



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

January 2018

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, 1/22/2018
8:30 - 9:30 AM ET**

1. Public Comments

2. Approval of Minutes

Minutes - Page 4

3. Approval of 2018 Work Plan

2018 MNR Work Plan - Page 13

4. President's Reports

Safety Report

MNR Safety Report - Page 21

MTA Police Report

MTA Police Report - Page 23

5. Information Item

MNR Information Items - Page 29

Track Program Quarterly Update

Track Program Quarterly Update - Page 30

PTC Status Report

PTC Status Report - Page 44

6. Procurements

MNR Procurements - Page 56

Non-Competitive (None)

Competitive (None)

Ratifications

MNR Ratifications - Page 60

7. Operations Report

MNR Operations Report - Page 64

8. Financial Report

MNR Finance Report - Page 74

9. Ridership Report

10. Capital Program Report

MNR Capital Program Report - Page 106

Next Joint MNR/LIRR Committee Meeting: Tuesday, February 20, 2018 at 8:30 AM

Minutes of the Regular Meeting
Metro-North Committee
Monday, December 11, 2017

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Norman Brown
Hon. Randy Glucksman
Hon. Ira Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Also Present:

Catherine Rinaldi – Acting President, Metro-North Railroad
Susan J. Doering – Vice President, Customer Service and Stations
Yvonne Hill-Donald - Vice President-Human Resources
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
Kim Porcelain – Vice President, Finance and Information Systems
Robert Rodriguez – Director, Diversity and EEO
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Mr. Pally, as Chair of the Long Island Rail Road 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 December 11, 2017, should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

PUBLIC COMMENT

William Henderson, Executive Director, Permanent Citizens Action Committee commented on the Long Island Rail Road expansion project.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, commented on a handout he gave to the Metro-North and Long Island Rail Road Committee Chairs, Metro-North Acting President Rinaldi and Long Island Rail Road President Nowakowski containing a severe winter weather schedule for New Jersey Transit's service, including service on the Pascack Valley and Port Jervis Lines. Mr. Getz stated that the schedule is based on an enhanced weekend schedule rather than a weekday schedule. He stated that Metro-North is paying for express service that runs at times that are not useful for Metro-North riders. He asked Metro-North to examine the schedule for possible adjustments. Mr. Getz also discussed an article which stated that New Jersey Transit is experiencing problems due to a lack of experienced management personnel and engineers. He will be attending the December New Jersey Transit Board meeting to try to obtain more information regarding personnel shortages. Mr. Getz noted that the information provided by New Jersey Transit's Executive Director Steven Santoro to the New Jersey Transit Board at its October and November meetings was limited. Mr. Getz shared the Metro-North and Long Island Rail Road Committee books with New Jersey Transit, suggesting that it provide its Board with similar information. Mr. Getz concluded his comments with a discussion of an article that appeared in Trains Magazine that provides a description of the problems faced by New Jersey Transit. He suggested that Metro-North consult with Board member Glucksman regarding New Jersey Transit matters as he is an expert on New Jersey Transit matters.

Omar Vera stated that he supports the items on the agenda for the December Joint Committee meeting. He suggested that the railroads install WiFi on all rail cars and at all stations. He wished the Joint Committee a Happy New Year.

Murray Bodin commented that the rules for public speaking at Committee meetings which were communicated to him verbally before the Joint Committee meeting are incorrect, reflecting on the opinion of the person providing those instructions rather than MTA policy. He expressed his opinion that the red box painted on the roadway at Metro-North's Roaring Brook Station as recommended by the New York State Department of Transportation is illegal, stating that the railroad should use a white box as does The City of New York.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records and in the minutes of the meeting of the Long Island Rail Road held this day.

APPROVAL OF MINUTES AND 2017 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the November 13, 2017 Metro-North Committee meeting. Board member Glucksman commented on

the minutes, asking if the winter special trains used on the Hudson Line could be offered over the Beacon Line.

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 Metro-North implemented civil speed enforcement on the New Haven Line wayside from Grand Central Terminal to New Haven, stating that this is an important milestone as Metro-North and Long Island Rail Road continue to move forward on the safety front.

Acting President Rinaldi reported on the progress made on capital projects. She noted that the new elevator at Port Chester Station on the outbound side was completed and placed into service in November 2017. The elevator complements the new Americans with Disabilities Act accessible ramp constructed on the inbound side of the station earlier this year and marks the completion of this improvement project.

Acting President Rinaldi also reported that the existing steel superstructure was removed from the old Prospect Hill Road Overhead Bridge in Southeast, New York and the contractor is currently demolishing the existing substructure and foundation. Metro-North anticipates substantial completion of the new bridge by the end of 2018.

Acting President Rinaldi reported that, as part of the enhanced station initiatives discussed at the November Committee meeting, later in this meeting the Committee will be voting on a walk-in staff summary requesting approval to award the design-build contract work so construction can begin in early 2018 at White Plains, Port Chester, Crestwood, Riverdale and Harlem-125th Street Stations.

Acting President Rinaldi reported that, in collaboration with the City of Poughkeepsie, Metro-North is issuing a Request for Expressions of Interest (RFEI) to qualified developers to submit concepts for a dynamic mixed-used development adjacent to the Poughkeepsie station. The proposed Transit-Oriented Development (TOD) overlooks the Hudson River and aims to redefine the Station's role as a gateway to the Hudson Valley. The RFEI is the culmination of a multi-year collaborative effort between Metro-North and the City of Poughkeepsie, with technical support from Dutchess County and Scenic Hudson. It primarily centers on non-park lands adjacent to and south of Poughkeepsie Station, which neighbor the City's waterfront and park system. The RFEI lays the foundation for the future of the train station, initiating a dialogue with qualified respondents to develop a financially feasible proposal that meets the requirements of Metro-North and is also consistent with city wide and regional plans for Poughkeepsie. The redevelopment sites, portions of three large parcels of land owned by the MTA and two parcels of land owned by the City of Poughkeepsie, could reinvigorate Poughkeepsie by connecting its downtown, Metro-North's Poughkeepsie Station and the Walkway Over the Hudson. The RFEI includes the option of proposing a unique opportunity to develop the vacant upper level shell space in the historic Poughkeepsie Station building. Initial

proposals must be submitted to MTA Real Estate no later than April 6, 2018. The REFI brings plans to transform the area around the Poughkeepsie waterfront that much closer to reality, creating a myriad of possibilities for regional tourism, employment and overall economic growth. Metro-North is pleased to work with the City of Poughkeepsie to support its redevelopment and help realize all it offers both residents and visitors.

Acting President Rinaldi reported that the Connecticut Department of Transportation (CDOT) fare increase of 1% goes into effect for stations on the Connecticut portion of the New Haven Line on January 1, 2018. The fare increase is the last of seven consecutive annual increases that were previously authorized by CDOT to help finance the purchase of the original M-8 rail cars. The change will affect ticket prices for travel between Connecticut and New York stations; and between stations within Connecticut. Some fares may not change due to rounding and the small percentage of the increase. The fare increase does not affect travel to and/or from stations within New York State. Metro-North began communicating the new fare information to New Haven Line customers earlier this month.

Acting President Rinaldi reported that Thanksgiving holiday weekend ridership was 5% higher than in 2016. Metro-North carried 369,200 customers during the five-day period between Wednesday, November 22 and Sunday, November 26, 2017. Extra trains operated during the historically busier times, and train consists were lengthened when possible and where warranted. Ridership during the Wednesday getaway was 98,900 customers, a 3% increase from 2016. On Thanksgiving Day almost 68,000 customers traveled, also a 3% increase from 2016. Ridership increased on all other days during the holiday weekend, particularly on the Day After Thanksgiving compared to 2016.

Acting President Rinaldi reported on the preparations being made to prepare the rolling stock fleet and infrastructure for winter. Snow fighting equipment is ready to clean third rail, main line interlockings, yard switches, passenger platforms, yard facilities and right-of-way roadways. In addition, Metro-North has front-end loaders and backhoes which enable it to plow more of the right-of-way in order to access track interlockings and power substation locations. Metro-North's upgraded jet hot air blowers with greater power and fuel efficiency are also ready for the winter elements. Metro-North will ensure its customers are well-informed before, during and after a storm event with timely and accurate information through station announcements, platform display signs, email alerts, social media, special notices and service status box updates on the website. The Metro-North Train Time App also provides real-time service status on customers' Smartphones or computers and is conveniently linked to the eTix, mobile ticketing app. With these communication elements Metro-North is able to provide more information in a timelier manner during emergencies. During any severe weather event, Metro-North's goal is to provide customers with the best and safest service available, and to return to regularly scheduled service as soon as possible.

Acting President Rinaldi reported that in the month of November 2017, customer complaints were 16% lower than in October 2017 and 12% higher than in November 2106.

Acting President Rinaldi reported on service reliability, noting that in November 2017, east of Hudson service reliability was below goal at 91.8%. Year-to-date November 2017, service reliability was above goal at 93.7%. Slip slide conditions resulted in an increase in delays of six

to 10 minutes with worse than average rail conditions occurring on four days in November. Off Peak performance was impacted by required track maintenance work. 97.2% of trains arrived within 10 minutes of schedule and performance was 1.5% better than in 2016. In November 2017, west of Hudson service operated at 91.4% with the Pascack Valley Line operating at 93.6% and Port Jervis Line operating at 88.5%. New Jersey Transit engineer availability remains marginal resulting in 10 cancelled trains. Port Jervis Line service was adversely impacted by off-peak infrastructure work that concluded on November 17. Fleet availability was marginal with a consist compliance of 98.4%. Service disruptions resulted in below goal consist compliance on the Harlem and New Haven Lines during the peak periods. In October 2017, the fleet's Mean Distance Between Failures operated below goal at 189,582 miles but was above goal year-to-date.

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 the President's report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate was 35% lower than the previous 12 months, the employee lost time injury rate was 3% lower than the previous 12 months and 7% lower than last month's report. Grade crossing incidents, derailments and collisions remained unchanged for this month's report. Metro-North's community outreach program, TRACKS, reached over 11,000 individuals in October bringing the total for the year to nearly 67,000.

Board member Zuckerman stated that it has been four years since the Spuyten Duyvil accident. He noted that there have been a number of positive changes, including the continuing improvement of the safety statistics. He further stated civil speed enforcement that will be effective in January 2018 is an important step in the implementation of Positive Train Control (PTC) and is indicative of the railroad's renewed focus on safety. Board member Zuckerman stressed the importance of the remainder of the PTC package. He noted that as riders, advocates and fiduciaries the Committee is confident that the railroad's leadership is committed to reaching the deadline for PTC.

In response to Board member Moerdler's questions regarding CSX, Mr. Kesich noted that the only hazmat materials transported by CSX in Metro-North territory is propane, liquified petroleum gas carried on the Hudson Line. The transportation of hazmat materials is governed by the Federal Railroad Administration (FRA) which conducts audits to assure compliance. Mr. Kesich further noted that, since the 2013 CSX derailment at Marble Hill, CSX has opened a weigh in motion system and a wheel load impact detector to monitor overweight or defective conditions. Metro-North meets with CSX on a quarterly basis and has established a coordinated emergency management response. Mr. Kesich noted that the FRA enforces and regulates the conveyance of propane throughout North America and that propane is prevalent in many communities. Board member Brown stated that the safest way to transport propane is by rail. Chair Metzger is pleased to hear of the program that Metro-North has with CSX. She asked if Metro-North had a similar program in place for Norfolk Southern. Mr. Kesich responded that Metro-North's relationship with Norfolk Southern is primarily through New Jersey Transit. He will look into having similar meetings with Norfolk Southern.

Chair Pally thanked Acting President Rinaldi and her staff for providing him with a memorandum addressing his questions regarding New Jersey Transit and the Connecticut Department of Transportation, stating that the memorandum adds context to the questions he had regarding west of Hudson service and other aspects of Metro-North service.

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

MTA POLICE DEPARTMENT REPORT

The details of the MTA Police Department report are filed with the records of this meeting.

METRO-NORTH ACTION ITEMS:

One action item was presented to the Committee:

- Adoption of Metro-North's 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan 2018-2021.

Acting President Rinaldi reported that the Four-Year Financial Plan for 2018-2021 reflects the financial impact of several ongoing and new programs. It provides ongoing support to continue infrastructure maintenance activities required to restore and maintain a state of good repair that allows Metro-North to provide continued safe and reliable service. The November 2018-2021 Financial Plan also reflects programs that continue the railroad's investment in maintaining its infrastructure in a state of good repair, augments rail traffic controller staffing in preparation for PTC and improves the restrooms in Grand Central Terminal's Dining Concourse which experiences high usage daily.

Upon motion duly made and seconded, the action item was moved to the Finance Committee for approval. The details of the action item are contained in a staff summary and 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 Board members' comments and discussion regarding the Financial Plan.

METRO-NORTH INFORMATION ITEMS:

Two information items were presented to the Committee:

- 2018 Proposed Committee Work Plan.
- Diversity/EEO Report - 3rd Quarter 2017.

The Metro-North Information Items were discussed jointly with the Long Island Rail Road items.

President Nowakowski noted that the 2018 Proposed Work Plan is presented to the Committee for their consideration and input and will be voted on in January 2018 as an action item. He asked the Committee for input regarding the frequency of reporting on PTC. Chair Pally asked the Committee members to review the Proposed Work Plans and to contact him should there be any proposed changes. Acting President Rinaldi stated that there was a discussion regarding providing a PTC report to the Committees at the joint meetings and that is not reflected in the Proposed Work Plans. Chair Metzger agrees that a report on PTC should be given at the joint meetings and more frequently upon the Committees' request. Board member Zuckerman stated that, due to the limited timetable for implementation of PTC, the Committee should be provided with statistics on the railroads' accomplishments monthly. Chair Metzger proposed that the Committee be provided with statistics monthly and a full report be given bi-monthly at the joint meetings.

There was an extensive discussion between Committee members and the railroad presidents regarding the Diversity/EEO Report. It was noted that, although the workforces of the railroads are similar in size and type of work performed, Metro-North has twice as many U.S. Equal Opportunity Commission ("EEOC") complaints as the Long Island Rail Road, 57 versus 28 with the most frequent internal EEOC complaint related to gender with females only comprising 15% of Metro-North's workforce. Chair Metzger asked that these comments be brought to the Diversity Committee.

Chair Metzger noted that the information contained in the railroads' EEOC reports compare the composition of the workforce to what is available in the minority community, including females. She stated that availability has changed as there are currently more females and minorities who are interested in doing the type of work offered by the railroads. Chair Metzger suggested that it would be more appropriate to compare the composition of new hires to availability. Acting President Rinaldi noted that the railroad has been dealing with a retention challenge in terms of female employees.

Board member Zuckerman stated that the Diversity Committee and agency heads should think about and assess what is happening in terms of sexual harassment. Chair Metzger believes this is an issue that should be discussed in an agency wide context. She stated that the agency needs to examine its policy and that the Committee, which is responsible for dealing with agency policy, should become familiar with agency policies.

With respect to the number of EEOC complaints, it was noted that the high number of complaints against Metro-North versus MTA Bus may be due to a cultural problem. It was opined that when a property is already diverse, there is acceptance of others which changes the culture. It was suggested that the railroad compare itself to similar types of operations. It was noted that gender bias is a policy issue that requires thought and planning to ensure that there is equal opportunity for all regardless of race, creed, gender or religion.

Acting President Rinaldi stated that Metro-North has an Associate Engineer's Program that has attracted employees from a variety of crafts and has been enormously successful in improving the railroad's minority and female representation. She noted that the railroad is looking for opportunities to develop comparable programs in other areas that would provide an opportunity for the railroad to increase the diversity of its workforce.

Further details of the discussion regarding the information items are contained in the minutes of the meeting of the Long Island Rail Road held this day. The details of the information items are contained in the 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 members' comments and discussion regarding the information items.

METRO-NORTH PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Approval to award a non-competitive miscellaneous 41-month service agreement in the not to exceed amount of \$498,160 with Waterfall Security Solutions, Ltd. for the expansion and upgrade of the unidirectional data-flow security.

Two competitive procurements were presented to the Committee:

- Approval of a 32-month competitively solicited and negotiated contract in the not-to-exceed amount of \$18,730,572 to Tomex Electronics, Inc. to design, furnish, deliver, install, test and integrate new security systems.
- Approval to award a contract for Enhanced Station Initiative for the Design and Construction of Improvements at Five Stations (White Plains, Harlem 125th Street, Crestwood, Port Chester and Riverdale) to Halmar International in the not-to-exceed amount of \$91,485,900 and a duration of 36 months.

Board member Greenberg discussed the proposed contract with Halmar International and the emphasis placed on familiarity and past experience in working in and around Metro-North stations in determining the award of the contract. Mr. Muir noted that the railroad placed this restriction on the proposed contract due to the complexities at White Plains Station to ensure that the work did not impact railroad operations or the City of White Plains. Board member Pally will bring the issue of the balance between the desire to increase competition and the need for experience before the Procurement Subcommittee.

Board member Vanterpool applauded the procurement team for addressing the Committee members' concerns regarding the cost of the proposed contract with Halmar. She expressed her opinion that the State and the New York State Department of Transportation should provide additional funding for this project in the next fiscal year and the project is an improvement to transit and pedestrian mobility. Board member Moerdler noted that the project represents a perfect area for value capture. He noted that there are parking lots that are owned or leased by Metro-North and this may represent a valuable opportunity for Transit Oriented Development (TOD). Acting President Rinaldi noted that the City of White Plains is involved in an ongoing process in and around the station with respect to TOD and there may be an opportunity to partner with selective developers in terms of station access. The railroad is actively working with the City of White Plains on the TOD around the station. Acting President Rinaldi noted that the railroad has TOD staff that is working closely with Janno Lieber's staff to identify possible areas for TOD.

Upon motion duly made and seconded, the Committee approved the procurements for recommendation to the Board. Board members Saul and Zuckerman were not present for the vote. 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 members' comments and discussion regarding the proposed procurements.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

ADJOURNMENT

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

Respectfully submitted,



Linda Montahino
Assistant Secretary



2018 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2018 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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January 2018

Approval of 2018 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering

February 2018 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2018	Finance
2017 Annual Operating Results	Operations
2017 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4 th Quarter 2017	Diversity and EEO
2018 Spring/Summer Schedule Change	Operations Planning & Analysis

March 2018

Annual Strategic Investments & Planning Studies	Capital Planning
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
PTC Status Report	Engineering

April 2018 (Joint meeting with LIRR)

Final Review of 2017 Operating Budget Results	Finance
2017 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
LIRR/MNR PTC Project Update	President

May 2018

Diversity/EEO Report – 1st Quarter 2018
PTC Status Report

Diversity and EEO
Engineering

June 2018 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update
Bi-Annual Report on M-9 Procurement

President
President

July 2018

Grand Central Terminal Retail Development
Environmental Audit
Track Program Quarterly Update
PTC Status Report

MTA Real Estate
Environmental Compliance
Engineering
Engineering

September 2018

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

Finance
Finance
Diversity and EEO
Operations Planning & Analysis
Engineering

October 2018 (Joint meeting with LIRR)

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

Finance
President
Engineering
MTA
President

November 2018

Review of Committee Charter
Holiday Schedule
PTC Status Report

Committee Chairs & Members
Operations Planning & Analysis
Engineering

December 2018 (Joint meeting with LIRR)

2019 Final Proposed Budget
2019 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2018
LIRR/MNR PTC Project Update

Finance
Committee Chairs & Members
Diversity and EEO
President

METRO-NORTHRAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2018 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

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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

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.

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 4th Quarter 2017

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

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.

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.

Annual Elevator/Escalator Report

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

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2017 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

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.

LIRR/MNR PTC Project Update

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.

MAY 2018

Diversity & EEO Report– 1st 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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

JUNE 2018 (Joint Meeting with LIRR)

LIRR/MNR PTC Project Update

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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

SEPTEMBER 2018

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– 2nd 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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

OCTOBER 2018 (Joint Meeting with LIRR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

MTA Homeless Outreach

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

Bi-Annual Report on M-9 Procurement

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

NOVEMBER 2018

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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

DECEMBER 2018 (Joint Meeting with LIRR)

2019 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2019.

2019 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

LIRR/MNR PTC Project Update

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.



Metro-North Railroad

Safety Report

November 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	December 2014 - November 2015	December 2015 - November 2016	December 2016 - November 2017
FRA Reportable Customer Accident Rate per Million Customers	1.87	1.25	0.80
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.19	2.99	2.89
Grade Crossing Incidents ¹	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Safety Training	2016		2017	
	November	Year End	November	Year to Date
First Responders Trained	-	1,314	72	1,403
Employee Safety Training Courses	-	307	135	312
Employees Trained	-	6,161	2,596	6,609
Employee Safety Training Hours	-	268,469	18,678	251,754
Customer and Community: Focus on Grade Crossings	2016		2017	
	November	Year to Date	November	Year to Date
Broken Gates	3	54	3	23
MTA Police Details	120	1,433	122	1,349
Summons	17	362	48	595
Warnings	1	101	3	154
Community Education and Outreach	5,849	44,227	4,650	71,643
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	202	21.13%	
Passenger Compartment Cameras	1,086	202	18.60%	

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**

December 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	6	2	4	200%
Burglary	1	1	0	0%
Grand Larceny	5	12	-7	-58%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	12	16	-4	-25%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	16	-2	-13%
Felony Assault	21	17	4	24%
Burglary	13	26	-13	-50%
Grand Larceny	88	103	-15	-15%
Grand Larceny Auto	8	4	4	100%
Total Major Felonies	144	166	-22	-13%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

December 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	7	5	2	40%
Burglary	3	3	0	0%
Grand Larceny	14	16	-2	-13%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	24	26	-2	-8%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	44	42	2	5%
Felony Assault	40	35	5	14%
Burglary	17	37	-20	-54%
Grand Larceny	160	185	-25	-14%
Grand Larceny Auto	10	8	2	25%
Total Major Felonies	271	307	-36	-12%

INDEX CRIME REPORT
Per Day Average
December 2017

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	0	0	0	0
Fel. Assault	7	1	6	0
Burglary	3	2	1	0
Grand Larceny	14	8	5	1
GLA	0	0	0	0
Total	24	11	12	1
Crimes Per Day	0.77	0.35	0.39	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 12/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	34	34
Felony Assault	48	37
Burglary	10	29
Grand Larceny	59	67
Grand Larceny Auto	2	6
Aggravated Harassment	4	4
Aggravated Unlicensed Operator	18	17
Assault-Misdemeanor	66	48
Breach of Peace	10	13
Child Endangerment	2	6
Criminal Contempt	7	4
Criminal Impersonation	11	9
Criminal Mischief	66	48
Criminal Possession Stolen Property	22	14
Criminal Tampering	9	4
Criminal Trespass	38	35
Disorderly Conduct	3	6
Drug Offenses	110	56
DUI Offenses	7	10
Failure to Appear	1	0
Falsely Reporting an Incident	7	4
Forgery	54	65
Fraud	1	8
Graffiti	27	17
Harassment	5	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	12	6
Obstruct Government	10	15
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	132	190
Public Lewdness	21	105
Reckless Endangerment	8	5
Resisting Arrest	37	38
Sex Offenses	19	14
Stalking	1	0
Theft of Services	192	166
Unlawful Fleeing a Police Officer	1	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	3
Warrant Arrest	56	49
Weapons Offenses	7	10
Unauthorized Use Vehicle	1	0
Total Arrests	1,118	1,152

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January thru December)

Motivation	2017	2016	Diff	% Change
ASIAN	4	0	4	0%
BLACK	6	6	0	0%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	0	0	0	0%
MUSLIM	1	3	-2	-67%
OTHER	0	0	0	0%
SEMITIC	17	12	5	42%
SEXUAL ORIENTATION	0	0	0	0%
WHITE	1	1	0	0%
TOTAL	29	22	7	32%

CRIME NAME	2017	2016	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	0	0	0	0%
Felony Assault	1	0	1	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	27	21	6	29%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	29	22	7	32%



Metro-North Railroad

Information Items

2017 4th Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

December 31, 2017



- **Production Tie Replacement – 1,737,600 systemwide wood ties (42,000 ties planned)**

- Hudson – 19,000 planned – 12,158 ties (64% complete)
- New Haven – 7,000 planned - 8,078 ties (115% complete)
- Port Jervis – 16,000 planned – 17,913 ties (111% complete)
- Total 2017 – 38,149 ties completed (91% completed)

- **Rail Vac (Wood Ties)**

- GCT – 252 ties
- Hudson – 1,770 ties
- Harlem – 1,692 ties
- New Haven – 368 ties
- Total 2017 – 4,082 ties



- **Rail Replacement – 1,508 rail miles systemwide (9.9 miles planned)**

- Hudson – 1.4 miles planned (0% complete)
- Harlem – Unplanned work - .54 miles complete
- New Haven – 7.0 miles planned, 8.1 miles complete (116% complete)
- Port Jervis – 1.5 planned (0% complete), 1.3 miles complete (87% complete)
- Total 2017 – 9.9miles completed (100% completed)

- **Surfacing - 754 track miles systemwide (94 miles planned)**

- GCT – 4.0 miles planned, 3.0 miles complete (75% complete)
 - Hudson – 46.3 miles planned, 41.4 miles complete (89% complete)
 - Harlem – 18.7 miles planned, 20. miles complete (106% complete)
 - New Haven
 - NY – 8.1 miles planned, 4.7 miles complete (58% complete)
 - CT – 16.9 miles planned, 27.6 miles complete (163% complete)
 - Port Jervis – 23.1 miles planned, 22.2 miles complete (96% complete)
 - Total 2017 – 118.9 miles completed (126% completed)
-



- **Switch Renewal - 1,500 Switches systemwide (36 switches planned)**
 - GCT – 7 switches planned, 7 switches complete, (100% complete)
 - Hudson – 8 switches planned, 13 switches complete, (162% complete)
 - Harlem – 2 switches planned, 2 switches complete, (100% complete)
 - New Haven – 17 switches planned, 11 switches complete, (65 % complete)
 - West of Hudson - 2 switches planned, 3 switches complete, (150% complete)
 - Total 2017 – 36 switches completed (103% completed)

- **Grade Crossing Renewal – 111 Grade Crossings systemwide (17 crossings planned)**
 - Hudson Line – 1 crossings planned, (0% complete)
 - Harlem Line – 5 crossings planned, 3 complete (60% complete)
 - New Haven
 - Danbury – 6 planned, 4 complete (66% complete)
 - Waterbury – 5 planned, 5 complete, (100% complete)
 - Total 2017 –12 completed (70% completed)



- ▣ **Welds (1,600 joints planned)**

- ▣ Hudson – 761 joints
- ▣ Harlem – 627 joints
- ▣ New Haven – 699 joints
- ▣ West of Hudson – 155 joints
- ▣ Total 2017 – 2,242 joints completed (140% completed)

- ▣ **Loram Rail Grinder (34.3 miles planned)**

- ▣ Hudson – 5.4 miles planned, (0% complete)
- ▣ Harlem – 12.2 complete (61% complete)
- ▣ New Haven - CT 8.9 miles 8 curves CP 229-261, Total 22.9 miles complete, CP 241- CP 261 performed 14.0 additional miles
- ▣ Total 2017 – 40.5 miles completed (118% completed)



- **GCT Station Track Rehabilitation (44 Platforms)**

- Track 11 - Complete

- 2,146' rail, 96 bracket ties, 1,094 block ties

- Track 41 - Complete

- 2,400' rail, 110 bracket ties, 1,220 block ties

- Track 32 – Post Amtrak-GCT Service – Under Construction
(Estimated service January 2018)

- 2,200' rail, 90 bracket ties, 1,000 block ties



- **Sperry Rail (2x per year)**
 - 1st run - field survey 100% complete
 - Defects corrected from 1st run: NY- 36, CT – 40
 - 2nd run – field survey 47% complete
 - Defects corrected from 2nd run: NY – 0, CT – 7

- **Ensco Geometry (2x per year)**
 - Contracted for 6 tests over 3 years
 - 1st run – Survey completed March 2017
 - 2nd run – Survey complete September 2017



- **Overhead Bridge Program**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.

- **Hudson**

- Ludlow Street (MP 14.43) (40% complete)

- **New Haven**

- Broadway Steel Repairs (MP 21.91) (85% complete)
- Central Avenue Steel Repairs (MP 23.50) (100% complete)
- Williams Street (MP 25.39) (90% complete)



■ Bridge Timbers (CT only)

- NH 29.48 Sachem Road Tk3 (26 ties) (100% complete)
- NH 29.68 Luke's Crossing Tk2 (34 ties) (100% complete)
- NH 29.90 Cos Cob Bridge Tk2 (850 ties) (100% complete)
- NH 33.75 Elm Street T3 (52 ties), Tk2 (52 ties)
- NH 40.89 Franklin Street Tk1 (43 ties), Tk2 (43 ties)
- NH 41.28 Washington & Main Tk2 (96 ties)
- NH 41.96 Osborne Ave Tk2 (34 ties) (100% complete)
- NH 49.66 Mill River Tk4 (63 ties) (100% complete)
- NH 56.20 East Main Street Tk2 (56 ties)
- NH 56.46 Hallett Street Tk1 (43 ties) (100% complete)
- NH 57.45 Bishop Ave Tk4 (48 ties) (100% complete)
- NH 59.96 East Main Street Tk3 (39 ties)
- Devon Bridge (780 Ties) Tk 2 (100% complete)
- NH 62.94 Beardsley Ave Tk1 (30 ties)(100% complete)
- NH 70.36 Washington Ave Tk2 (44 ties), Tk4 (44 ties) (100% complete)
- WB 26.18 Washington Ave (63 ties)(100% complete)
- 2017 Total – 2,059 ties completed



■ **S-Program (New Haven – CT only)**

- Canal St. (MP 33.41) – Steel repairs/masonry repairs(10% complete)
- New Creek Rd. (MP 47.15) – Steel repairs/masonry repairs (100% complete)
- Hallett St. (MP 56.46) – Steel repairs/masonry repairs (100% complete)
- Seaview Ave. (MP 56.77) – Steel repairs/masonry repairs (100% complete)
- West Broad St. (MP 58.72) – Steel repairs/masonry repairs (100% complete)
- Main St. (MP 59.01) – Steel repairs/masonry repairs
- East Main St. (MP 59.96) – Steel repairs/masonry repairs (10% complete)
- Cos Cob Bridge (MP 29.90 Track 2) – Steel repairs/masonry repairs (100% complete)
- Saga Bridge (MP 44.32, Track 2) – Steel repairs/masonry repairs (100% complete)
- Devon Bridge (MP 60.42, Track 2) – Steel Repairs/masonry repairs (100% complete)

■ **Railroad Maintenance Memorandum Items (RMM, New Haven - CDOT)**

- Completed 65 various (minor) steel /or concrete repairs



- ▣ **Bridge Timbers (NY only)**

- ▣ Harlem - Titicus River (MP 46.26, Tk1) 85 timbers (100% complete)
- ▣ New Haven - Westchester Avenue (MP 25.54, Tk2, Tk1, Tk3)
- ▣ New Haven – Locust Avenue (MP 23.71, Tk1 & Tk3) 86 timbers (100% complete)
- ▣ Port Jervis - Cattle Pass (MP 38.98 Tk1)
- ▣ 2017 Total – 171 timbers completed

- ▣ **Direct Fixation Fasteners, Park Ave Viaduct & Trainshed Repairs 31,584**

- Fasteners systemwide**

- ▣ Park Avenue Viaduct – replaced 9,024 fasteners with new fastening system (Tk 4 – 28%, Tk 2 – 28% , Tk 1 – 28 % , Tk 3 –42%, Overall – 32%)
- ▣ GCT Trainshed
 - ▣ Replaced 108 direct fixation pads on 3 tracks (Trks 34, 36, 38 - 100% complete)
 - ▣ Repoint circular arch brick vents (Track 3/4, 66th to 95th streets)
 - ▣ Completed repointing brick tunnel (Track 3/4, 87th to 95th streets)



- ▣ **NY Bridge Repair Program**

- ▣ Hudson Line

- ▣ Wells Ave. (MP 15.31) – Masonry repairs (50% complete)

- ▣ Harlem

- ▣ Bronx River (MP 14.57) – Steel repairs (100% complete)
 - ▣ Valhalla Railtop(MP25.62) – Replace Bridge Superstructure (90% Complete)

- ▣ New Haven

- ▣ Highland Ave. (MP 25.83) – Masonry repairs
 - ▣ North Main St. (MP 25.93) – Steel/Masonry repairs (100% complete)

- ▣ Port Jervis

- ▣ Ramapo River (MP 32.06JS) – Steel repairs (70% complete)
 - ▣ Stream (MP 44.80JS) – Wingwall repairs
 - ▣ Shea Rd. (MP 63.04JS) – Concrete repairs on arch
 - ▣ NY O&W RR – Floorbeam repair (40% complete)

- ▣ **Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)**

- ▣ Completed 109 various (minor) steel /or concrete repairs



- **Tomac & Soundbeach Contractor Support**

- Tomac Bridge (Track 1, 2 & 3) – 100% complete

- Removed bridge timbers/rail
- Contractor installed a temporary superstructure
- Installed new rail/timbers on temporary superstructure

- Soundbeach Bridge (Track 1, 2 & 3) – 100% complete

- Fabricated/installed steel ballast retainers
- Installed bridge timbers

- **Graffiti Removal Program**

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

- **Right of Way Fence**

- Installed 5,000 ft of fence



Right of Way Clean-up

Woodlawn Before



Woodlawn Before



Woodlawn After



Woodlawn After



**Monthly Update
To
MNR Committee**

January 2018



Metro-North Positive Train Control Summary

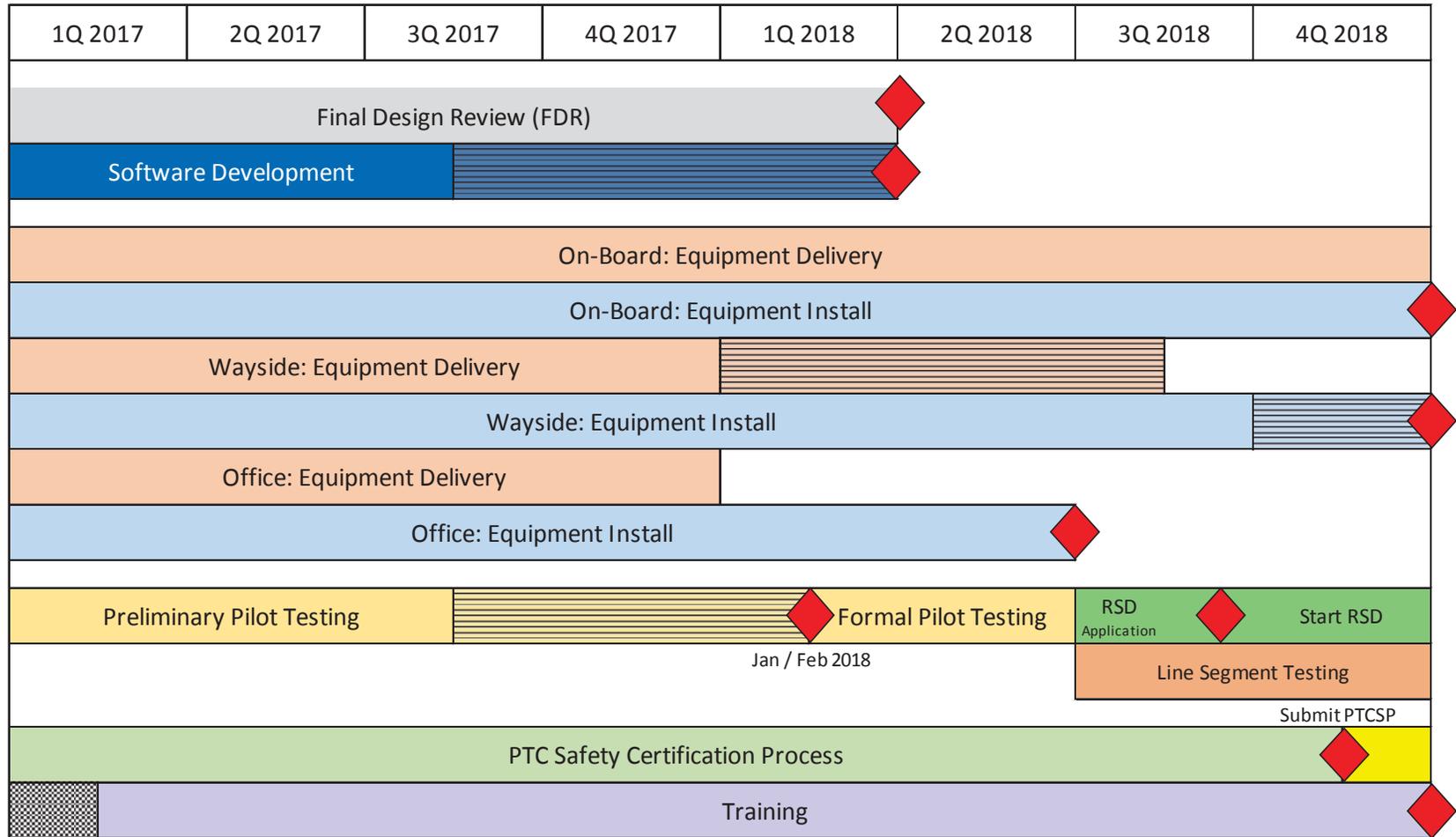
Metro-North Positive Train Control Summary

	Line	Signal System	Current Situation	Full PTC Implementation
1	Hudson	CSS/ATC	<p>CSS/ATC satisfies PTC1 and PTC4 for speeds above 15 mph. CSS modified in the wake of Spuyten Duyvil to address PTC2 at critical curves and bridges throughout the system. PTC2 not addressed for temporary speed restrictions. Implementation of CSE in January 2018 will address PTC2 aspect of permanent speed limits throughout. EEPS satisfies PTC3 and has been in effect since 2013.</p>	<p>PTC is an overlay to CSS/ATC. PTC1 functionality enhanced to full compliance at all speeds through Positive Stop at interlocking signals. PTC2 full compliance achieved by inclusion of temporary speed restrictions. PTC3 compliance remains the same as current fulfilled by EEPS. PTC4 functionality enhances to full compliance at all speeds.</p>
	Harlem			
	New Haven			
	New Canaan			
	Danbury			
2	Waterbury	None	No signal system and trains operated on Manual Block Rules.	Same as No. 1. FRA approved Request for Amendment May 18, 2017 (RFA) which states the installation of CSS/ATC and PTC for the Waterbury to be completed by the end of 2020.
3	Pascack Valley	CSS/ATC	Same as No. 1 except EEPS not in effect, CSE does not come in advance of full PTC and no required CSS modifications for critical curves and bridges.	Same as No. 1 except PTC will be used to satisfy PTC3 requirement and NJT will design and install PTC.
4	Port Jervis	Wayside	Wayside signals instead of CSS and only single directional traffic on two track segments. New CSS system under construction by Metro-North.	Same as No. 3 except that MNR will install NJT provided PTC wayside equipment. In addition, Norfolk Southern will be installing ITEMS to cover the movement of freight trains on the line.

Key	PTC Mandated Functionality
CSS = Cab Signal System	PTC1 = Prevent train-to-train collisions
EEPS = Enhanced Employee Protection System	PTC2 = Prevent overspeed derailments
ATC = Automatic Train Control	PTC3 = Prevent train movements into work zone
CSE = Civil Speed Enforcement	PTC4 = Prevent train moves over improperly lined switch
NJT = New Jersey Transit	



PTC Summary Schedule



MNR PTC Major Milestones

Jan 2018

Complete Civil Speed Enforcement (CSE) Testing

Feb 2018

Complete Office Factory Acceptance Testing (FAT)

Mar 2018

Achieve Final Design Review (FDR)

Complete Integrated System Pre-FAT

Start Site Performance Testing on Pilot line

Apr 2018

Complete Integrated System FAT

Complete all on-board installations required per PTCIP



MNR PTC Major Milestones

Jun 2018

Submit RSD application (with preliminary draft of PTC Safety Plan) for pilot line
Complete all wayside installations required per PTCIP

July 2018

SI to complete Train-the-trainer courses

Aug 2018

Obtain approval of Revenue Service Demonstration (RSD) on pilot line

Sep 2018

Complete all required training per PTCIP
Request expansion of RSD approval to non-pilot track segments

Dec 2018

Submit PTC Safety Plan to FRA for approval
All lines in Revenue Service Demonstration (RSD)





MNR Project Significant Milestones

Noteworthy Accomplishments:

1. Civil Speed Enforcement (Tested/Commissioned/Safety Certification):
 - i. New Haven Line
 - ii. New Canaan Branch
 - iii. Hudson Line South of CP 12 (Spuyten Duyvil)
 - iv. Harlem Line CP 106 to CP 112 (Bronx)
2. M7 Onboard Installations Completed
3. Completed Installation of Wayside Equipment on the Pilot Section (Tarrytown – Harmon)
4. Contractor installation of Radio Cases and Antenna poles/Antennas began in December 2017 – Completion Date September 2018
5. Awarded contracts for Hudson/Harlem Fiber Optic Installation and GCT Office construction





MNR Project Significant Milestones

Noteworthy Accomplishments (Continued):

6. Began installation of M7 and M8 CSE software
7. Revised PTCIP (Implementation Plan) and uploaded to the FRA website in December 2017
8. Installed Back Up Control Center PTC Office System
9. Acquired all required spectrum
10. Trained all 381 Locomotive Engineers
11. Trained 2,197 out of 2,915 employees on different parts of PTC, 190 Q4
12. Installed, tested and qualified the Test Track to begin Dynamic Testing.
Performed 22 PTC Dynamic Tests with 82% success rate.



Status - MNR Wayside Equipment Installation Tracking (as of 12/31/2017)

PTC Equipment	Target Quantity	Installed Last Quarter	Actuals to Date	Remaining	Next Month Forecast	% Complete
Transponders	2,931	52	2,502	429	0	85.4%
Wayside Interface Units	84	26	80	4	2	95.2%
Radio Cases	104	10	33	71	10	31.7%
Poles / Antennas	104	5	17	87	0	16.3%



On-Board Equipment Installation Tracking (as of December 31, 2017)

Vehicle Type	Total Units [IP#]	Units Retrofitted {Last Quarter Install} (Next Month Forecast)		Civil Speed Enforcement (CSE) Software Safety Certification
		Mobile Communication Package (MCP)	On-Board Computer (OBC) Scanner/Roof Antenna	
M7	167 [99]	167 {22}	167 {22}	Feb-18
Cab Car C34/38	32 [22]	0 {0} (0)	32 {0}	Completed
Cab Car C12/19/21	19 [13]	0 {0} (1)	1 {1} (2)	Feb-18
M3	69 [32]	9 {9} (3)	9 {5} (3)	Feb-18
BL20	12 [9]	0 {0} (0)	12 {0}	Completed
BL14	2 [0]	0 {0} (0)	0 {0}	Completed
P32	31 [23]	0 {1} (0)	31 {0}	Completed
GP35	7 [4]	0 {0} (0)	7 {1}	Completed
M8	190 [106]	0 {0} (0)	190 {0}	Completed





MNR Project Significant Milestones and 30 Day Forecast (as of 12/31/2017)

Thirty Day Forecast:

- Complete Testing for Full CSE – Hudson, Harlem and New Haven Lines

Civil Speed Enforcement Schedule			
Line Segment	Software Release	Test Train Schedule	Safety Certification
Hudson Line CP12 – CP25	11-15-17	1-10-18	1-24-18
Hudson Line CP35 - CP75	11-15-17	1-11-18	1-25-18
Harlem CP106 - CP112	11-15-17	1-9-18	1-23-18
Harlem CP112 - CP182	1-24-18	1-29-18	2-12-18
Danbury Branch	12-8-17	1-12-18	1-26-18
Waterbury Branch	1-5-18	1-18-18	2-1-18



MNR PTC Thirty Day (30) Look Ahead Schedule

Thirty Day Forecast (Continued):

- Office Software Factory Acceptance Testing (FAT) Scheduled for Jan.29th
- Complete installation of M8 CSE software
- Install 10 Radio Cases
- Execution of Change Order to contract M3 Onboard installation to Bombardier at LIRR Arch Street Shop, following completion of M7 Onboard installation-Will be presented to MNR Committee and Board February 2018.
- Continue Interoperability Testing w/MNR Tenant RR's
 - Monitoring CSE by downloading OBC Data Log Files to ensure proper functionality (Amtrak/CSX/P&W)
 - Presently Working with our Tenant's to Schedule an interoperability high level testing on our Test Track



MNR Challenges/Risks (as of 12/31/2017)

Challenges/Risks

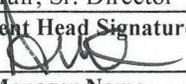
- System Integrator (SI) Resources
- Successful and timely completion of:
 - Office Software Factory Acceptance Testing (FAT)
 - System Integrated Factory Acceptance Testing (FAT)
- Installation of Equipment before completion of Integrated FAT
- SI validation of Right of Way (ROW) Database
- Final Design Review delayed beyond January 2018 revised target
- Port Jervis Line PTC installation dependent upon receipt of PTC wayside equipment from NJT
- Quality Issues (Wayside/On-Board) continues to delay hardware installation
- SI delay in finishing the Locomotive Training Simulators





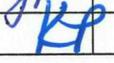
Metro-North Railroad

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	January 11, 2018
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.	1-22-18	X		
2	MTA Board Mtg.	1-24-18	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:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u> NONE	<u>\$ Amount</u>
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<u>Schedules Requiring Majority Vote</u>	NONE
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SUB TOTAL:

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	

SUB TOTAL:

MNR presents the following procurement actions for Ratification:

Schedules Requiring Two-Thirds Vote (or more, where noted)

Schedule D: Ratification of Completed Procurement Actions	1	\$310,485
• Progress Rail/MOW Division, Inc. \$310,485		

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions	1	\$161,918
• Community Coach, Inc. (Coach, USA) \$161,918		

SUB TOTAL:	2	\$472,403
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TOTAL:	2	\$472,403
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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.

JANUARY 2018

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Ratifications are to be briefly summarized with Staff Summaries attached only for unusually large or especially significant items)

1. **Progress Rail / MOW Division, Inc. \$310,485 (not-to-exceed) Staff Summary Attached**
Purchase of 200 Axles for the Coach and M-3 Fleet

Non-competitive procurement for the purchase of 200 axles for MNR's Coach and M-3 Fleet with requirements of 100 axles for each fleet type. This purchase required scheduled deliveries to MNR property commencing in November 2017 and continuing through January 2018.

A procurement with a new supplier of axles was competitively solicited and awarded in 2016. However, this vendor failed to pass the contractually required First Article Inspection (FAI) and subsequently this contract was terminated for nonperformance. A new procurement is currently in process to resolicit and acquire a new Coach and M-3 axle supplier.

Progress Rail was the previous qualified supplier of the Coach and M-3 axle and was the only firm with the designs, tooling and manufacturing capability that could deliver these axles in time to meet critical operating needs starting in November 2017. Unit prices paid for these axles reflect an average decrease of 3% as against the prior contract.

In connection with a previous contract awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of the Contractor's responsibility since the prior contract award, new significant adverse information was identified and the Contractor was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the Agency President in consultation with the MNR General Counsel.

The total cost for this procurement in the not to exceed amount of \$310,485 (\$166,500 – Coach and \$143,985 – M-3 Railcars) is deemed to be fair and reasonable. This procurement is to be funded by MNR's Operating Budget.

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

2. Community Coach, Inc. (Coach, USA) \$161,918 Staff Summary Attached
Substitute Busing Services for Port Jervis Line and Wassaic Branch (Harlem Line) Track Outages

An emergency procurement for substitute busing services was initiated to support the installation of new grade crossings on the Wassaic Branch (Harlem Line) during the weekends of October 20, 2017 to October 22, 2017 and the Port Jervis Line on the weekend of October 27, 2017 to October 29, 2017. Both lines are one track territory necessitating that the work be done on weekends when commuter traffic is lightest. Train service was discontinued from Wassaic Station to Southeast Station and Harriman Station to Port Jervis Station. A lapse of passenger service on these lines would have caused significant customer service impacts.

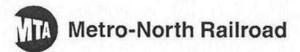
This procurement is being presented as a ratification due to the necessity for substitute busing services on the aforementioned lines. In accordance with MNR Emergency Procurement Procedures, a memorandum was received from Metro-North's Vice President of Customer Service and Stations requesting that an Emergency Procurement be initiated pursuant to the information presented herein. Bus vendors retained under existing MNR contracts were unable to provide these services due to other commitments, and outreach to other MTA, State and Federal agencies failed to identify any available service providers for these weekends. Accordingly, a limited competitive procurement between three identified firms was conducted. Advertising and minority goal requirements for this procurement were waived in accordance with MNR Emergency Procurement Procedures.

Of the three solicited firms, Coach USA provided the lowest cost per hour at \$140 as compared to US Coachways who proposed an hourly rate of \$157. World Ambulette submitted correspondence concerning their inability to provide a quote for this requirement. Coach USA was selected for the award, as it provided the lowest price, and is an experienced vendor that has provided satisfactory performance on similar tasks for the MTA and is familiar with the requirements of MNR for these services.

In connection with the review of the Contractor's responsibility pursuant to the All-Agency Responsibility Guidelines, the Contractor was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the Agency President in consultation with the MNR General Counsel.

The total cost for these emergency bussing services is \$161,918, and is deemed fair and reasonable as it is 29% lower than the average established costs from MNR's existing bussing contract. This procurement is to be funded by MNR's Operating Budget.

Schedule D: Ratification



Item Number: D

Vendor Name (& Location) Progress Rail / MOW Division, Inc. Albertville, AL 35950
Description Purchase of Axles for the Coach and M3 Fleet
Contract Term (including Options, if any) N/A
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number 1000093104 & 1000093140	AWO/Modification # No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$310,485
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director	

Discussion:

Non-competitive procurement for the purchase of 200 axles for MNR’s Coach and M-3 Fleet with requirements of 100 axles for each fleet type. This purchase required scheduled deliveries to MNR property commencing in November 2017 and continuing through January 2018.

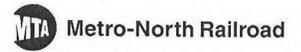
A procurement with a new supplier of axles was competitively solicited and awarded in 2016. However, this vendor failed to pass the contractually required First Article Inspection (FAI) and subsequently this contract was terminated for nonperformance. A new procurement is currently in process to resolicit and acquire a new Coach and M-3 axle supplier.

Progress Rail was the previous qualified supplier of the Coach and M-3 axle and was the only firm with the designs, tooling and manufacturing capability that could deliver these axles in time to meet critical operating needs starting in November 2017. Unit prices paid for these axles reflect an average decrease of 3% as against the prior contract.

In connection with a previous contract awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of the Contractor’s responsibility since the prior contract award, new significant adverse information was identified and the Contractor was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the Agency President in consultation with the MNR General Counsel.

The total cost for this procurement in the not to exceed amount of \$310,485 (\$166,500 – Coach and \$143,985 – M-3 Railcars) is deemed to be fair and reasonable. This procurement is to be funded by MNR’s Operating Budget.

Schedule K: Ratification



Item Number: **K**

Vendor Name (& Location) Community Coach Inc. ("Coach, USA") 160 S Route 17 North Paramus NJ 07652
Description Substitute Busing Services for Port Jervis Line and Wassaic Branch (Harlem Line) Track Outages
Contract Term (including Options, if any) October 20, 2017 to October 23, 2017 & October 27, 2017 to October 29, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number MN 99999	AWO/Modification # N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$161,918
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director	

Discussion:

An emergency procurement for substitute busing services was initiated to support the installation of new grade crossings on the Wassaic Branch (Harlem Line) during the weekends of October 20, 2017 to October 22, 2017 and the Port Jervis Line on the weekend of October 27, 2017 to October 29, 2017. Both lines are one track territory necessitating that the work be done on weekends when commuter traffic is lightest. Train service was discontinued from Wassaic Station to Southeast Station and Harriman Station to Port Jervis Station. A lapse of passenger service on these lines would have caused significant customer service impacts.

This procurement is being presented as a ratification due to the necessity for substitute busing services on the aforementioned lines. In accordance with MNR Emergency Procurement Procedures, a memorandum was received from Metro-North's Vice President of Customer Service and Stations requesting that an Emergency Procurement be initiated pursuant to the information presented herein. Bus vendors retained under existing MNR contracts were unable to provide these services due to other commitments, and outreach to other MTA, State and Federal agencies failed to identify any available service providers for these weekends. Accordingly, a limited competitive procurement between three identified firms was conducted. Advertising and minority goal requirements for this procurement were waived in accordance with MNR Emergency Procurement Procedures.

Of the three solicited firms, Coach USA provided the lowest cost per hour at \$140 as compared to US Coachways who proposed an hourly rate of \$157. World Ambulette submitted correspondence concerning their inability to provide a quote for this requirement. Coach USA was selected for the award, as it provided the lowest price, and is an experienced vendor that has provided satisfactory performance on similar tasks for the MTA and is familiar with the requirements of MNR for these services.

In connection with the review of the Contractor's responsibility pursuant to the All-Agency Responsibility Guidelines, the Contractor was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the Agency President in consultation with the MNR General Counsel.

The total cost for these emergency bussing services is \$161,918, and is deemed fair and reasonable as it is 29% lower than the average established costs from MNR's existing bussing contract. This procurement is to be funded by MNR's Operating Budget.



Metro-North Railroad

Operations Report

Performance Summary			2017 Data			2016 Data		
			Annual Goal	December	YTD thru December	December	YTD thru December	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	89.8%	93.4%	94.1%	93.7%	
		AM Peak	93.0%	82.5%	92.6%	91.2%	91.7%	
		AM Reverse Peak	93.0%	91.0%	94.9%	92.7%	94.4%	
		PM Peak	93.0%	87.3%	94.3%	96.3%	94.8%	
		Total Peak	93.0%	85.7%	93.6%	93.5%	93.4%	
		Off Peak Weekday	93.0%	88.6%	91.7%	92.3%	92.2%	
		Weekend	93.0%	97.0%	96.0%	98.3%	96.7%	
		Hudson Line	Overall	93.0%	90.3%	93.6%	96.9%	95.0%
			AM Peak	93.0%	85.2%	92.6%	95.4%	92.2%
			AM Reverse Peak	93.0%	91.8%	96.5%	97.0%	96.6%
			PM Peak	93.0%	88.1%	95.8%	98.2%	96.7%
			Total Peak	93.0%	87.3%	94.4%	96.8%	94.7%
			Off Peak Weekday	93.0%	88.3%	91.4%	95.4%	94.1%
			Weekend	93.0%	97.4%	95.9%	99.3%	97.2%
		Harlem Line	Overall	93.0%	90.4%	94.9%	94.7%	94.6%
			AM Peak	93.0%	85.2%	94.3%	91.7%	93.5%
			AM Reverse Peak	93.0%	90.8%	96.1%	94.0%	95.2%
			PM Peak	93.0%	85.8%	94.7%	96.4%	94.9%
			Total Peak	93.0%	86.4%	94.8%	94.0%	94.3%
			Off Peak Weekday	93.0%	89.2%	93.9%	92.8%	93.7%
			Weekend	93.0%	98.4%	97.1%	99.3%	96.9%
		New Haven Line	Overall	93.0%	89.0%	92.1%	92.1%	92.1%
			AM Peak	93.0%	78.5%	91.1%	87.9%	90.0%
			AM Reverse Peak	93.0%	90.7%	92.9%	89.3%	92.4%
			PM Peak	93.0%	88.0%	93.0%	95.1%	93.5%
			Total Peak	93.0%	84.2%	92.1%	91.1%	91.8%
			Off Peak Weekday	93.0%	88.3%	90.4%	90.2%	90.1%
		Weekend	93.0%	95.8%	95.3%	97.1%	96.3%	
Operating Statistics	Trains Scheduled		19,113	230,763	19,532	231,299		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.2	12.2	15.4	12.9		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	398	2,829	311		
	Trains Canceled		230	56	308	15		
	Trains Terminated		230	39	292	18		
	Percent of Scheduled Trips Completed		99.7%	99.5%	99.7%	99.8%		
Consist Compliance	System	Overall	99.5%	98.1%	99.0%	99.2%	99.5%	
<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%	94.1%	97.6%	98.3%	98.9%	
		AM Reverse Peak	99.5%	99.3%	99.7%	100.0%	99.9%	
		PM Peak	99.0%	95.9%	97.6%	98.1%	99.0%	
		Total Peak	99.0%	95.6%	97.9%	98.5%	99.1%	
		Off Peak Weekday	99.5%	99.1%	99.3%	99.6%	99.7%	
		Weekend	99.5%	99.7%	99.8%	99.8%	99.9%	
		Hudson Line	Overall	99.5%	98.7%	99.7%	99.8%	99.9%
			AM Peak	99.5%	98.7%	99.7%	99.8%	99.9%
			PM Peak	99.5%	99.9%	99.9%	100.0%	99.9%
		Harlem Line	Overall	99.0%	92.7%	97.7%	97.9%	98.9%
			AM Peak	99.0%	92.7%	97.7%	97.9%	98.9%
			PM Peak	99.0%	96.7%	98.3%	98.2%	99.0%
		New Haven Line	Overall	98.5%	92.2%	96.1%	97.7%	98.3%
			AM Peak	98.5%	92.2%	96.1%	97.7%	98.3%
			PM Peak	98.5%	92.5%	95.6%	96.8%	98.3%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	November	2017 Data		2016 Data		YTD 2017 Vs 2016
			December	YTD thru December	December	YTD thru December	
Engineering (Scheduled)	8.9%	558	339	5,504	354	4,048	1,456
Engineering (Unscheduled)	33.2%	836	1,262	7,959	588	7,869	90
Maintenance of Equipment	14.7%	444	559	4,482	228	4,640	-158
Transportation	6.7%	91	257	1,257	108	1,018	240
Capital Projects	0.0%	1	0	9	1,108	1,267	-1,259
Weather and Environmental	24.9%	382	947	3,632	14	2,909	724
Police	7.7%	268	292	3,030	266	3,654	-625
Customers	2.8%	144	107	1,131	170	1,210	-80
Other	1.0%	66	39	2,731	32	3,470	-739
3rd Party Operations	0.1%	8	5	45	0	32	13
TOTAL	100.0%	2,796	3,807	29,778	2,869	30,116	-339

HUDSON LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2017 Vs 2016
Engineering	41.5%	337	341	3,404	120	1,858	1,546
Maintenance of Equipment	15.1%	111	124	1,075	55	1,207	-132
Transportation	4.6%	28	38	234	19	204	30
Capital Projects	0.0%	0	0	0	21	27	-27
Weather and Environmental	30.4%	68	250	797	5	515	282
Police	3.0%	36	25	620	28	459	161
Customers	3.2%	18	26	389	17	287	102
Other	1.9%	11	16	328	2	804	-476
3rd Party Operations	0.2%	2	2	15	0	2	13
TOTAL	100.0%	611	822	6,862	267	5,363	1,499

HARLEM LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2017 Vs 2016
Engineering	37.2%	366	436	2,954	270	2,919	35
Maintenance of Equipment	13.5%	82	158	1,058	42	1,202	-144
Transportation	4.6%	25	54	306	12	265	41
Capital Projects	0.0%	0	0	0	482	487	-487
Weather and Environmental	27.1%	226	318	1,564	8	1,238	326
Police	14.7%	87	173	982	147	1,098	-116
Customers	2.6%	65	30	259	32	280	-21
Other	0.3%	6	4	381	0	1,080	-699
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	857	1,173	7,504	993	8,570	-1,066

NEW HAVEN LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2017 Vs 2016
Engineering	45.6%	690	824	7,103	551	7,141	-38
Maintenance of Equipment	15.3%	251	277	2,349	130	2,231	118
Transportation	9.1%	38	164	718	78	548	170
Capital Projects	0.0%	1	0	9	604	754	-745
Weather and Environmental	20.9%	88	378	1,272	2	1,156	116
Police	5.2%	144	94	1,428	91	2,097	-669
Customers	2.8%	61	50	482	122	643	-161
Other	1.1%	49	20	2,022	30	1,585	437
3rd Party Operations	0.1%	6	2	29	0	27	2
TOTAL	100.0%	1,328	1,809	15,412	1,608	16,182	-770

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
12/01	Fri	Congestion between CP1 to CP5 account 2A Track Circuit was down.	22	0	0	1	0	0	0	0	0	0	0	0	23	0	0
12/04	Mon	Train 610 had to change equipment at North White Plains due to lavatory issues.	14	0	0	1	0	0	0	0	0	0	0	0	15	0	0
12/04	Mon	Deadhead train 2006 was unable to take power, on track 4 south of CP3.	0	0	0	0	0	0	10	0	0	17	0	0	27	0	0
12/05	Tue	Train 1710 stopped on track 1 at CP112.	47	1	0	19	0	0	0	0	0	25	0	0	91	1	0
12/05	Tue	Slippery rail conditions caused wheel flats.	5	1	1	0	0	0	2	0	0	9	0	2	16	1	3
12/05	Tue	Slippery rail conditions due to inclement weather.	28	0	0	13	0	1	128	1	1	226	2	0	395	3	2
12/06	Wed	Slippery rail conditions due to inclement weather.	14	2	0	1	0	0	1	1	0	5	0	0	21	3	0
12/08	Fri	Crack rail joint bar on track 3 at MP 30.6 south of Ossining.	0	0	0	0	0	0	20	0	3	7	1	0	27	1	3
12/11	Mon	Train 651 undesired brake application on track 1 at 86th Street, inspected wheels at 125th St Station.	0	0	0	0	0	0	18	0	0	11	0	0	29	0	0
12/11	Mon	Train 920 stuck a trespasser on track 2 at Cleveland Avenue in Valhalla.	10	1	2	2	0	3	0	0	0	7	2	1	19	3	6
12/12	Tue	Train 1313 experienced pantograph damage coming out the Stamford Yard.	40	5	4	15	0	0	1	0	0	14	1	0	70	6	4
12/13	Wed	Trains 670 had lost brake release south of Chappaqua.	1	0	0	0	0	0	4	0	0	14	0	0	19	0	0
12/13	Wed	The GE Track Circuit at CP1 was down.	36	0	0	0	0	0	0	0	0	2	0	0	38	0	0
12/14	Thu	Train 869 lost HEP on track 1 at 125th St Station.	0	0	0	0	0	0	9	0	0	6	0	0	15	0	0
12/14	Thu	Speed restrictions due to weather conditions.	15	0	0	3	0	0	0	0	0	5	0	0	23	0	0

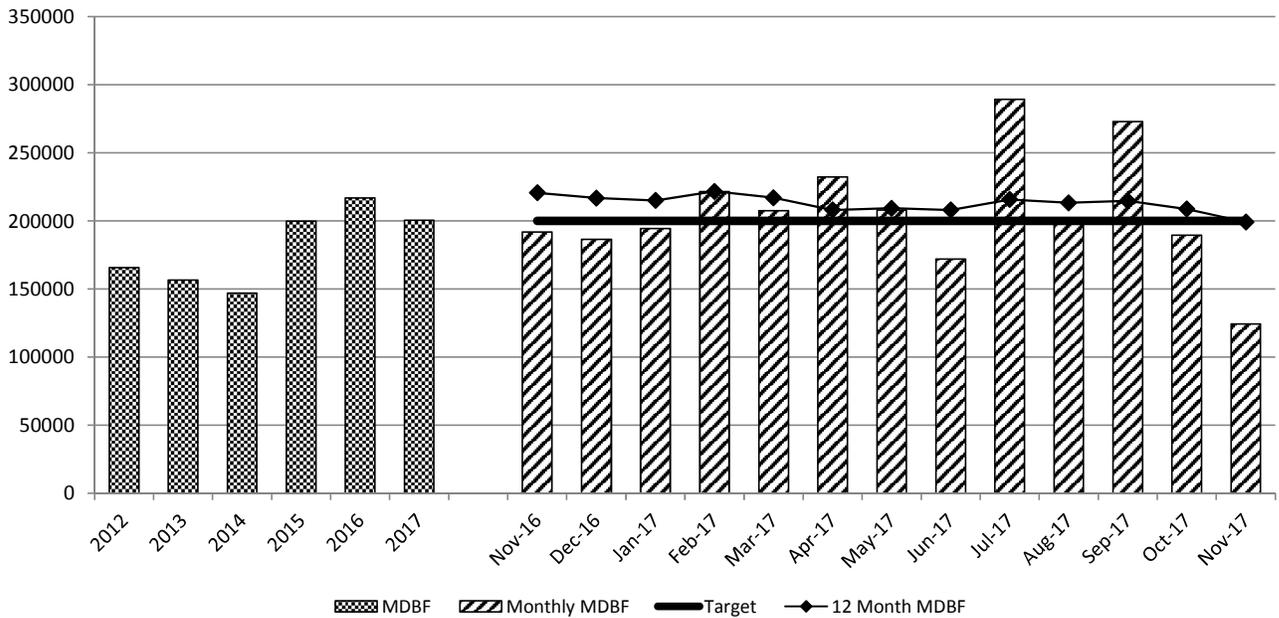
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
12/14	Thu	Track circuit down on track 3 north of Melrose.	39	0	0	10	0	0	0	0	0	2	0	0	51	0	0
12/15	Fri	Congestion from CP5 to CP113 due to failure to the 31 Switch in CP106.	0	0	0	0	0	0	5	0	0	14	0	0	19	0	0
12/15	Fri	The GE Track Circuit was down at CP1.	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
12/18	Mon	The TK2 track circuit was down at CP234.	18	0	0	6	0	0	3	0	1	23	0	0	50	0	1
12/22	Fri	Train 1586 was terminated at Milford with pantograph damage.	0	0	0	1	0	0	1	0	0	8	0	2	10	0	2
12/26	Tue	The TS Signal had anomaly issues.	0	0	0	0	0	0	14	0	0	5	0	0	19	0	0
12/28	Thu	Cracked rail at MP9.8 near Botanical Gardens.	0	0	0	0	0	0	62	0	0	28	0	0	90	0	0
12/28	Thu	Broken rail on track 1 at Cleveland Avenue crossing in Valhalla.	0	0	0	0	0	0	16	0	2	15	0	0	31	0	2
12/28	Thu	Catenary Failure in New Haven yard due to cold weather.	9	7	0	0	0	0	0	0	0	10	1	0	19	8	0
TOTAL FOR MONTH			311	17	7	73	0	4	294	2	7	453	7	5	1131	26	23
															1180		

	Equip-ment Type	Total Fleet Size	2017 Data						2016 Data		
			MDBF Goal (miles)	Nov MDBF (miles)	Primary Failure Goal	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)
Mean Distance Between Failures	M2	36	20,000	14,307	2	5	27,394	26,795	16,583	5	30,280
	M8	405	350,000	145,055	7	17	318,339	312,669	228,018	11	420,314
	M3	138	120,000	56,300	3	5	113,507	101,890	302,663	1	113,725
	M7	334	440,000	220,734	4	9	326,156	331,085	494,864	4	427,950
	Coach	209	260,000	204,067	6	7	324,880	327,997	475,178	3	255,454
	P-32	31	27,000	26,507	7	7	25,238	25,711	23,987	8	23,448
	BL-20	12	13,000	21,922	3	2	30,305	30,861	16,494	2	30,665
	Fleet	1165	200,000	124,297	32	52	200,459	199,203	191,872	34	220,031
	M2/8		260,000	115,340	9	22	246,225	242,300	161,945	16	335,134
	M3/7		300,000	162,007	7	14	257,421	250,557	456,424	5	316,822
Diesel/Coach		110,000	103,616	16	16	125,670	127,665	126,955	13	111,238	

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS Mean Distance Between Failures 2012 - 2017



West of Hudson Performance Summary			2017 Data			2016 Data	
			Annual Goal	December	YTD thru December	December	YTD thru December
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	91.9%	94.1%	95.7%	95.9%
		AM Peak	95.5%	87.1%	93.1%	97.3%	95.1%
		PM Peak	95.5%	95.0%	94.2%	96.7%	96.0%
		Total Peak	95.5%	90.9%	93.6%	97.0%	95.5%
		Off Peak Weekday	95.5%	93.1%	94.6%	95.0%	95.6%
		Weekend	95.5%	91.3%	94.0%	95.1%	96.9%
	Pascack Line	Overall	96.5%	93.3%	95.8%	95.9%	96.3%
	Valley Line	AM Peak	96.5%	89.4%	95.4%	97.6%	95.6%
		PM Peak	96.5%	95.0%	95.5%	96.6%	97.0%
		Total Peak	96.5%	92.0%	95.4%	97.1%	96.2%
		Off Peak Weekday	96.5%	93.3%	96.0%	93.9%	95.7%
		Weekend	96.5%	94.8%	95.8%	97.9%	97.5%
	Port Jervis Line	Overall	95.0%	89.9%	91.8%	95.4%	95.3%
		AM Peak	95.0%	84.2%	90.0%	96.8%	94.4%
		PM Peak	95.0%	95.0%	92.6%	96.8%	94.9%
		Total Peak	95.0%	89.5%	91.3%	96.8%	94.7%
		Off Peak Weekday	95.0%	92.7%	92.6%	96.5%	95.5%
		Weekend	95.0%	85.3%	91.0%	90.3%	95.7%
	Operating Statistics	Trains Scheduled		1,684	20,237	1,710	19,996
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		22.6	21.2	19.5	20.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	54	480	32	350	
	Trains Canceled	60	19	138	2	78	
	Trains Terminated	60	4	53	4	64	
	Percent of Scheduled Trips Completed	99.4%	98.6%	99.1%	99.6%	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	
12/04	Mon	Train 42 was cancelled due to derailment exiting Port Jarvis yard.	4	0	0	0	0	0	2	1	0	0	0	0	6	1	0
12/13	Wed	Train 1612 struck at trespasser at New Bridge Landing.	3	0	1	0	0	0	2	2	0	0	0	0	5	2	1
12/21	Thu	Stop and Warn for failed crossing protection at Washington Ave. at MP 21.4.	3	0	0	4	0	0	1	0	0	0	0	0	8	0	0
12/25	Mon	No available engineers for service.	0	0	0	0	0	0	0	0	0	2	4	0	2	4	0
TOTAL FOR MONTH			10	0	1	4	0	0	5	3	0	2	4	0	21	7	1
															29		

DECEMBER 2017 STANDEE REPORT
East of Hudson

			DEC 2016	YTD 2016	DEC 2017	YTD 2017
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	27	6
		Total Standees	0	0	27	6
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	9	229	49
		Total Standees	4	9	229	49
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	32	178	44
		Total Standees	11	32	178	44
EAST OF HUDSON TOTAL - AM PEAK			15	41	434	99
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	5	1
		Total Standees	0	0	5	1
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	13	20	54	19
		Total Standees	13	20	54	19
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	64	306	117
		Total Standees	79	64	306	117
EAST OF HUDSON TOTAL - PM PEAK			92	84	365	137

West of Hudson

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

Definitions

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

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

"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF December 2017

Elevator Availability	2017		2016	
	December	Year to Date	December	Year to Date
Grand Central Terminal	93.75%	93.56%	100.00%	99.06%
Harlem	99.93%	99.87%	99.28%	99.67%
Hudson	99.54%	99.93%	99.52%	99.84%
New Haven	100.00%	99.75%	100.00%	99.65%
Overall Average	98.30%	98.28%	99.70%	99.56%

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	
	December	Year to Date	December	Year to Date
Grand Central Terminal	91.67%	96.71%	100.00%	98.76%
White Plains	100.00%	98.54%	100.00%	100.00%
Overall Average	95.83%	97.62%	100.00%	99.38%

Escalator #8 (located at 47th Street Cross Passage to East Spine) was taken out of service on 11/9/17 for motor and gearbox repair. Estimated return to service is 2/12/18.



Metro-North Railroad

Finance Report

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

SUMMARY

November 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$712.9 million was \$32.0 million or 4.3% favorable vs. the Mid-Year Forecast. The month of November Net Deficit (Non-Reimbursable and Reimbursable) of \$71.1 million was \$2.8 million or 4.0% favorable vs. the Mid-Year Forecast.

Major drivers of the November 2017 YTD favorable result of \$32.0 million include lower Non-Reimbursable Expenses of \$39.9 million mainly due to the timing of both maintenance contracts and professional services (\$28.5 million) and timing of non-cash adjustments (\$15.3 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$8.0 million mainly due to the current suspension of commissary services* (\$5.4 million) and lower advertising revenue (\$1.6 million). **note November YTD forecasted net commissary profit would have been approximately \$1.5 million*

November 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$189.0 million were \$61.1 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 0.2% unfavorable vs. the Mid-Year Forecast. For the month, revenue was \$0.3 million or 0.4% unfavorable vs. the Mid-Year Forecast.
- YTD Ridership of 79.3 million was relatively flat vs. the Mid-Year Forecast and 0.5% favorable when compared to YTD 2016. November ridership of 7.3 million was slightly unfavorable vs. the Mid-Year Forecast and 0.6% favorable when compared to 2016.
- YTD East of Hudson Ridership of 77.9 million was slightly unfavorable vs. the Mid-Year Forecast and 0.6% favorable compared to YTD 2016. East of Hudson ridership for November of 7.1 million was 0.3% unfavorable vs. the Mid-Year Forecast and 0.4% favorable compared to 2016.
 - YTD commutation ridership of 44.5 million was 0.1% favorable vs. the Mid-Year Forecast and 0.9% unfavorable vs. YTD 2016. November commutation ridership of 3.9 million was 0.3% favorable vs. the Mid-Year Forecast and 0.9% unfavorable compared to 2016.
 - YTD non-commutation ridership of 33.4 million was 0.2% unfavorable vs. the Mid-Year Forecast and 2.6% favorable vs. YTD 2016. November non-commutation ridership of 3.2 million was 1.1% unfavorable vs. the Mid-Year Forecast and 2.1% favorable vs. 2016.
- YTD West of Hudson Ridership of 1.5 million was 1.1% unfavorable vs. the Mid-Year Forecast and 4.2% unfavorable vs. YTD 2016. November ridership of 0.1 million was 12.4% favorable vs. the Mid-Year Forecast and 9.1% favorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$6.6 million (10.9%) 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 \$0.5 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$61.1 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$9.2 million unfavorable vs. the Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$1,625.8 million were \$101.1 million or 5.9% favorable vs. the Mid-Year Forecast. For the month, expenses of \$155.9 million were \$7.2 million or 4.4% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$978.2 million YTD were \$7.5 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$94.3 million were \$1.8 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.3 million unfavorable vs. the Mid-Year Forecast mainly due to timing of forecasted attrition. For the month, expenses were \$0.6 million favorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$0.2 million favorable vs. the Mid-Year Forecast mainly due to timing of Reimbursable project activity. For the month, expenses were \$0.1 million unfavorable vs. the Mid-Year Forecast.

Non-Labor Expenses of \$380.1 million YTD were \$78.2 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$36.6 million were favorable by \$8.0 million vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$3.8 million vs. the Mid-Year Forecast. For the month, expenses were \$0.7 million favorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$1.2 million favorable vs. the Mid-Year Forecast mainly due to lower diesel fuel price per gallon. For the month, expenses were \$0.1 million favorable when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$19.9 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to timing of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment and maintenance services as well as lower GCT utilities cost. For the month, expenses were \$2.0 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$34.9 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, medical, audit and legal services. For the month, expenses were favorable by \$6.6 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$23.7 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity (Network Infrastructure Replacement, Cyclical Track Program and Turnouts Mainline High Speed). For the month, expenses were \$0.7 million unfavorable compared to the Mid-Year Forecast.
- **Other Business Expenses** – YTD was \$2.1 million unfavorable vs. the Mid-Year Forecast mainly due to the write-off of the Grand Central Terminal Truss Expansion Study. For the month, expenses were \$0.2 million favorable compared to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$15.3 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of expenses for capitalization of assets (\$6.6 million), GASB Pension Adjustment (\$6.5 million) and environmental remediation (\$2.2 million). For the month, expenses were \$1.0 million favorable vs. the Mid-Year Forecast.

NET CASH DEFICIT SUMMARY

November YTD Net Cash Deficit of \$456.1 million was \$72.3 million or 13.7% 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-M-8 Fleet, Track Geometry Car and Power Control Scada Upgrade) and timing of payments for operating expenditures as well as timing of claim payments.

FINANCIAL PERFORMANCE MEASURES

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

- Adjusted Farebox Operating Ratio of 64.1% was 1.6% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.43 was \$0.53 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.45 was \$0.08 unfavorable vs. the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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
Revenue												
Farebox Revenue	\$63.976	\$63.698	(\$0.278)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$63.976	\$63.698	(\$0.278)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.084	5.616	(0.468)	(7.7)	0.000	0.000	0.000	-	6.084	5.616	(0.468)	(7.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.885	10.105	(2.780)	(21.6)	12.885	10.105	(2.780)	(21.6)
CDOT	0.000	0.000	0.000	-	10.710	3.873	(6.837)	(63.8)	10.710	3.873	(6.837)	(63.8)
Other	0.000	0.000	0.000	-	1.009	1.457	0.448	44.4	1.009	1.457	0.448	44.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	24.604	15.435	(9.169)	(37.3)	24.604	15.435	(9.169)	(37.3)
Total Revenue/Receipts	\$70.060	\$69.313	(\$0.746)	(1.1)	\$24.604	\$15.435	(\$9.169)	(37.3)	\$94.664	\$84.749	(\$9.915)	(10.5)
Expenses												
<i>Labor:</i>												
Payroll	\$42.461	\$42.707	(\$0.246)	(0.6)	\$4.335	\$3.537	\$0.798	18.4	\$46.795	\$46.244	\$0.551	1.2
Overtime	8.042	8.143	(0.101)	(1.3)	2.027	2.036	(0.010)	(0.5)	10.069	10.180	(0.111)	(1.1)
Health and Welfare	9.607	8.813	0.794	8.3	1.504	1.271	0.233	15.5	11.111	10.084	1.027	9.2
OPEB Current Payment	2.600	2.689	(0.089)	(3.4)	0.000	0.000	0.000	-	2.600	2.689	(0.089)	(3.4)
Pensions	9.998	10.115	(0.117)	(1.2)	1.052	0.798	0.254	24.2	11.049	10.913	0.137	1.2
Other Fringe Benefits	10.027	13.343	(3.315)	(33.1)	1.089	0.949	0.140	12.9	11.117	14.292	(3.175)	(28.6)
Reimbursable Overhead	(4.593)	(4.175)	(0.419)	(9.1)	4.328	4.046	0.281	6.5	(0.266)	(0.128)	(0.137)	(51.7)
Total Labor	\$78.142	\$81.636	(\$3.494)	(4.5)	\$14.334	\$12.637	\$1.697	11.8	\$92.476	\$94.274	(\$1.798)	(1.9)
<i>Non-Labor:</i>												
Electric Power	\$5.549	\$4.873	\$0.676	12.2	\$0.000	\$0.000	\$0.000	-	\$5.549	\$4.873	\$0.676	12.2
Fuel	1.467	1.408	0.059	4.1	0.000	0.000	0.000	-	1.467	1.408	0.059	4.1
Insurance	1.480	1.443	0.036	2.5	0.341	0.398	(0.057)	(16.8)	1.821	1.841	(0.021)	(1.1)
Claims	0.091	0.939	(0.849)	*	0.000	0.000	0.000	-	0.091	0.939	(0.849)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.596	8.924	1.672	15.8	1.102	0.767	0.334	30.3	11.698	9.691	2.007	17.2
Professional Service Contracts	3.728	3.066	0.662	17.8	6.214	0.240	5.973	96.1	9.942	3.307	6.635	66.7
Materials & Supplies	9.014	10.917	(1.903)	(21.1)	2.589	1.375	1.214	46.9	11.603	12.291	(0.688)	(5.9)
Other Business Expenses	2.410	2.216	0.194	8.1	0.025	0.018	0.007	29.5	2.435	2.233	0.202	8.3
Total Non-Labor	\$34.335	\$33.785	\$0.550	1.6	\$10.270	\$2.798	\$7.472	72.8	\$44.605	\$36.584	\$8.022	18.0
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$112.477	\$115.422	(\$2.945)	(2.6)	\$24.604	\$15.435	\$9.169	37.3	\$137.081	\$130.857	\$6.224	4.5
Depreciation	20.261	19.110	1.151	5.7	0.000	0.000	0.000	-	20.261	19.110	1.151	5.7
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.217	(0.217)	-	0.000	0.000	0.000	-	0.000	0.217	(0.217)	-
Total Expenses	\$138.431	\$140.442	(\$2.011)	(1.5)	\$24.604	\$15.435	\$9.169	37.3	\$163.035	\$155.877	\$7.157	4.4
Net Surplus/(Deficit)	(\$68.371)	(\$71.129)	(\$2.758)	(4.0)	\$0.000	\$0.000	\$0.000	-	(\$68.371)	(\$71.129)	(\$2.758)	(4.0)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	19.110	(1.151)	(5.7)	0.000	0.000	0.000	-	20.261	19.110	(1.151)	(5.7)
Operating/Capital	(5.686)	(7.035)	(1.348)	(23.7)	0.000	0.000	0.000	-	(5.686)	(7.035)	(1.348)	(23.7)
Other Cash Adjustments	9.583	15.124	5.541	57.8	0.000	0.000	0.000	-	9.583	15.124	5.541	57.8
Total Cash Conversion Adjustments	\$24.158	\$27.200	\$3.042	12.6	\$0.000	\$0.000	\$0.000	-	\$24.158	\$27.200	\$3.042	12.6
Net Cash Surplus/(Deficit)	(\$44.213)	(\$43.929)	\$0.284	0.6	\$0.000	\$0.000	\$0.000	-	(\$44.213)	(\$43.929)	\$0.284	0.6

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

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$671.613	\$670.224	(\$1.389)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$671.613	\$670.224	(\$1.389)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	60.241	53.659	(6.583)	(10.9)	0.000	0.000	0.000	-	60.241	53.659	(6.583)	(10.9)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	131.081	98.337	(32.744)	(25.0)	131.081	98.337	(32.744)	(25.0)
CDOT	0.000	0.000	0.000	-	103.748	73.568	(30.180)	(29.1)	103.748	73.568	(30.180)	(29.1)
Other	0.000	0.000	0.000	-	15.313	17.107	1.793	11.7	15.313	17.107	1.793	11.7
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	250.142	189.011	(61.131)	(24.4)	250.142	189.011	(61.131)	(24.4)
Total Revenue/Receipts	\$731.854	\$723.883	(\$7.972)	(1.1)	\$250.142	\$189.011	(\$61.131)	(24.4)	\$981.997	\$912.894	(\$69.102)	(7.0)
Expenses												
<i>Labor:</i>												
Payroll	\$458.473	\$462.655	(\$4.182)	(0.9)	\$44.131	\$40.217	\$3.914	8.9	\$502.604	\$502.872	(\$0.268)	(0.1)
Overtime	84.421	85.382	(0.961)	(1.1)	23.411	22.245	1.166	5.0	107.832	107.627	0.205	0.2
Health and Welfare	102.601	92.499	10.102	9.8	15.798	14.302	1.496	9.5	118.399	106.801	11.598	9.8
OPEB Current Payment	28.912	30.272	(1.360)	(4.7)	0.000	0.000	0.000	-	28.912	30.272	(1.360)	(4.7)
Pensions	98.634	97.912	0.721	0.7	10.845	8.967	1.878	17.3	109.479	106.880	2.599	2.4
Other Fringe Benefits	109.005	114.502	(5.497)	(5.0)	11.487	10.686	0.801	7.0	120.492	125.188	(4.696)	(3.9)
Reimbursable Overhead	(49.612)	(47.347)	(2.265)	(4.6)	47.592	45.863	1.730	3.6	(2.019)	(1.485)	(0.535)	(26.5)
Total Labor	\$832.434	\$835.875	(\$3.440)	(0.4)	\$153.264	\$142.280	\$10.984	7.2	\$985.699	\$978.155	\$7.544	0.8
<i>Non-Labor:</i>												
Electric Power	\$64.293	\$60.321	\$3.972	6.2	\$0.002	\$0.131	(\$0.129)	*	\$64.295	\$60.452	\$3.843	6.0
Fuel	16.031	14.822	1.209	7.5	0.000	0.000	0.000	-	16.031	14.822	1.209	7.5
Insurance	15.793	15.917	(0.123)	(0.8)	3.930	4.601	(0.672)	(17.1)	19.723	20.518	(0.795)	(4.0)
Claims	1.025	3.413	(2.388)	*	0.000	0.000	0.000	-	1.025	3.413	(2.388)	*
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	111.673	91.403	20.270	18.2	11.072	11.482	(0.410)	(3.7)	122.745	102.885	19.860	16.2
Professional Service Contracts	38.969	30.701	8.268	21.2	39.789	13.163	26.626	66.9	78.758	43.864	34.894	44.3
Materials & Supplies	87.708	88.719	(1.011)	(1.2)	41.798	17.088	24.710	59.1	129.506	105.807	23.699	18.3
Other Business Expenses	25.908	28.063	(2.155)	(8.3)	0.287	0.266	0.021	7.4	26.195	28.329	(2.134)	(8.1)
Total Non-Labor	\$361.400	\$333.357	\$28.042	7.8	\$96.878	\$46.731	\$50.146	51.8	\$458.277	\$380.089	\$78.189	17.1
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,193.834	\$1,169.232	\$24.602	2.1	\$250.142	\$189.011	\$61.131	24.4	\$1,443.976	\$1,358.243	\$85.733	5.9
Depreciation	220.699	214.106	6.593	3.0	0.000	0.000	0.000	-	220.699	214.106	6.593	3.0
OPEB Obligation	62.623	62.623	0.000	0.0	0.000	0.000	0.000	-	62.623	62.623	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	0.751	2.249	75.0	0.000	0.000	0.000	-	3.000	0.751	2.249	75.0
Total Expenses	\$1,476.752	\$1,436.815	\$39.937	2.7	\$250.142	\$189.011	\$61.131	24.4	\$1,726.895	\$1,625.826	\$101.068	5.9
Net Surplus/(Deficit)	(\$744.898)	(\$712.932)	\$31.966	4.3	\$0.000	\$0.000	\$0.000	-	(\$744.898)	(\$712.932)	\$31.966	4.3
<i>Cash Conversion Adjustments:</i>												
Depreciation	220.699	214.106	(6.593)	(3.0)	0.000	0.000	0.000	-	220.699	214.106	(6.593)	(3.0)
Operating/Capital	(54.570)	(39.503)	15.066	27.6	0.000	0.000	0.000	-	(54.570)	(39.503)	15.066	27.6
Other Cash Adjustments	50.333	82.193	31.859	63.3	0.000	0.000	0.000	-	50.333	82.193	31.859	63.3
Total Cash Conversion Adjustments	\$216.463	\$256.795	\$40.332	18.6	\$0.000	\$0.000	\$0.000	-	\$216.463	\$256.795	\$40.332	18.6
Net Cash Surplus/(Deficit)	(\$528.435)	(\$456.137)	\$72.298	13.7	\$0.000	\$0.000	\$0.000	-	(\$528.435)	(\$456.137)	\$72.298	13.7

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
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
November 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	(\$0.468)	(7.7%)	Primarily due to the suspension of commissary services.	(\$6.583)	(10.9%)	Primarily due to the suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$9.169)	(37.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$61.131)	(24.4%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.798	18.4%	Reflects lower activity for the following projects: Capital Training for CT, Turnouts Mainline High Speed, NHL Cos Cob Bridge Mitre Rail, NHL Universal Interlock CP243, Harmon to Poughkeepsie Signal, Network Infrastructure Replacement, Catenary Replacement, Stamford Catenary Improvement and East End Connector.	\$3.914	8.9%	Reflects lower activity for the following projects: Capital Training for CT, Turnouts Mainline High Speed, C-30 Track Program, System-wide Drainage, Walk Bridge Design Construction, Signal Replacement from Greenwich to South Norwalk, Right of Way Restoration, Danbury Dock Yard Signal Cables and Devon Bridge Repairs.
OVERTIME	Non-Reimb	(\$0.101)	(1.3%)	See overtime tables.	(\$0.961)	(1.1%)	See overtime tables.
	Reimb	(\$0.010)	(0.5%)	See overtime tables.	\$1.166	5.0%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$0.794	8.3%	Primarily reflects lower projected enrollments and dental costs partially offset by higher payroll costs.	\$10.102	9.8%	Primarily reflects an adjustment to recognize lower projected enrollments and dental costs.
	Reimb	\$0.233	15.5%	Reflects lower project activity driven by the Cyclical Track Program, Capital Training for CT, Catenary Replacement, NHL Cos Cob Bridge Mitre Rail and Turnouts Mainline High Speed.	\$1.496	9.5%	Reflects lower project activity for Turnouts Mainline High Speed, Capital Training for CT, Cyclical Track Program, C-30 Track Program, Right of Way Restoration, Catenary Replacement, Devon Bridge Repairs and Replace Fiber Communication.
PENSIONS	Reimb	\$0.254	24.2%	Reflects lower activity for the following projects: Turnouts Mainline High Speed, Capital Training for CT, Catenary Replacement, NHL Cos Cob Bridge Mitre Rail, Cyclical Track Program, GCT Utilities, Replace 6 Anchor Bridge Substation, Replace Fiber Communication and Harmon to Poughkeepsie Signals.	\$1.878	17.3%	Reflects lower activity for the following projects: Turnouts Mainline High Speed, Capital Training for CT, Cyclical Track Program, C-30 Track Program, Catenary Replacement Program, Right of Way Restoration and Devon Bridge Repairs.
OTHER FRINGE BENEFITS	Non-Reimb	(\$3.315)	(33.1%)	Primarily reflects an increase in estimated liabilities for employee claims based on updated actuarial valuation.	(\$5.497)	(5.0%)	Primarily reflects an increase in estimated liabilities for employee claims based on updated actuarial valuation.
	Reimb	\$0.140	12.9%	Reflects lower project activity driven by Turnouts Mainline High Speed, Capital Training for CT, Catenary Replacement, and NHL Cos Cob Bridge Mitre Rail.	\$0.801	7.0%	Reflects lower activity for Turnouts Mainline High Speed project, Capital Training for CT, Cyclical Track Program and C-30 Track Program.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
November 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	(\$0.419)	(9.1%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for Turnouts Mainline High Speed project.	(\$2.265)	(4.6%)	The non-reimbursable and reimbursable variances mainly reflect lower activity for Turnouts Mainline High Speed project and Cyclical Track Program.
	Reimb	\$0.281	6.5%		\$1.730	3.6%	
ELECTRIC POWER	Non-Reimb	\$0.676	12.2%	Reflects favorable rates.	\$3.972	6.2%	Reflects favorable rates.
FUEL	Non-Reimb	\$0.059	4.1%		\$1.209	7.5%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.057)	(16.8%)	Reflects higher activity in Substation Bridge 23 Construction, C-31 Track Program and Bronx Stations Capacity Improvement.	(\$0.672)	(17.1%)	Reflects higher activity in Cameras and Audio for M-8 Fleet, C-31 Track Program, MNR East Side Access and NHL Grade Crossing Renewal.
CLAIMS	Non-Reimb	(\$0.849)	*	Primarily reflects an increase in estimated liabilities for passenger claims based on updated actuarial valuation.	(\$2.388)	*	Mainly reflects an increase in estimated liabilities for passenger claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.672	15.8%	Primarily reflects timing of expenses for track maintenance services as well as lower GCT utilities cost.	\$20.270	18.2%	Primarily reflects timing of expenses for the BL-20 locomotive overhaul program, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment and lower maintenance services as well as lower GCT utilities cost.
	Reimb	\$0.334	30.3%	Reflects lower activity for Network Infrastructure Replacement, MNR Security Project Infrastructure, West of Hudson Track Improvements and Cameras and Audio for M-8 fleet.	(\$0.410)	(3.7%)	Reflects higher activity for Cameras and Audio for M-8 Fleet.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.662	17.8%	Primarily due to timing of expenses for engineering, consulting and audit services.	\$8.268	21.2%	Primarily due to timing of expenses for engineering, consulting, medical, audit and legal services as well as lower outside training.
	Reimb	\$5.973	96.1%	Primarily reflects lower activity for Signal Replacement from Greenwich to South Norwalk.	\$26.626	66.9%	Primarily reflects lower activity for Signal Replacement from Greenwich to South Norwalk.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
 November 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	(\$1.903)	(21.1%)	Primarily due to higher expenses for M-8 rolling stock parts related to the May 18 th , 2017 derailment near Rye.	(\$1.011)	(1.2%)	Reflects lower activity for Network Infrastructure Replacement, Cyclical Track Program and Turnouts Mainline High Speed project.
	Reimb	\$1.214	46.9%	Reflects lower activity for Turnouts Mainline High Speed project, Cyclical Track Program and Network Infrastructure Replacement project.	\$24.710	59.1%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.194	8.1%	Primarily due to timing of expense recoveries from other railroads.	(\$2.155)	(8.3%)	Primarily reflects the write-off for the Grand Central Terminal Truss Expansion Study.
	Reimb	\$0.007	29.5%	Reflects timing of expenses for M-3 Replacement program and Positive Train Control Program.	\$0.021	7.4%	Reflects timing of expenses for Positive Train Control.
DEPRECIATION	Non-Reimb	\$1.151	5.7%	Reflects timing of the capitalization of assets.	\$6.593	3.0%	Reflects timing of the capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.217)	-		\$2.249	75.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	(\$1.348)	(23.7%)	Mainly due to the Park Avenue Fire Viaduct project.	\$15.066	27.6%	Primarily due to timing of the following projects: Cameras and Audio for Non M-8 Fleet, Track Geometry Car, Power Control Scada Upgrade, GCT 7B Renovation and GP35 Locomotive Overhaul project.

* Variance exceeds 100%.

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

	November					Year To Date(November)						
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	48,407	\$ 2.918	52,448	\$ 3.122	(4,041)	(\$0.204)	507,320	\$ 30.466	523,494	\$ 31.555	(16,173)	(\$1.089)
					-8.3%	-7.0%					-3.2%	-3.6%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	56,148	\$ 3.228	52,382	\$ 2.930	3,765	\$0.298	572,280	\$ 32.783	557,331	\$ 31.247	14,949	\$1.536
					6.7%	9.2%					2.6%	4.7%
<u>Unscheduled Maintenance</u>	1,061	\$ 0.051	51	\$ 0.003	1,010	\$0.049	10,814	\$ 0.521	8,867	\$ 0.453	1,946	\$0.068
					95.2%	94.9%					18.0%	13.1%
<u>Vacancy/Absentee Coverage</u> ²	28,442	\$ 1.537	22,328	\$ 1.168	6,115	\$0.369	297,843	\$ 16.035	288,565	\$ 15.204	9,278	\$0.831
					21.5%	24.0%					3.1%	5.2%
<u>Weather Emergencies</u>	5,485	\$ 0.307	1,505	\$ 0.081	3,980	\$0.226	105,718	\$ 5.878	87,832	\$ 4.821	17,886	\$1.057
					72.6%	73.7%					16.9%	18.0%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 0.840	-	(\$0.840)	0	\$ (1.262)	0	\$ 2.103	-	(\$3.364)
Subtotal	139,543	\$ 8.042	128,714	\$ 8.143	10,829	(\$0.101)	1,493,975	\$ 84.421	1,466,090	\$ 85.382	27,885	(\$0.961)
					7.8%	-1.3%					1.9%	-1.1%
REIMBURSABLE OVERTIME	34,007	\$ 2.027	35,085	\$ 2.036	(1,079)	(\$0.010)	381,009	\$ 23.411	388,944	\$ 22.245	(7,935)	\$1.166
					-3.2%	-0.5%					-2.1%	5.0%
TOTAL OVERTIME	173,549	\$ 10.069	163,799	\$ 10.180	9,750	(\$0.111)	1,874,984	\$ 107.832	1,855,034	\$ 107.627	19,950	\$0.205
					5.6%	-1.1%					1.1%	0.2%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category).

³ Not Applicable.

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

	November			Year To Date(November)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(4,041)	(\$0.204)	Reflects service coverage versus available staff and train dispatchment needs.	(16,173)	(\$1.089)	Reflects service coverage versus available staff and train dispatchment needs.
	-8.3%	-7.0%		-3.2%	-3.6%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	3,765	\$0.298	Slightly lower facility maintenance and infrastructure repair work.	14,949	\$1.536	Lower infrastructure repair work in Maintenance of Way and lower Reliability Centered Maintenance (RCM) in Maintenance of Equipment.
	6.7%	9.2%		2.6%	4.7%	
<u>Unscheduled Maintenance</u>	1,010	\$0.049		1,946	\$0.068	Fewer unscheduled maintenance events.
	95.2%	94.9%		18.0%	13.1%	
<u>Vacancy/Absentee Coverage</u> ²	6,115	\$0.369	Slightly lower vacation, sick and vacancy coverage requirements.	9,278	\$0.831	Lower vacation, sick and vacancy coverage requirements.
	21.5%	24.0%		3.1%	5.2%	
<u>Weather Emergencies</u>	3,980	\$0.226	Fewer weather events than budgeted.	17,886	\$1.057	Fewer weather events than forecasted partially offset by Winter Storm Stella.
	72.6%	73.7%		16.9%	18.0%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$0.840)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$3.364)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	10,829	(\$0.101)		27,885	(\$0.961)	
	7.8%	-1.3%		1.9%	-1.1%	
REIMBURSABLE OVERTIME	(1,079)	(\$0.010)	Reflects higher activity in the Bronx Stations Capacity Improvement project offset by the Catenary Replacement project.	(7,935)	\$1.166	Reflects lower activity for the Cyclical Track Program.
	-3.2%	-0.5%		-2.1%	5.0%	
TOTAL OVERTIME	9,750	(\$0.111)		19,950	\$0.205	

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

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category).

³ Not Applicable.

MTA METRO-NORTH RAILROAD
2017 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	November 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Opening Available Cash Balance	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Receipts								
Farebox Receipts	\$62.959	\$62.795	(\$0.164)	(0.3)	\$663.774	\$660.453	(\$3.321)	(0.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.467	4.267	(2.200)	(34.0)	105.260	81.597	(23.663)	(22.5)
<i>Capital & Other Reimbursements:</i>								
MTA	24.555	7.303	(17.252)	(70.3)	117.656	105.781	(11.875)	(10.1)
CDOT	10.710	4.639	(6.071)	(56.7)	105.961	73.609	(32.352)	(30.5)
Other	1.009	3.791	2.782	*	18.732	20.912	2.180	11.6
Total Capital and Other Reimbursements	36.274	15.733	(20.541)	(56.6)	242.350	200.302	(42.048)	(17.4)
Total Receipts	\$105.701	\$82.795	(\$22.906)	(21.7)	\$1,011.384	\$942.352	(\$69.032)	(6.8)
Expenditures								
<i>Labor:</i>								
Payroll	\$53.520	\$48.310	\$5.210	9.7	\$508.521	\$500.787	\$7.734	1.5
Overtime	11.512	11.171	0.341	3.0	109.341	106.181	3.160	2.9
Health and Welfare	11.498	10.173	1.325	11.5	120.132	121.573	(1.441)	(1.2)
OPEB Current Payment	2.600	2.704	(0.104)	(4.0)	28.812	30.125	(1.313)	(4.6)
Pensions	11.100	10.771	0.329	3.0	109.676	108.450	1.226	1.1
Other Fringe Benefits	11.178	7.610	3.568	31.9	125.259	121.516	3.743	3.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.000)	0.000	(0.000)	(100.0)	(0.000)	0.000	(0.000)	(100.0)
Total Labor	\$101.408	\$90.739	\$10.669	10.5	\$1,001.741	\$988.632	\$13.109	1.3
<i>Non-Labor:</i>								
Electric Power	\$5.708	\$6.105	(\$0.397)	(7.0)	\$63.137	\$59.850	\$3.287	5.2
Fuel	1.423	0.761	0.662	46.5	15.129	12.658	2.471	16.3
Insurance	0.368	0.000	0.368	100.0	21.398	23.046	(1.648)	(7.7)
Claims	0.852	1.270	(0.418)	(49.1)	22.111	12.792	9.319	42.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.246	10.404	2.842	21.5	138.278	108.056	30.222	21.9
Professional Service Contracts	10.237	2.992	7.245	70.8	92.323	39.326	52.997	57.4
Materials & Supplies	11.535	10.922	0.613	5.3	133.597	110.649	22.948	17.2
Other Business Expenditures	5.138	3.531	1.607	31.3	52.108	43.480	8.628	16.6
Total Non-Labor	\$48.506	\$35.985	\$12.521	25.8	\$538.079	\$409.857	\$128.222	23.8
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$149.914	\$126.724	\$23.190	15.5	\$1,539.819	\$1,398.489	\$141.330	9.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$44.213)	(\$43.929)	\$0.284	0.6	(\$528.435)	(\$456.137)	\$72.298	13.7
Subsidies								
MTA	35.371	28.125	(7.246)	(20.5)	417.381	346.082	(71.299)	(17.1)
CDOT	8.843	12.011	3.168	35.8	109.929	116.850	6.921	6.3
Total Subsidies	\$44.213	\$40.136	(\$4.077)	(9.2)	\$527.311	\$462.932	(\$64.379)	(12.2)
Cash Timing and Availability Adjustment	\$0.000	(\$0.669)	(\$0.669)	-	\$0.000	\$0.174	\$0.174	-
Closing Cash Balance	\$0.000	(\$4.462)	(\$4.462)	*	(\$1.125)	\$6.969	\$8.094	*

-- 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	November Month vs Mid-Year Forecast			Year-To-Date as of November 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(2.200)	(34.0%)	Timing of Amtrak reimbursement.	(23.663)	(22.5%)	Primarily due to lower Amtrak reimbursement, lower FMTAC reimbursement for injury claims relating to Spuyten Duyvil derailment due to the maximum exposure per occurrence threshold being met and the suspension of commissary services.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(17.252)	(70.3%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(11.875)	(10.1%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
CDOT	(6.071)	(56.7%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(32.352)	(30.5%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
OTHER	2.782	275.7%	Higher cash receipts due to timing of payments.	2.180	11.6%	Higher cash receipts due to higher reimbursable related project activity combined with timing of payments.
PAYROLL	5.210	9.7%	Timing of payments combined with vacancies.	7.734	1.5%	
HEALTH & WELFARE	1.325	11.5%	Timing of payments for dental & vision premiums.	(1.441)	(1.2%)	
OTHER FRINGE BENEFITS	3.568	31.9%	Timing of payroll taxes combined with employee claims.	3.743	3.0%	
ELECTRIC POWER	(0.397)	(7.0%)	Timing of payments partially offset by lower rates.	3.287	5.2%	Lower rates partially offset by timing of payments.
FUEL	0.662	46.5%	Timing of payments combined with lower rates.	2.471	16.3%	Timing of payments combined with lower rates.
INSURANCE	0.368	100.0%	Timing of force account premium payments.	(1.648)	(7.7%)	Timing of premiums payments for station liability and force account.
CLAIMS	(0.418)	(49.1%)	Timing of passenger injury settlements relating to Bridgeport incidents combined with other passenger injury claims.	9.319	42.1%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.

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

\$ Detail

Generic Receipt or Expense Category	November Month vs Mid-Year Forecast			Year-To-Date as of November 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	2.842	21.5%	Timing of payments for maintenance services and NHL share of MTA Police services.	30.222	21.9%	Primarily due to timing of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment and maintenance services as well as timing of payments for the NHL share of MTA Police services, track leases, safety equipment and supplies and real estate management services.
PROFESSIONAL SERVICE CONTRACTS	7.245	70.8%	Primarily due to timing of capital related projects (Positive Train Control, Signal Replacement Greenwich to South Norwalk, Cameras/Audio for Fleet and Power Control Scada Upgrade).	52.997	57.4%	Timing of capital related projects (Positive Train Control, Signal Replacement Greenwich to South Norwalk, Cameras/Audio for Fleet, Power Control Scada Upgrade, New York State Beacon Line Trail, GIS Expansion and GP35 Locomotive Overhaul), timing of payments for the NHL share of BSC/IT Costs as well as timing of expenses for engineering, consulting, medical and audit services.
MATERIALS & SUPPLIES	0.613	5.3%	Timing of material purchases for rolling stock components and track materials partially offset by materials placed into inventory.	22.948	17.2%	Primarily due to the timing of the Network Infrastructure Replacement Project as well as timing of material purchases for rolling stock components and track materials partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	1.607	31.3%	Timing of expense recoveries from other railroads.	8.628	16.6%	Timing of payments for stationary & printing, travel & conventions and New Jersey Transit subsidy for West of Hudson operations.
MTA SUBSIDY RECEIPTS	(7.246)	(20.5%)	Available cash balance combined with higher CDOT subsidy and lower net cash deficit.	(71.299)	(17.1%)	Lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	3.168	35.8%	Higher share of prior months deficit than forecasted.	6.921	6.3%	Higher share of prior months deficit than forecasted combined with Final Bill for 2016.

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

	November 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.017)	(\$0.903)	\$0.114	11.2	(\$7.839)	(\$9.771)	(\$1.932)	(24.6)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.384	(1.349)	(1.732)	*	45.019	27.938	(17.081)	(37.9)
<i>Capital & Other Reimbursements:</i>								
MTA	11.670	(2.802)	(14.472)	*	(13.425)	7.444	20.869	*
CDOT	0.000	0.766	0.766	-	2.214	0.041	(2.172)	(98.1)
Other	0.000	2.334	2.334	-	3.419	3.805	0.386	11.3
Total Capital and Other Reimbursements	11.670	0.298	(11.372)	(97.5)	(7.793)	11.291	19.083	*
Total Revenue/Receipts	\$11.037	(\$1.954)	(\$12.991)	*	\$29.388	\$29.458	\$0.070	0.2
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.724)	(\$2.066)	\$4.658	69.3	(\$5.917)	\$2.085	\$8.002	*
Overtime	(1.443)	(0.991)	0.452	31.3	(1.509)	1.446	2.955	*
Health and Welfare	(0.387)	(0.089)	0.298	77.0	(1.733)	(14.772)	(13.040)	*
OPEB Current Payment	0.000	(0.015)	0.000		0.100	0.147	0.047	46.6
Pensions	(0.051)	0.142	0.192	*	(0.197)	(1.570)	(1.373)	*
Other Fringe Benefits	(0.061)	6.682	6.743	*	(4.767)	3.672	8.439	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.266)	(0.128)	0.137	51.7	(2.019)	(1.485)	0.535	26.5
Total Labor	(\$8.932)	\$3.535	\$12.467	*	(\$16.042)	(\$10.477)	\$5.565	34.7
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$1.232)	(\$1.074)	*	\$1.158	\$0.602	(\$0.556)	(48.0)
Fuel	0.044	0.647	0.603	*	0.902	2.164	1.261	*
Insurance	1.453	1.841	0.389	26.7	(1.674)	(2.528)	(0.854)	(51.0)
Claims	(0.761)	(0.331)	0.431	56.6	(21.086)	(9.379)	11.707	55.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.549)	(0.713)	0.836	54.0	(15.533)	(5.171)	10.361	66.7
Professional Service Contracts	(0.295)	0.315	0.609	*	(13.565)	4.538	18.103	*
Materials & Supplies	0.069	1.369	1.301	*	(4.091)	(4.842)	(0.751)	(18.4)
Other Business Expenses	(2.703)	(1.298)	1.405	52.0	(25.913)	(15.151)	10.761	41.5
Total Non-Labor	(\$3.901)	\$0.599	\$4.499	*	(\$79.801)	(\$29.768)	\$50.033	62.7
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$12.833)	\$4.133	\$16.966	*	(\$95.843)	(\$40.246)	\$55.598	58.0
Depreciation	20.261	19.110	(1.151)	(5.7)	220.699	214.106	(6.593)	(3.0)
OPEB Obligation	5.693	5.693	0.000	0.0	62.623	62.623	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	(3.404)	(9.897)	(6.493)	*
Environmental Remediation	0.000	0.217	0.217	-	3.000	0.751	(2.249)	75.0
Total Expenditures Adjustments	\$13.121	\$29.153	\$16.033	*	\$187.075	\$227.337	\$40.262	21.5
Total Cash Conversion Adjustments	\$24.158	\$27.200	\$3.042	12.6	\$216.463	\$256.795	\$40.332	18.6

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016		MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016	
				\$	%	\$	%				\$	%		
FAREBOX REVENUE														
Harlem Line - Commutation	9.377	9.479	9.175	0.101	1.1%	0.304	3.3%	101.639	102.011	100.175	0.373	0.4%	1.836	1.8%
Harlem Line - Non-Commutation	9.005	8.863	8.423	(0.141)	-1.6%	0.441	5.2%	92.373	92.167	87.024	(0.206)	-0.2%	5.143	5.9%
TOTAL HARLEM LINE	\$18.382	\$18.342	\$17.598	(\$0.040)	-0.2%	\$0.744	4.2%	\$194.011	\$194.178	\$187.199	\$0.167	0.1%	\$6.979	3.7%
Hudson Line - Commutation	6.147	6.183	5.997	0.036	0.6%	0.186	3.1%	66.263	66.628	65.055	0.365	0.6%	1.573	2.4%
Hudson Line - Non-Commutation	7.559	7.395	6.946	(0.163)	-2.2%	0.450	6.5%	76.962	77.403	71.494	0.442	0.6%	5.909	8.3%
TOTAL HUDSON LINE	\$13.706	\$13.579	\$12.943	(\$0.127)	-0.9%	\$0.636	4.9%	\$143.225	\$144.031	\$136.549	\$0.807	0.6%	\$7.482	5.5%
New Haven Line - Commutation	13.386	13.303	12.699	(0.083)	-0.6%	0.604	4.8%	144.898	144.410	138.594	(0.489)	-0.3%	5.816	4.2%
New Haven Line - Non-Commutation	17.322	17.176	16.041	(0.146)	-0.8%	1.134	7.1%	176.199	174.476	165.296	(1.724)	-1.0%	9.180	5.6%
TOTAL NEW HAVEN LINE	\$30.708	\$30.478	\$28.740	(\$0.230)	-0.7%	\$1.738	6.0%	\$321.098	\$318.885	\$303.890	(\$2.213)	-0.7%	\$14.996	4.9%
All Lines - Commutation	28.910	28.964	27.871	0.054	0.2%	1.094	3.9%	312.800	313.049	303.824	0.249	0.1%	9.225	3.0%
All Lines - Non-Commutation	33.885	33.434	31.410	(0.451)	-1.3%	2.025	6.4%	345.534	344.046	323.814	(1.488)	-0.4%	20.232	6.2%
TOTAL EAST OF HUDSON LINES	\$62.796	\$62.399	\$59.280	(\$0.397)	-0.6%	\$3.118	5.3%	\$658.334	\$657.095	\$627.638	(1.239)	-0.2%	\$29.457	4.7%
West of Hudson*	<u>1.180</u>	<u>1.299</u>	<u>1.183</u>	<u>0.119</u>	<u>10.1%</u>	<u>0.116</u>	<u>9.8%</u>	<u>\$13.290</u>	<u>\$13.129</u>	<u>\$13.405</u>	<u>(0.161)</u>	<u>-1.2%</u>	<u>(0.276)</u>	<u>-2.1%</u>
TOTAL FAREBOX REVENUE	\$63.976	\$63.698	\$60.463	(\$0.278)	-0.4%	\$3.234	5.3%	\$671.624	\$670.224	\$641.043	(\$1.400)	-0.2%	\$29.181	4.6%
RIDERSHIP*														
Harlem Line - Commutation	1.355	1.366	1.371	0.012	0.9%	(0.005)	-0.4%	15.331	15.380	15.486	0.049	0.3%	(0.106)	-0.7%
Harlem Line - Non-Commutation	0.984	0.963	0.951	(0.020)	-2.1%	0.012	1.3%	10.172	10.137	9.821	(0.035)	-0.3%	0.316	3.2%
TOTAL HARLEM LINE	2.338	2.329	2.322	(0.009)	-0.4%	0.007	0.3%	25.503	25.517	25.307	0.014	0.1%	0.210	0.8%
Hudson Line - Commutation	0.758	0.761	0.763	0.003	0.3%	(0.002)	-0.3%	8.545	8.581	8.582	0.036	0.4%	(0.001)	0.0%
Hudson Line - Non-Commutation	0.665	0.645	0.631	(0.019)	-2.9%	0.014	2.2%	6.900	6.939	6.584	0.039	0.6%	0.354	5.4%
TOTAL HUDSON LINE	1.423	1.406	1.395	(0.017)	-1.2%	0.011	0.8%	15.444	15.519	15.166	0.075	0.5%	0.353	2.3%
New Haven Line - Commutation	1.815	1.813	1.841	(0.003)	-0.1%	(0.028)	-1.5%	20.523	20.502	20.807	(0.021)	-0.1%	(0.304)	-1.5%
New Haven Line - Non-Commutation	1.582	1.586	1.546	0.004	0.3%	0.040	2.6%	16.389	16.316	16.138	(0.073)	-0.4%	0.178	1.1%
TOTAL NEW HAVEN LINE	3.397	3.399	3.387	0.002	0.0%	0.012	0.3%	36.912	36.818	36.944	(0.094)	-0.3%	(0.127)	-0.3%
Total Ridership East of Hudson	3.928	3.940	3.975	0.011	0.3%	(0.036)	-0.9%	44.398	44.463	44.874	0.065	0.1%	(0.411)	-0.9%
All Lines - Commutation	3.230	3.195	3.129	(0.036)	-1.1%	0.066	2.1%	33.461	33.391	32.543	(0.070)	-0.2%	0.848	2.6%
All Lines - Non-Commutation	7.159	7.134	7.104	(0.024)	-0.3%	0.030	0.4%	77.859	77.854	77.417	(0.005)	0.0%	0.437	0.6%
TOTAL EAST OF HUDSON LINES	10.389	10.329	10.233	(0.060)	-0.6%	0.096	0.9%	111.260	111.245	110.261	(0.015)	-0.0%	1.285	1.1%
West of Hudson**	<u>0.128</u>	<u>0.143</u>	<u>0.131</u>	<u>0.016</u>	<u>12.4%</u>	<u>0.012</u>	<u>9.1%</u>	<u>1.499</u>	<u>1.482</u>	<u>1.547</u>	<u>(0.017)</u>	<u>-1.1%</u>	<u>(0.066)</u>	<u>-4.2%</u>
TOTAL EAST & WEST OF HUDSON LINES	10.517	10.472	10.364	(0.008)	-0.1%	0.042	0.6%	112.759	112.727	111.808	(0.022)	0.0%	1.219	1.1%

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

**West of Hudson actuals are preliminary

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

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	2	1	
Labor Relations	18	17	1	
Safety	56	54	2	
Security	25	22	3	
Office of the Executive VP	10	10	-	
Corporate & Public Affairs	19	19	-	
Customer Service	65	63	2	
Legal	17	13	4	A
Claims	13	12	1	
Environmental Compliance & Svce	8	7	1	
Human Resources	51	44	7	A
Training	86	83	3	
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	16	12	4	A
Long Range Planning	8	8	-	
VP Finance & Info Systems	6	2	4	A
Controller	81	75	6	A
Budget	22	18	4	A
Procurement & Material Management	30	22	8	A
Total Administration	563	510	53	
Operations				
Operations Administration	72	68	4	
Transportation	1,631	1,596	35	A
Customer Service	319	281	38	B
Metro-North West	34	30	4	
Total Operations	2,056	1,975	81	
Maintenance				
Maintenance of Equipment	1,650	1,676	(26)	C
Maintenance of Way	2,211	2,121	90	A
Procurement & Material Mgmt	125	120	5	
Total Maintenance	3,986	3,916	70	
Engineering/Capital				
Construction Management	39	40	(1)	C
Engineering & Design	83	73	10	
Total Engineering/Capital	122	113	9	
Total Positions	6,727	6,515	212	
Non-Reimbursable	5,963	5,928	35	
Reimbursable	764	586	177	
Total Full-Time	6,726	6,514	212	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed and internal hiring of vacant positions.
(B) Variance reflects the removal of Commissary Services Group.
(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
November 30, 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	182	173	9
Professional, Technical, Clerical	381	337	44
Operational Hourlies	-	-	-
Total Administration	563	510	53
Operations			
Managers/Supervisors	231	233	(2)
Professional, Technical, Clerical	207	176	31
Operational Hourlies	1,618	1,566	52
Total Operations	2,056	1,975	81
Maintenance			
Managers/Supervisors	605	608	(3)
Professional, Technical, Clerical	533	503	30
Operational Hourlies	2,848	2,805	43
Total Maintenance	3,986	3,916	70
Engineering/Capital			
Managers/Supervisors	47	46	1
Professional, Technical, Clerical	75	67	8
Operational Hourlies	-	-	-
Total Engineering/Capital	122	113	9
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,065	1,060	5
Professional, Technical, Clerical	1,196	1,083	113
Operational Hourlies	4,466	4,371	95
Total Positions	6,727	6,515	212

**MTA METRO-NORTH RAILROAD
2017 MID-YEAR FORECAST VS. ACTUALS
November 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	2,056	1,975	81	Primarily reflects the removal of Commissary Services Group and timing differences in hiring of positions in the Transportation department.
Maintenance	3,986	3,916	70	Reflects timing differences in hiring of positions partially offset by lower attrition than planned.
Administration	563	510	53	Vacancies reflects timing differences in hiring of positions primarily in the Procurement, Human Resources, Controllers, Legal, VP Finance and Budget departments.
Engineering / Capital	122	113	9	
Total Agency-wide Headcount	6,727	6,515	212	
Non-Reimbursable	5,963	5,928	35	
Reimbursable	764	586	177	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
NOVEMBER 2017**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard ^(B)	56.1%	53.4%	56.9%	-2.8%	-3.6%
Adjusted ^(C)	62.4%	60.0%	65.6%	-2.4%	-5.6%
Cost per Passenger					
Standard ^(B)	\$15.79	\$16.40	\$14.83	(\$0.61)	(\$1.57)
Adjusted ^(C)	\$15.46	\$16.06	\$14.89	(\$0.60)	(\$1.17)
Passenger Revenue/Passenger	\$8.86	\$8.75	\$8.44	(\$0.11)	\$0.31
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard ^(B)	55.8%	57.1%	58.3%	1.4%	-1.2%
Adjusted ^(C)	62.4%	64.1%	65.9%	1.6%	-1.8%
Cost per Passenger					
Standard ^(B)	\$15.30	\$14.79	\$14.04	\$0.51	(\$0.75)
Adjusted ^(C)	\$14.96	\$14.43	\$13.72	\$0.53	(\$0.70)
Passenger Revenue/Passenger	\$8.53	\$8.45	\$8.19	(\$0.08)	\$0.26

(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.

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2017 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	731.9	724.7	723.9	(8.0)	(1.1)	(0.8)	(0.1)
Total Expenses before Non-Cash Liability Adjs	1,193.8	1,188.1	1,169.2	24.6	2.1	18.9	1.6
Depreciation	220.7	215.9	214.1	6.6	3.0	1.8	0.8
OPEB Obligation	62.6	54.0	62.6	-	0.0	(8.6)	(15.9)
GASB 68 Pension Adjustment	(3.4)	(5.0)	(9.9)	6.5	*	4.9	(98.0)
Environmental Remediation	3.0	0.6	0.8	2.2	75.0	(0.1)	(21.0)
Total Expenses	1,476.8	1,453.7	1,436.8	39.9	2.7	16.9	1.2
Net Surplus/(Deficit)	(744.9)	(729.0)	(712.9)	32.0	4.3	16.1	2.2

Note: Totals may not add due to rounding

**MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2017 YEAR-TO-DATE
(\$ in millions)**

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.8)	(0.1)	Primarily due to timing of other operating revenue.
Total Expenses	\$16.9	1.2	Variance primarily due to timing of both maintenance and professional services contracts, lower health and welfare costs and favorable energy rates.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



Metro-North Railroad

Ridership Report

**NOVEMBER 2017 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

EXECUTIVE SUMMARY

November Ridership and Revenue (millions)

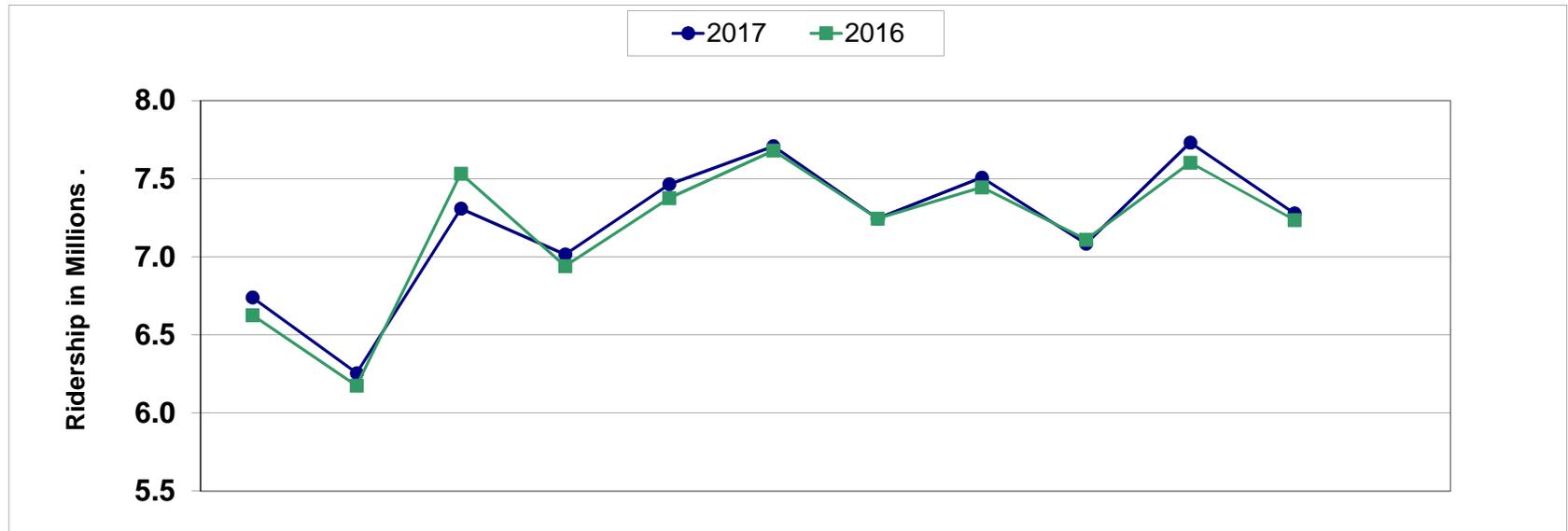
	November 2017	% Change vs. 2016
Total Rail Ridership	7.278	+0.6% ▲
Commutation Ridership	4.019	-0.7% ▼
Non-Commutation Ridership	3.259	+2.2% ▲
Connecting Service Ridership	0.048	+0.5% ▲
Total MNR System Ridership	7.326	+0.6% ▲
Rail Revenue	\$63.7	+5.3% ▲

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	79.335	+0.5% ▲	0.0% ▼
Commutation Ridership	45.288	-1.0% ▼	0.1% ▲
Non-Commutation Ridership	34.047	+2.5% ▲	-0.2% ▼
Connecting Service Ridership	0.543	+2.0% ▲	+0.4% ▲
Total MNR System Ridership	79.878	+0.5% ▲	0.0% ▼
Rail Revenue	\$670.2	+4.6% ▲	-0.2% ▼

NOVEMBER RAIL RIDERSHIP ⁽¹⁾

- November's Total Rail Ridership was 0.6% above 2016 and 0.1% below Forecast.

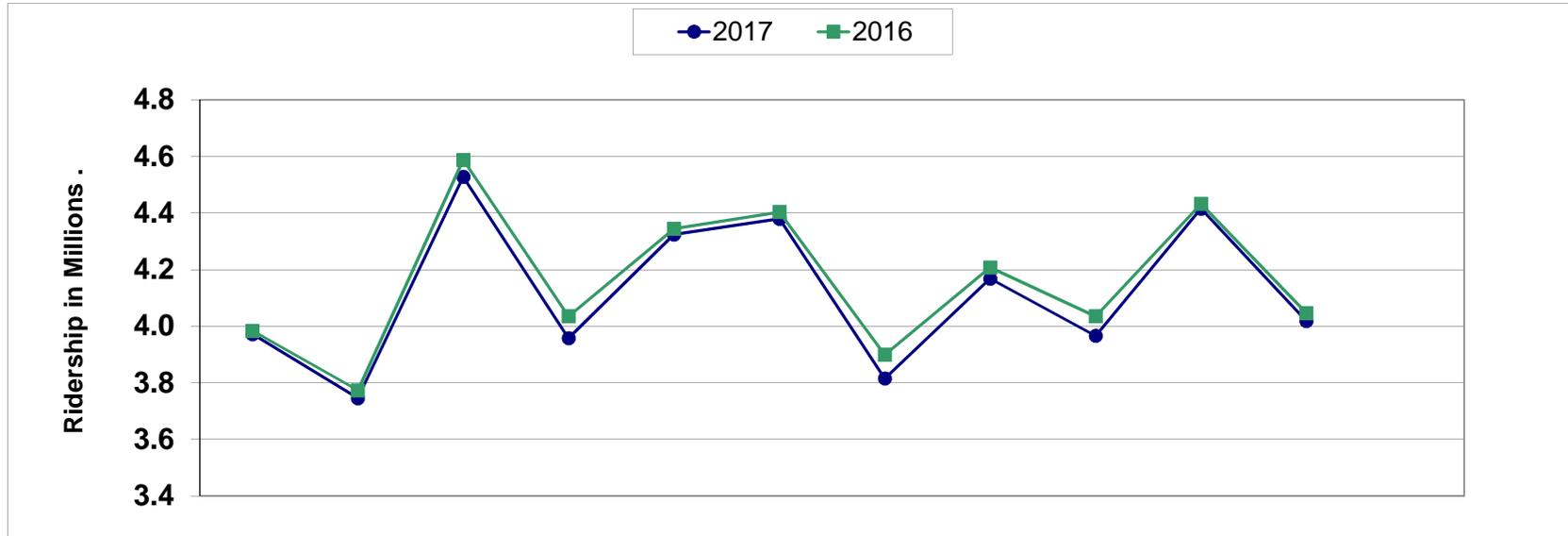


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	6.7	6.3	7.3	7.0	7.5	7.7	7.2	7.5	7.1	7.7	7.3		79.3
2016	6.6	6.2	7.5	6.9	7.4	7.7	7.2	7.4	7.1	7.6	7.2		79.0
PCT CHG.	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%	0.9%	-0.4%	1.7%	0.6%		0.5%

1) Includes East and West of Hudson.

NOVEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- November's Rail Commutation Ridership was 0.7% below 2016 and 0.6% above Forecast.

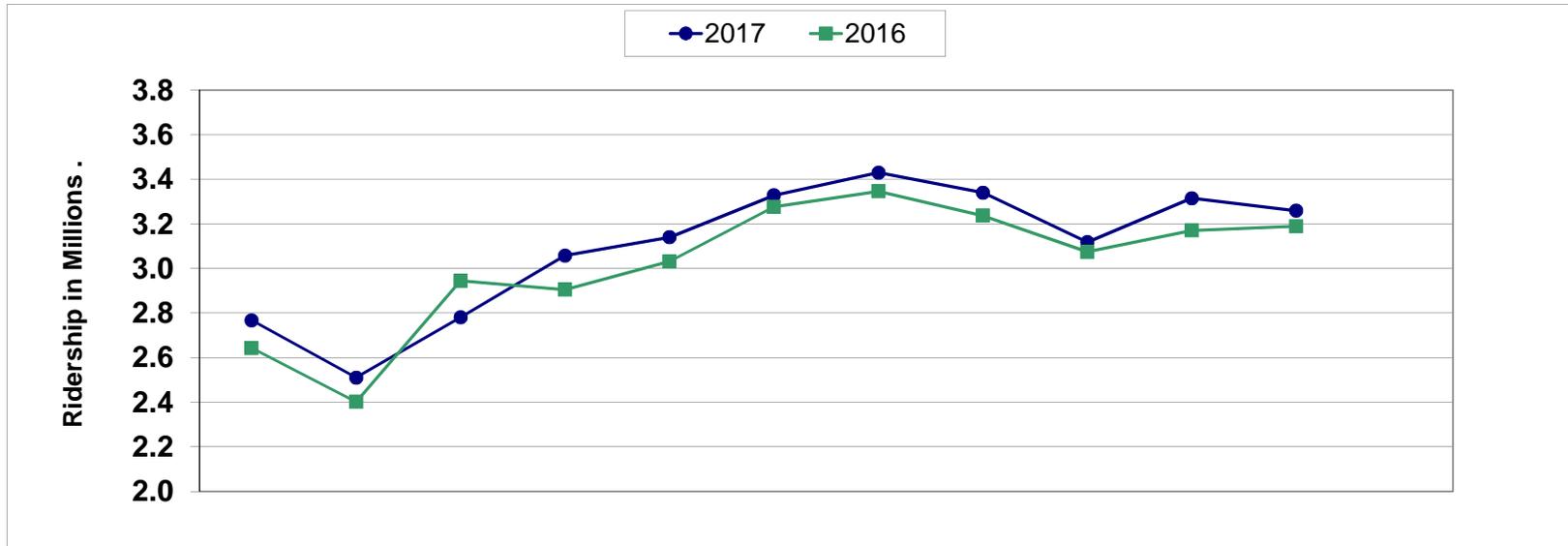


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.0	3.7	4.5	4.0	4.3	4.4	3.8	4.2	4.0	4.4	4.0		45.3
2016	4.0	3.8	4.6	4.0	4.3	4.4	3.9	4.2	4.0	4.4	4.0		45.7
PCT CHG.	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%	-0.9%	-1.7%	-0.4%	-0.7%		-1.0%

1) Includes East and West of Hudson.

NOVEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- November's Rail Non-Commutation Ridership was 2.2% above 2016 and 1.0% below Forecast.

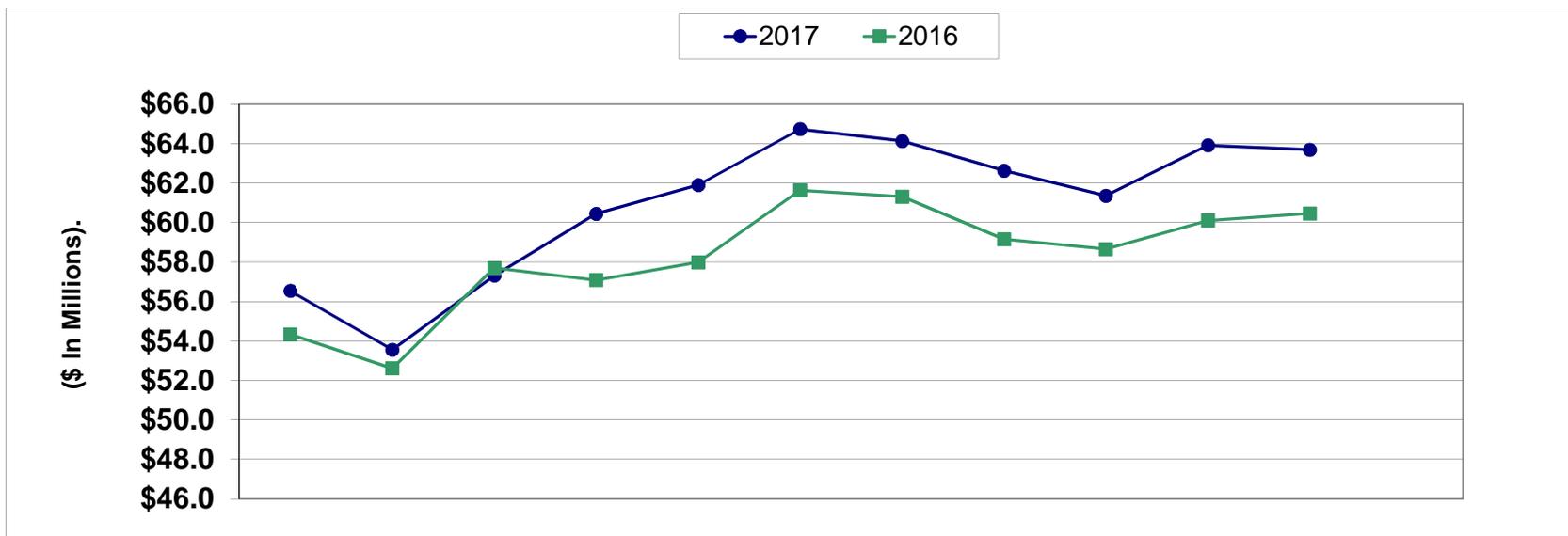


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3		34.0
2016	2.6	2.4	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2	3.2		33.2
PCT CHG.	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%	3.2%	1.4%	4.6%	2.2%		2.5%

1) Includes East and West of Hudson.

NOVEMBER RAIL REVENUE ⁽¹⁾

- November's Total Rail Revenue was 5.3% above 2016 and 0.4% below Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1	\$62.6	\$61.4	\$63.9	\$63.7		\$670.2
2016	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3	\$59.2	\$58.7	\$60.1	\$60.5		\$641.0
PCT CHG.	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%	5.9%	4.6%	6.3%	5.3%		4.6%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	NOVEMBER 2017 ACTUAL	NOVEMBER 2017 FORECAST	VARIANCE VS. FORECAST		NOVEMBER 2016 RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,939,580	3,928,092	11,488	0.3%	3,975,146	(35,566)	-0.9%
West of Hudson	78,920	67,270	11,650	17.3%	70,710	8,210	11.6%
Total Rail Commutation Ridership	4,018,500	3,995,362	23,138	0.6%	4,045,856	(27,356)	-0.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,194,912	3,230,494	(35,582)	-1.1%	3,128,936	65,976	2.1%
West of Hudson	64,465	60,299	4,166	6.9%	60,674	3,791	6.2%
Total Rail Non-Commutation Ridership	3,259,377	3,290,793	(31,416)	-1.0%	3,189,610	69,767	2.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,134,492	7,158,586	(24,094)	-0.3%	7,104,082	30,410	0.4%
West of Hudson ⁽²⁾	143,385	127,569	15,816	12.4%	131,384	12,001	9.1%
TOTAL RAIL RIDERSHIP	7,277,877	7,286,155	(8,278)	-0.1%	7,235,466	42,411	0.6%
CONNECTING SERVICES RIDERSHIP⁽³⁾	48,503	49,255	(752)	-1.5%	48,247	256	0.5%
TOTAL MNR SYSTEM RIDERSHIP	7,326,380	7,335,410	(9,030)	-0.1%	7,283,713	42,667	0.6%

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 ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	44,462,562	44,398,060	64,502	0.1%	44,873,912	(411,350)	-0.9%
West of Hudson	825,353	829,172	(3,819)	-0.5%	871,107	(45,754)	-5.3%
Total Rail Commutation Ridership	45,287,915	45,227,232	60,683	0.1%	45,745,019	(457,104)	-1.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	33,391,197	33,460,939	(69,742)	-0.2%	32,543,340	847,857	2.6%
West of Hudson	656,308	669,721	(13,413)	-2.0%	676,220	(19,912)	-2.9%
Total Rail Non-Commutation Ridership	34,047,505	34,130,660	(83,155)	-0.2%	33,219,560	827,945	2.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	77,853,759	77,858,999	(5,240)	0.0%	77,417,252	436,507	0.6%
West of Hudson (2)	1,481,661	1,498,893	(17,232)	-1.1%	1,547,327	(65,666)	-4.2%
TOTAL RAIL RIDERSHIP	79,335,420	79,357,892	(22,472)	0.0%	78,964,579	370,841	0.5%
CONNECTING SERVICES RIDERSHIP (3)	543,027	540,615	2,412	0.4%	532,237	10,790	2.0%
TOTAL MNR SYSTEM RIDERSHIP	79,878,447	79,898,507	(20,060)	0.0%	79,496,816	381,631	0.5%

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
NOVEMBER 2017**

LINE	NOVEMBER 2017 ACTUAL	NOVEMBER 2016 RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,329,438	2,322,328	7,110	0.3%
Hudson Line	1,406,098	1,394,632	11,466	0.8%
New Haven Line	3,398,956	3,387,122	11,834	0.3%
Total East of Hudson	7,134,492	7,104,082	30,410	0.4%
WEST OF HUDSON				
Port Jervis Line	86,828	79,739	7,089	8.9%
Pascack Valley Line	56,557	51,645	4,912	9.5%
Total West of Hudson⁽²⁾	143,385	131,384	12,001	9.1%
TOTAL RAIL RIDERSHIP	7,277,877	7,235,466	42,411	0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	33,984	32,764	1,220	3.7%
Haverstraw-Ossining Ferry	10,107	10,218	(111)	-1.1%
Newburgh-Beacon Ferry	4,412	5,265	(853)	-16.2%
Total Connecting Services	48,503	48,247	256	0.5%
TOTAL MNR SYSTEM	7,326,380	7,283,713	42,667	0.6%

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 ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	25,516,641	25,306,840	209,801	0.8%
Hudson Line	15,519,236	15,165,916	353,320	2.3%
New Haven Line	36,817,882	36,944,496	(126,614)	-0.3%
Total East of Hudson	77,853,759	77,417,252	436,507	0.6%
WEST OF HUDSON				
Port Jervis Line	889,514	922,864	(33,350)	-3.6%
Pascack Valley Line	592,147	624,463	(32,316)	-5.2%
Total West of Hudson⁽²⁾	1,481,661	1,547,327	(65,666)	-4.2%
TOTAL RAIL RIDERSHIP	79,335,420	78,964,579	370,841	0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	367,604	352,726	14,878	4.2%
Haverstraw-Ossining Ferry	118,114	121,267	(3,153)	-2.6%
Newburgh-Beacon Ferry	57,309	58,244	(935)	-1.6%
Total Connecting Services	543,027	532,237	10,790	2.0%
TOTAL MNR SYSTEM	79,878,447	79,496,816	381,631	0.5%

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

December 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 to arrive 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. Parts obsolescence from the original design/manufacture of the M-8 cars are underway to identify all components which require substitution and replacement components are being reviewed for compliance and backwards compatibility to the existing fleet.

GRAND CENTRAL TERMINAL (GCT)

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

Lower Level – Commenced installation of fire alarm stand pipe across the lower level tracks.

Pipe Tunnel – Continued installation of pipes, hangers, and conduits/cables for heat tracing and fire alarm and installation of fire hose valves (FHV) including zone control assemblies (ZCA) along 43rd Street Tunnel, 45th Street Tunnel, East and West Tunnels. The new fire pump installation is nearing completion at 49th Street.

Upper Level – Commenced installation of conduits/cables for heat tracing and fire alarm and fire hose valves along East Spine and West Spine.

Overall project completion is anticipated in August 2018.

GCT Leaks Remediation Phase II

Structural steel repairs were completed at the 45th Street bridges and at the sidewalk expansion joints. Ongoing restoration continues with offsite cleaning and painting of the 45th Street Bridge architectural panels.

Overall project completion is anticipated in May 2018.

Grand Central Terminal (GCT) Public Address (PA) and Visual Information Systems (VIS) Replacements

The purpose of this project is to replace, update and consolidate the existing Public Address (PA) and Visual Information Systems (VIS) in order to provide improved information to Metro-North customers. The project is divided into three contracts/packages in GCT, which entails: designing and installing a new PA/VIS head end system, installing a new cable plant, new “Big Boards and “Gate Boards”, replacement of miscellaneous displays and PA upgrades throughout the Terminal.

Each of the three Customer Service Initiative (CSI) contracts were executed and kicked-off in December 2017.

STATIONS/PARKING/FACILITIES

Harlem-125th Street Improvements

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II) - Commenced with the installation of the new steel west stairs. The replacement of east stairs will commence after completion of west stairs.*
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct – Submittal phase and procurement of long lead items continue. Installation of new exterior lights will commence in January 2018.*

CSI Outlying Stations Public Announcement/Visual Information and Surveillance/Access Control Systems

The CSI Project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at twenty (20) MNR stations and facilities throughout New York. This project also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements. A new PA/VIS system will be deployed with redundant central control systems to ensure a high state of reliability.

Award of contact to a 3rd party Design-Builder was executed in December 2017.

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

The purpose of the Station Enhancement Project is to develop and implement station aesthetics, introduce new technology, and develop sustainability initiatives. A key focus will be to transform and elevate the customer experience at the White Plains station, Metro-North's third busiest station. A Design-Build contract for the phased implementation of these improvements was executed in December 2017.

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). In the track 4 outage CP26 to CP33 section (north of Tarrytown to south of Croton-Harmon) continued to: install medium voltage signal power precast ductbank and trough, communication and signal (C&S) conduits, perform cable pulls, and continue communication, signal and power testing. In the out-of-outage work area (outside the track limits for a power outage) continued to: install communication and signal power conduits, laterals for snowmelters and switches, perform test pit excavation work to locate existing underground utility, excavation for platform foundation, installation of trough, conduits and stainless-steel tray at different stations and communication and power testing. The following is also underway: installation of PVC conduits, stainless steel pullbox and continuity jumpers, removal and replacement of existing 3rd rail setups as well as performing transformer equipment testing.
- *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. Continued utility mark-outs, test pits and borings. 90% design review by key stakeholders continues.

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 Supervisory Control and Data Acquisition system (SCADA); and installation of the following: fencing along catwalk and around platform equipment area, lighting fixtures, telephone equipment and power supply, utility metering enclosure, conduits for GPS antenna, grounding fences and punchlist repairs.
- *Croton-Harmon* – Continued with the following work: field commissioning and testing of electrical switchgear components, installation of canopies on back of switchgear, conduits and wires for outside lights at south transformer pad fence, AC busducts, rectifier to power control room (PCR) Transition Bus Duct and grounding at transformer pad. Commenced installation of DC platform railing and stairs.
- *Riverdale* – Continued installation of: catwalk gates at north and south equipment areas, transformer pad lights, LED lights at power control room (PCR) door, utility metering enclosure and MNR access gate. Field commissioning/testing and training of DC & AC

switchgears and Supervisory Control and Data Acquisition system (SCADA) continues. Crew Quarters work is ongoing, with the installation of railing, lighting, louver and fan.

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

Harlem & Hudson Lines Power Improvements

- *Construction of 86th Street Substation and 110th Street Negative Return Reactors*
 - *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Continued with preparation for concrete placement of the pit walls and core drilling for conduits at the west platform. Commenced with set-up of core drilling equipment at the east platform. AC and DC Switchgear equipment are currently in storage. Set-up of DC switchgear equipment is planned for the first quarter of 2018 with the AC switchgear equipment to follow in the second quarter of 2018.
 - *110th St.* (replacement of negative return reactors in the substation under the viaduct)
– Operating as of July 2016.

Overall project completion is anticipated in the first quarter of 2019.

- *The Brewster Substation* – Completed cable splicing and termination at auxiliary transformers, installation of batteries in substation battery room and precast ductbank along Right of way. Continued AC/DC switchgear testing, DC circuit breaker dielectric test and battery system mechanical checks. The Brewster Substation is anticipated for completion in the third quarter of 2018.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Supervisory Control and Data Acquisition system (SCADA) system Remote Terminal Unit (RTU) cabinets have been received at factory for further integration into Signal Substation. Fabrication and testing continues and a final Factory Acceptance Test (FAT) is tentatively scheduled for February 2018 pending successful completion of pre-testing. Punch list work for catenary bridge 23X at the site is complete with final testing and commissioning to continue in January 2018. Review of scope of work for splicing existing underground cables with new in pull box PB-1 is complete. Further discussion with New York Power Authority (NYPA) to continue before commencement of the work.
- *Catenary work between Mount Vernon and New Rochelle* – Catenary system overhead wire FT-3 and FT-4 installation is complete. Further testing and commissioning to continue in January.

- *New Rochelle* – Controls and relay work to commence in order to connect overhead wire FT-3 and FT-4 to New Rochelle substation.

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 near 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)

The design portion of the contract continues with various design packages under review by key stakeholders. The structural steel fabrication for the deck girders commenced and is scheduled for completion in April 2018.

The bridge superstructure demolition was complete and the substructure demolition is scheduled for completion by early January 2018. Prospect Hill Road Bridge is anticipated to open for vehicular traffic by year end 2018.

Overhead Bridge Program – Select Bridges East of Hudson

14th Avenue Design- Build Bridge, Mt. Vernon, NY – Various design packages are under review by key stakeholders. Utility relocation work is on-going and mobilization at the site will be completed in January 2018. The bridge will be closed to commence replacement in March 2018.

Harlem River Lift-Bridge Security Upgrades

The Harlem River Lift Bridge Electronic Security System and Security Enhancement contract was awarded in September 2017. DOT permits (Department of Transportation) for site mobilization were acquired, mobilization is complete, and submittal phase is underway.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Subsystem designs being finalized. On-Board and office software are 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 (CSE) is available from New Rochelle to New Haven for use by Amtrak and freight revenue service. Installation and testing of PTC transponders are complete for Pilot 2 (Hudson Line CP 25 to 35) and is ongoing for Pilot 1 (New Haven Line CP 255 to CP 274). Wayside subsystem deliveries continue on all lines. All M7A On-Boards kits have been installed. M3A on-board PTC hardware installations are ongoing. 7 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 (MP 31.3) and Sparrowbush, NY (MP 89.9), with the work divided into five segments. MNR forces are continuing to work on installations in preparation for a series of cut overs. The first signal cut over took place in April 2017 from CP-Sterling to Suffern. The second cut over from CP-Sterling to CP-Harriman is scheduled for 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, ceramic tile, elevator and installation of Vertical Lift Module (VLM).
- *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. Completed installation and testing of 13.3 KV feeder cables.

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

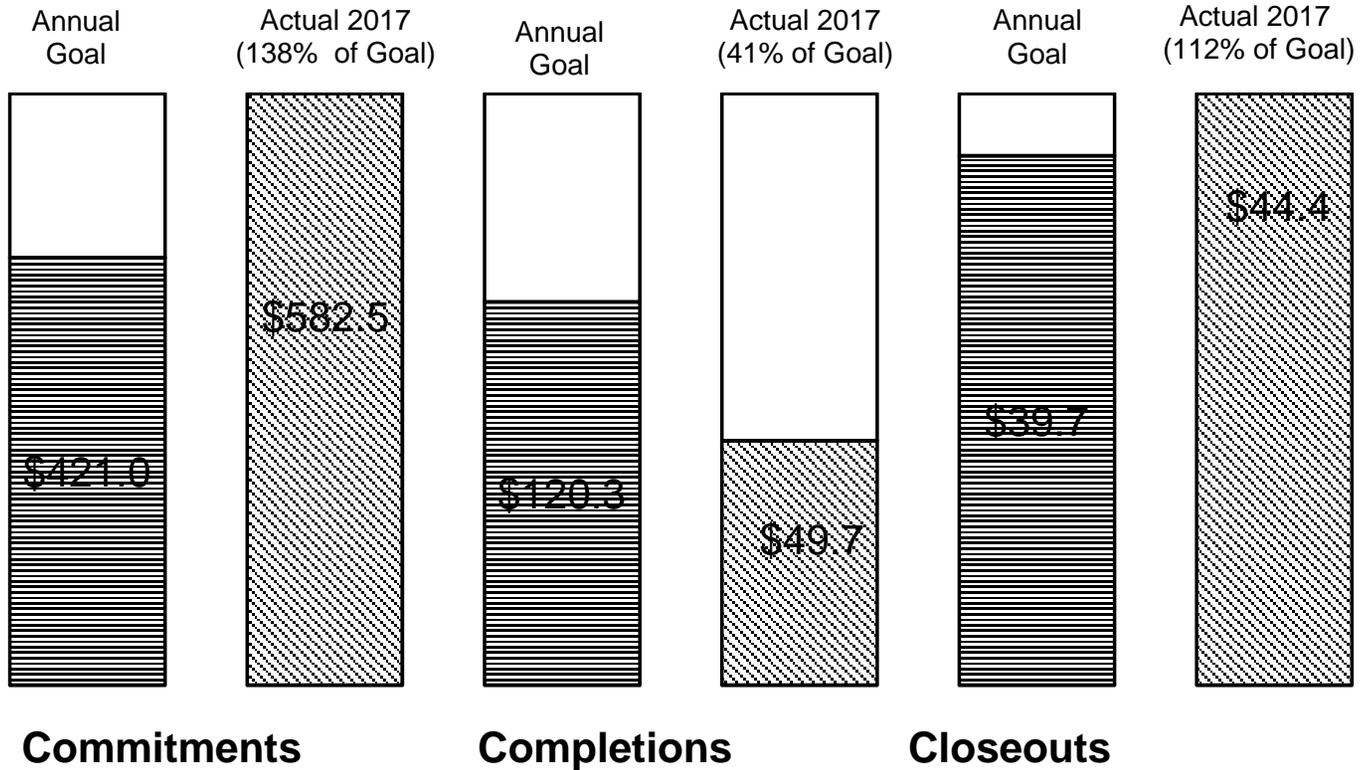
Phase V, Stage II Preliminary Design

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 December 31, 2017

In Millions



■ 2017 Goals

□ Actual as of December 31, 2017