineering/Capital</b>	<b>115</b>	<b>114</b>	<b>1</b>	
<b>Total Positions</b>	<b>6,632</b>	<b>6,524</b>	<b>108</b>	
<b>Non-Reimbursable</b>	<b>5,859</b>	<b>5,878</b>	<b>(18)</b>	
<b>Reimbursable</b>	<b>773</b>	<b>647</b>	<b>126</b>	
<b>Total Full-Time</b>	<b>6,631</b>	<b>6,523</b>	<b>108</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 the current suspension of Commissary group operations.
- (C) Variance reflects lower attrition than planned.

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	174	170	4
Professional, Technical, Clerical	368	338	30
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>542</b>	<b>508</b>	<b>34</b>
<b>Operations</b>			
Managers/Supervisors	231	232	(1)
Professional, Technical, Clerical	205	169	36
Operational Hourlies	1,600	1,571	29
<b>Total Operations</b>	<b>2,036</b>	<b>1,972</b>	<b>64</b>
<b>Maintenance</b>			
Managers/Supervisors	601	608	(7)
Professional, Technical, Clerical	523	508	15
Operational Hourlies	2,815	2,814	1
<b>Total Maintenance</b>	<b>3,939</b>	<b>3,930</b>	<b>9</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	47	44	3
Professional, Technical, Clerical	68	70	(2)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>115</b>	<b>114</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	1,053	1,054	(1)
Professional, Technical, Clerical	1,164	1,086	78
Operational Hourlies	4,415	4,385	30
<b>Total Positions</b>	<b>6,632</b>	<b>6,524</b>	<b>108</b>

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

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	2,036	1,972	64	Primarily reflects the current suspension of Commissary group operations and timing differences in hiring of positions in the Transportation department.
Maintenance	3,939	3,930	9	Reflects timing differences in hiring of positions partially offset by lower attrition than planned.
Administration	542	508	34	Vacancies reflects timing differences in hiring of positions primarily in the Customer Service, Human Resources and Safety departments.
Engineering / Capital	115	114	1	
<b>Total Agency-wide Headcount</b>	<b>6,632</b>	<b>6,524</b>	<b>108</b>	
Non-Reimbursable	5,859	5,878	(18)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	773	647	126	

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

	MONTH			VARIANCE	
	MYF	2017	2016	Fav/(Unfav)	
				MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	55.2%	55.7%	56.1%	0.5%	-0.4%
Adjusted <sup>(C)</sup>	61.4%	63.1%	63.7%	1.7%	-0.6%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.85	\$15.50	\$14.54	\$0.35	(\$0.96)
Adjusted <sup>(C)</sup>	\$15.50	\$15.11	\$14.22	\$0.39	(\$0.89)
Passenger Revenue/Passenger	\$8.75	\$8.64	\$8.15	(\$0.11)	\$0.49
	YEAR-TO-DATE			VARIANCE	
	MYF	2017	2016	Fav/(Unfav)	
				MYF	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	56.2%	57.4%	57.9%	1.2%	-0.5%
Adjusted <sup>(C)</sup>	62.9%	64.3%	65.2%	1.4%	-0.9%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.12	\$14.70	\$14.10	\$0.42	(\$0.60)
Adjusted <sup>(C)</sup>	\$14.78	\$14.34	\$13.79	\$0.44	(\$0.55)
Passenger Revenue/Passenger	\$8.49	\$8.44	\$8.16	(\$0.05)	\$0.28

(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**

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

## EXECUTIVE SUMMARY

### September Ridership and Revenue (millions)

	September 2017	% Change vs. 2016
Total Rail Ridership	7.084	-0.4% ▼
Commutation Ridership	3.966	-1.7% ▼
Non-Commutation Ridership	3.118	+1.4% ▲
Connecting Service Ridership	0.048	+1.6% ▲
Total MNR System Ridership	7.132	-0.3% ▼
Rail Revenue	\$61.2	4.3% ▲

### Key Factors Impacting September Ridership

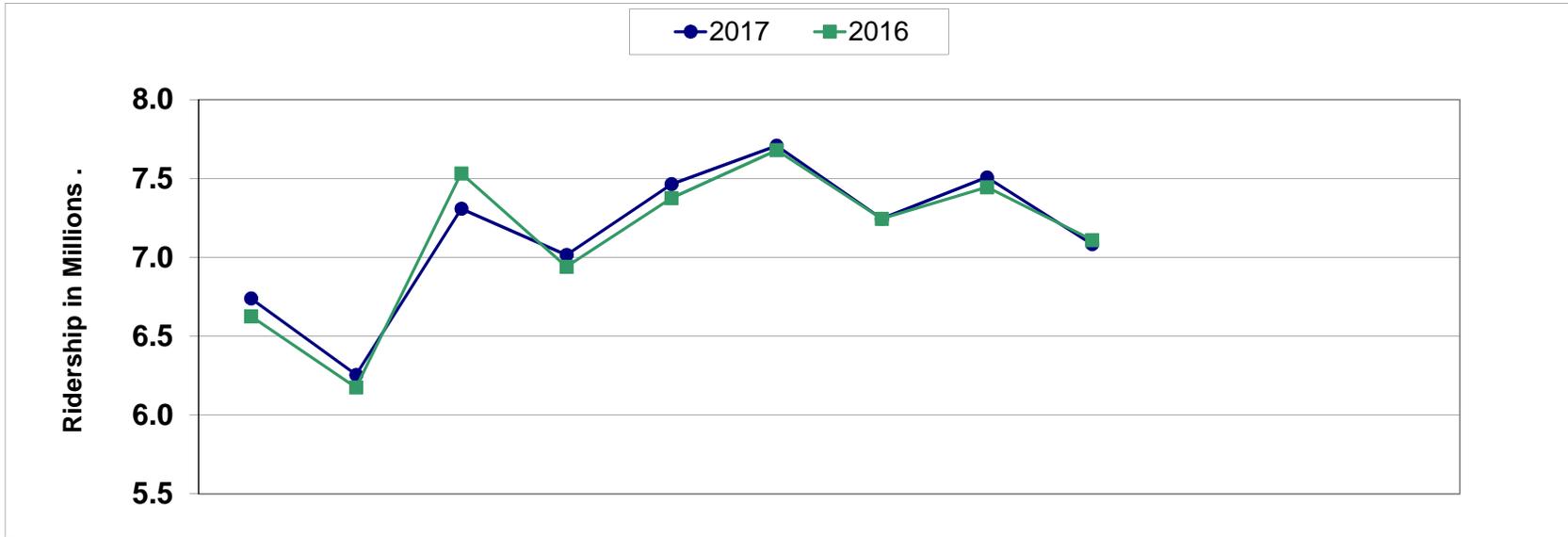
- With one additional ball game vs. last year (15 vs. 14) Yankees ridership was 22,000 higher than last year. Yankees ridership increased non-commutation ridership by approximately 0.7% and total ridership by 0.3%.

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	64.327	+0.3% ▲	-0.2% ▼
Commutation Ridership	36.854	-1.1% ▼	0.0% ▲
Non-Commutation Ridership	27.473	+2.3% ▲	-0.4% ▼
Connecting Service Ridership	0.441	+1.9% ▲	+0.5% ▲
Total MNR System Ridership	64.768	+0.3% ▲	-0.2% ▼
Rail Revenue	\$542.6	+4.3% ▲	-0.3% ▼

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

- September's Total Rail Ridership was 0.4% below 2016 and 0.9% below Forecast.

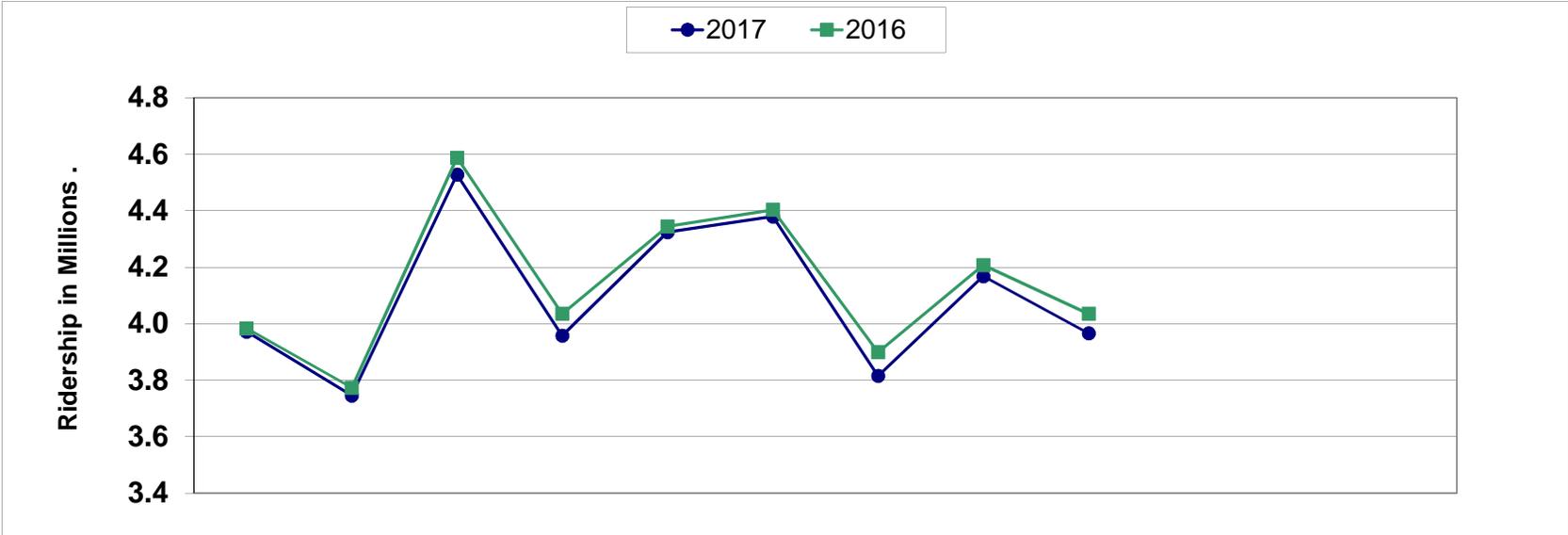


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	6.7	6.3	7.3	7.0	7.5	7.7	7.2	7.5	7.1				<b>64.3</b>
<b>2016</b>	6.6	6.2	7.5	6.9	7.4	7.7	7.2	7.4	7.1				<b>64.1</b>
<b>PCT CHG.</b>	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%	0.9%	-0.4%				<b>0.3%</b>

1) Includes East and West of Hudson.

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

- September's Rail Commutation Ridership was 1.7% below 2016 and 0.4% below Forecast.

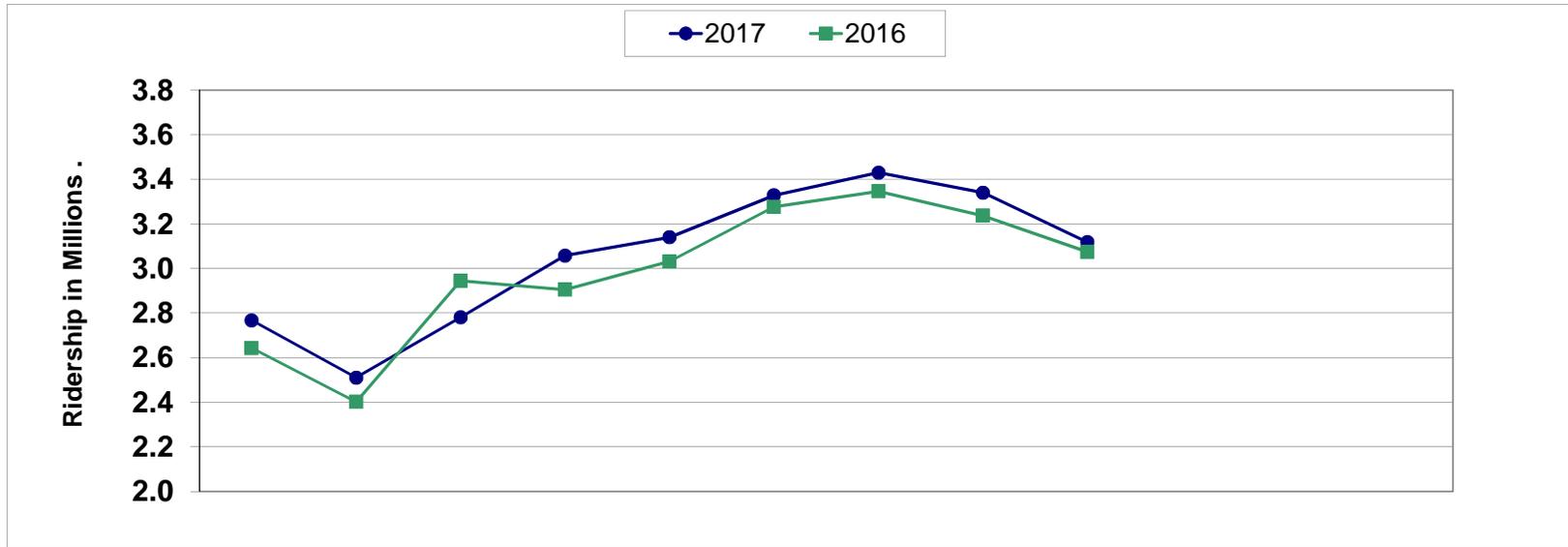


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.0	3.7	4.5	4.0	4.3	4.4	3.8	4.2	4.0				36.9
<b>2016</b>	4.0	3.8	4.6	4.0	4.3	4.4	3.9	4.2	4.0				37.3
<b>PCT CHG.</b>	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%	-0.9%	-1.7%				-1.1%

1) Includes East and West of Hudson.

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

- September's Rail Non-Commutation Ridership was 1.4% above 2016 and 1.5% below Forecast.

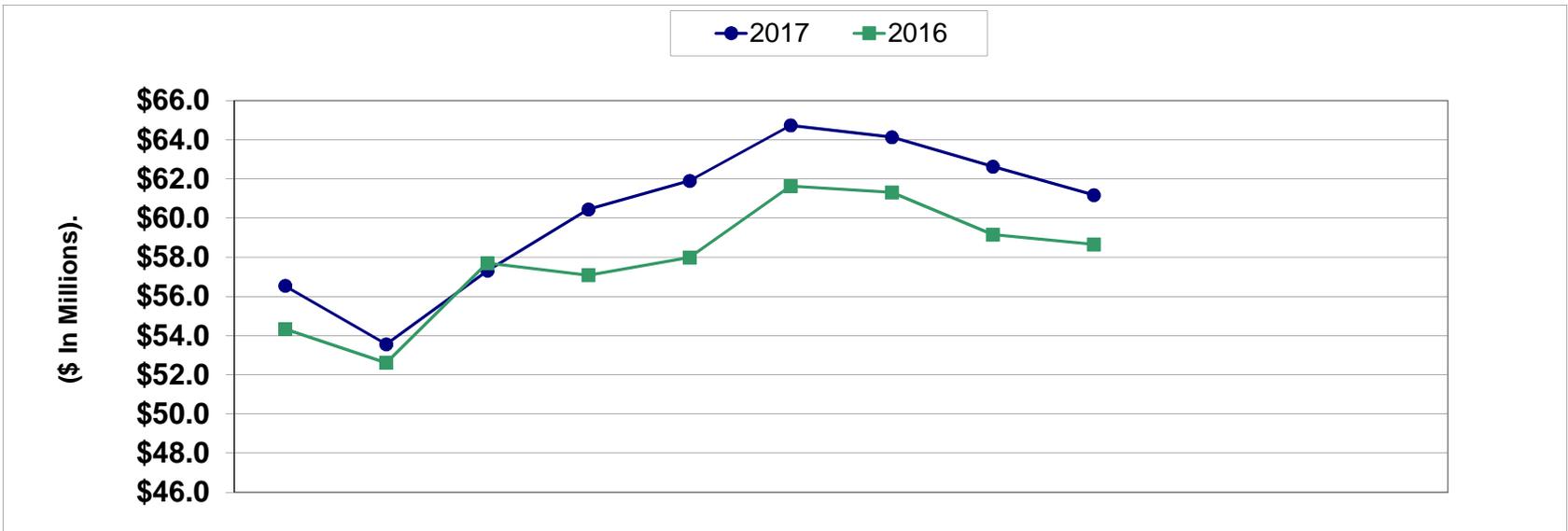


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1				27.5
<b>2016</b>	2.6	2.4	2.9	2.9	3.0	3.3	3.3	3.2	3.1				26.9
<b>PCT CHG.</b>	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%	3.2%	1.4%				2.3%

1) Includes East and West of Hudson.

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

- September's Total Rail Revenue was 4.3% above 2016 and 1.3% 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	\$62.6	\$61.2				\$542.6
<b>2016</b>	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3	\$59.2	\$58.7				\$520.5
<b>PCT CHG.</b>	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%	5.9%	4.3%				4.3%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	SEPTEMBER 2017 ACTUAL	SEPTEMBER 2017 FORECAST	VARIANCE VS. FORECAST		SEPTEMBER 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,895,501	3,909,458	(13,957)	-0.4%	3,956,679	(61,178)	-1.5%
West of Hudson	70,257	74,190	(3,933)	-5.3%	78,013	(7,756)	-9.9%
<b>Total Rail Commutation Ridership</b>	<b>3,965,758</b>	<b>3,983,648</b>	<b>(17,890)</b>	<b>-0.4%</b>	<b>4,034,692</b>	<b>(68,934)</b>	<b>-1.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,057,775	3,103,136	(45,361)	-1.5%	3,014,178	43,597	1.4%
West of Hudson	60,112	62,927	(2,815)	-4.5%	60,458	(346)	-0.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,117,887</b>	<b>3,166,063</b>	<b>(48,176)</b>	<b>-1.5%</b>	<b>3,074,636</b>	<b>43,251</b>	<b>1.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,953,276	7,012,594	(59,318)	-0.8%	6,970,857	(17,581)	-0.3%
West of Hudson <sup>(2)</sup>	130,369	137,117	(6,748)	-4.9%	138,471	(8,102)	-5.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,083,645</b>	<b>7,149,711</b>	<b>(66,066)</b>	<b>-0.9%</b>	<b>7,109,328</b>	<b>(25,683)</b>	<b>-0.4%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>48,056</b>	<b>47,279</b>	<b>777</b>	<b>1.6%</b>	<b>47,277</b>	<b>779</b>	<b>1.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,131,701</b>	<b>7,196,990</b>	<b>(65,289)</b>	<b>-0.9%</b>	<b>7,156,605</b>	<b>(24,904)</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 (not actual).
- 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	36,176,721	36,163,022	13,699	0.0%	36,539,577	(362,856)	-1.0%
West of Hudson	677,204	692,700	(15,496)	-2.2%	727,498	(50,294)	-6.9%
<b>Total Rail Commutation Ridership</b>	<b>36,853,925</b>	<b>36,855,722</b>	<b>(1,797)</b>	<b>0.0%</b>	<b>37,267,075</b>	<b>(413,150)</b>	<b>-1.1%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	26,931,868	27,016,716	(84,848)	-0.3%	26,298,795	633,073	2.4%
West of Hudson	541,173	557,521	(16,348)	-2.9%	560,556	(19,383)	-3.5%
<b>Total Rail Non-Commutation Ridership</b>	<b>27,473,041</b>	<b>27,574,237</b>	<b>(101,196)</b>	<b>-0.4%</b>	<b>26,859,351</b>	<b>613,690</b>	<b>2.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	63,108,589	63,179,738	(71,149)	-0.1%	62,838,372	270,217	0.4%
West of Hudson <sup>(2)</sup>	1,218,377	1,250,221	(31,844)	-2.5%	1,288,054	(69,677)	-5.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>64,326,966</b>	<b>64,429,959</b>	<b>(102,993)</b>	<b>-0.2%</b>	<b>64,126,426</b>	<b>200,540</b>	<b>0.3%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>440,617</b>	<b>438,459</b>	<b>2,158</b>	<b>0.5%</b>	<b>432,209</b>	<b>8,408</b>	<b>1.9%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>64,767,583</b>	<b>64,868,418</b>	<b>(100,835)</b>	<b>-0.2%</b>	<b>64,558,635</b>	<b>208,948</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 (not actual).
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
SEPTEMBER 2017**

LINE	SEPTEMBER 2017 ACTUAL	SEPTEMBER 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,277,688	2,280,996	(3,308)	-0.1%
Hudson Line	1,405,569	1,375,110	30,459	2.2%
New Haven Line	3,270,019	3,314,751	(44,732)	-1.3%
<b>Total East of Hudson</b>	<b>6,953,276</b>	<b>6,970,857</b>	<b>(17,581)</b>	<b>-0.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	78,893	83,495	(4,602)	-5.5%
Pascack Valley Line	51,476	54,976	(3,500)	-6.4%
<b>Total West of Hudson (2)</b>	<b>130,369</b>	<b>138,471</b>	<b>(8,102)</b>	<b>-5.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,083,645</b>	<b>7,109,328</b>	<b>(25,683)</b>	<b>-0.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	32,706	31,165	1,541	4.9%
Haverstraw-Ossining Ferry	10,336	10,667	(331)	-3.1%
Newburgh-Beacon Ferry	5,014	5,445	(431)	-7.9%
<b>Total Connecting Services</b>	<b>48,056</b>	<b>47,277</b>	<b>779</b>	<b>1.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,131,701</b>	<b>7,156,605</b>	<b>(24,904)</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 (not actual).

**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	20,693,445	20,527,617	165,828	0.8%
Hudson Line	12,560,740	12,288,512	272,228	2.2%
New Haven Line	29,854,404	30,022,243	(167,839)	-0.6%
<b>Total East of Hudson</b>	<b>63,108,589</b>	<b>62,838,372</b>	<b>270,217</b>	<b>0.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	726,485	763,185	(36,700)	-4.8%
Pascack Valley Line	491,892	524,869	(32,977)	-6.3%
<b>Total West of Hudson (2)</b>	<b>1,218,377</b>	<b>1,288,054</b>	<b>(69,677)</b>	<b>-5.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>64,326,966</b>	<b>64,126,426</b>	<b>200,540</b>	<b>0.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	297,939	287,471	10,468	3.6%
Haverstraw-Ossining Ferry	95,341	98,447	(3,106)	-3.2%
Newburgh-Beacon Ferry	47,337	46,291	1,046	2.3%
<b>Total Connecting Services</b>	<b>440,617</b>	<b>432,209</b>	<b>8,408</b>	<b>1.9%</b>
<b>TOTAL MNR SYSTEM</b>	<b>64,767,583</b>	<b>64,558,635</b>	<b>208,948</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 (not actual).



**Metro-North Railroad**

# **Capital Program Report**

## CAPITAL PROGRAM

### HIGHLIGHTS

October 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)**

*Lower Level:* Installation of pipes, hangers, and related electrical items continues across the lower level tracks at 51<sup>st</sup> Street crossing and track 200.

*Pipe Tunnel:* Installation of pipes, hangers, and related electrical items continues at 45<sup>th</sup> street tunnel. The new fire pump installation is ongoing at 49<sup>th</sup> Street.

Overall project completion is anticipated in June 2018.

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

Structural steel repairs were completed at the 45<sup>th</sup> Street bridges and at the sidewalk expansion joints. Ongoing restoration continues with offsite cleaning and painting of the 45<sup>th</sup> Street bridge architectural panels. The reinstallation of the newly refurbished architectural panels on the 45<sup>th</sup> street bridges has commenced.

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, 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. Project is nearing completion with all aspects forecasted to be in service by the end of October 2017.

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

- *Replace west and east historic stairways located on the south side of 125<sup>th</sup> Street (Small Business Mentoring Program Tier II)* – West stairs: Completed site mobilization, maintenance and protection of traffic (MPT); and lead abatement. Demolition is scheduled for the middle of November 2017; steel fabrication is nearing completion with delivery scheduled for December 2017. East stairs: Work to commence after turnover of west stairs.
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct* – Submittal phase is ongoing with site mobilization scheduled for November 2017. Metro-North forces completed the installation of the temporary street lighting around the station building.

### **Grand Central Terminal (GCT) and Outlying Stations Audio and Visual Information System Replacements**

The purpose of this project is to replace, update and consolidate the existing Public Address (PA) and Visual Information Systems (VIS), upgrade security at stations and replace displays to provide improved information to Metro-North customers. In GCT, the project entails designing and installing a new PA/VIS head end system, a new cable plant, new “Big Boards” and “Gate Boards”, replacement of miscellaneous displays and PA upgrades throughout the Terminal. At outlying stations, the project entails designing and installing new displays, PA upgrades and security cameras and Wi-Fi at 20 initial stations.

The project is divided into eight contracts/packages. Bids/proposals for each of the eight Customer Service Initiative (CSI) packages were received, reviewed and are in the approval process. MNR anticipates 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 & II – Sandy (Design-Build)**

- *Phase I* - Replace and restore to a state of good repair the power and C&S equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 16 miles of railroad along the Hudson Line from CP19 (Greystone) to CP35 (Croton-Harmon). 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, test pits for signal power installation, track crossing lateral conduits, positive and negative feeders at substations A-20 and A-22, installation of 3<sup>rd</sup> rail setup and the 80 feet long platform at causeway. Continued to progress out-of-outage work (outside the track limits for a power outage) such as cable pulling, installation of platforms, equipment, vertical conduits, communication and fiber testing at Croton-Harmon. Continued installation of lateral interlocking for snowmelter and sectionalizing switch for track 1 conduit in causeway and laterals for snowmelter conduits in Tarrytown. Continued cable splicing and transformer equipment test in different stations.
- *Phase II* - Replace and restore to a state of good repair the power and C&S equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 14 miles of railroad along the Hudson Line from CP5 (Bronx) to CP19 (Greystone). Work will include replacement of C&S cable, fiber optic cable, equipment and components, with significant work that is at-grade as well as in and around the track bed adjacent to the Hudson River. Commenced utility mark-outs, test pits and borings. 60% design is underway.

Overall project completion of Phase I and II is anticipated in the first quarter of 2021.

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

- *Tarrytown* – Continued field commissioning/testing and training of DC & AC switchgears and commenced with Supervisory Control and Data Acquisition system (SCADA) testing and training. Completed test pit excavation and installation of guiderail, fencing, stairs and cable tags and labels. Continued installation of steel bracing for the platform catwalk and transformer pad.

- *Croton-Harmon* – Continued with field commissioning and testing of electrical switchgear components. Continued cable pulls and installation of conduits from vault to transformer, cable splicing inside negative manhole, guiderail installation at the substation walls, splice rectifier transformer feeds, install and perform termination of Sectionalizing Switches.
- *Riverdale* – Completed excavation for utility meter pad and for stair landing pad at south of crew quarters, and installed utility metering conduit in vault. Continued installation of fencing and gates as well as grounding and lighting at platform catwalk, transformer pad and crew quarters. Continued field commissioning/testing and training of DC & AC switchgears and Commenced Supervisory Control and Data Acquisition system (SCADA) testing and training.

Project completion for the three substations is forecasted for first quarter of 2018. As this project is tied to the Harlem & Hudson Lines Power Improvements (Brewster Substation noted below), the overall project completion is anticipated for completion in the third quarter of 2018.

### **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. Abatement of east platform is complete. Footings for new columns including rebar installation and pit work for the 15KV AC switchgear at the west platform continue. AC and DC Switchgear equipment are delivered and currently in storage. Set up of DC switchgear equipment is planned in the first quarter of 2018 and the setup of AC switchgear equipment is forecasted in the second quarter of 2018.
- *110th St.* (replacement of negative return reactors in the substation under the viaduct) – Operating as of July 2016.
- *Brewster* – Completed installation of: fiberglass floor at vault, fire alarm system, and sectionalizing switches termination. Continue with installation of sidewalk, stairs, guiderail and fencing.

Overall project completion anticipated for completion in the fourth quarter of 2018.

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

- *Mount Vernon East* –MNR has received SCADA files and started uploading them into MNR GCT system, which allows MNR to start checking that the communication between the GCT Power Director Office and the substation site are consistent. Fabrication continues with Factory Acceptance Test (FAT) forecasted in November 2017, followed by final FAT at Powell factory in Ohio. The catenary bridge 23X work at the site is complete with minor punch list work nearing completion. Ground Penetration Radar (GPR) work to detect

location of underground cables for splicing is complete. Design for feeder ductbank and new manhole utilizing GPR report is in progress.

- *Catenary work between Mount Vernon & New Rochelle* – Catenary system overhead wire FT-3 installation is complete. Overhead wire FT-4 commenced with expected completion by the end of December.
- *New Rochelle* – No activity except minor punch list clean up. Some controls and relay work to resume after relay files are loaded.

Overall project completion is anticipated in fourth quarter of 2018.

## ***TRACK AND STRUCTURES***

### **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)**

90% design submittal is complete for the substructure. 90% design submittal is being finalized for the civil package. 100% design submittal of the superstructure package is complete.

Timber decking and asphalt removal from the bridge spans is complete as well as the installation of support towers for bridge demolition. The Installation of temporary walkway to the employee parking lot is complete. Bridge superstructure demolition is scheduled for mid-November, 2017. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service by the end of Year 2018.

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

14<sup>th</sup> Avenue Bridge, Mt. Vernon, NY design-build contract was awarded in September 2017. The project will result in the rehabilitation of the substructure and the replacement of the superstructure of the bridge. Preliminary submittals have commenced and are currently being reviewed.

## **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 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 CP25 to CP35) and is ongoing for Pilot 1 (New Haven Line CP255 to CP274). Wayside subsystem deliveries continue on all lines. M7A and M3A on-board PTC hardware installations are ongoing. 152 M7A on-boards kits out of 167 and 3 M3A on-boards kits out of 69 have been installed to-date. Third party contract work for communications infrastructure installation is ongoing. 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**

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 (MP31.3) and Sparrowbush, NY (MP89.9), 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 March 2018.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

#### *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, equipment/panel boards, interior partitions, doors & windows, 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, equipment/panel boards, bridge cranes & workstations, 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 April 2018.

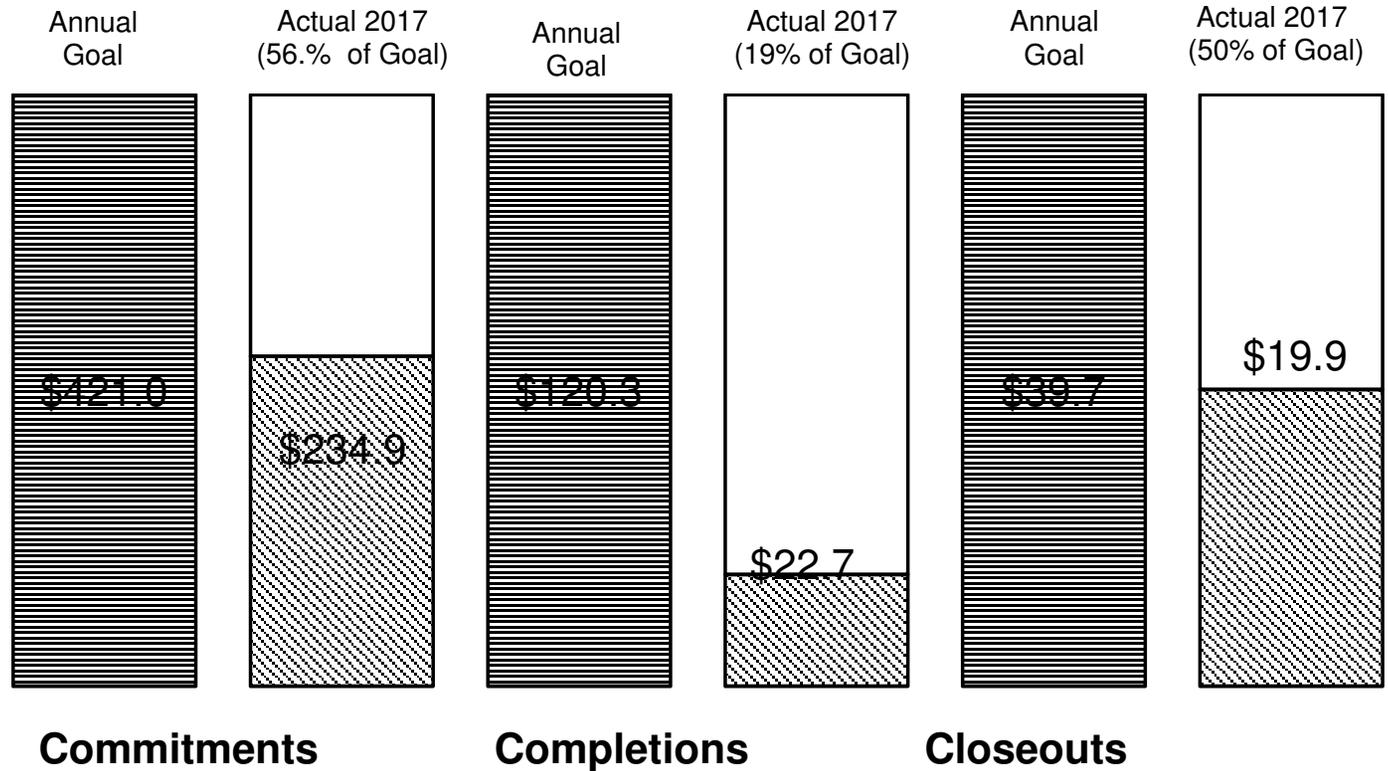
*Phase V, Stage II Preliminary Design*

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 and procurement process is ongoing. 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 October 31, 2017

In Millions



■ 2017 Goals

▨ Actual as of October 31, 2017