Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

July 2018

Members

S. Metzger
N. Brown
R. Glucksman
C. Moerdler
M. Pally
A. Saul
V. Vanterpool
J. Vitiello
C. Wortendyke
N. Zuckerman

Metro-North Railroad Committee Meeting

20th Floor Board Room
2 Broadway
New York, NY

Monday, 7/23/2018
8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes
Minutes - Page 4

3. 2018 Work Plan
2018 Work Plan - Page 12

4. President's Report

Safety Report
MNR Safety Report - Page 19

MTA Police Report
MTA Police Report - Page 22

5. Information Items

Grand Central Terminal Retail Development
Grand Central Terminal Retail Development - Page 28

Environmental Audit
Environmental Audit - Page 46

Track Program Quarterly Update
Track Program Quarterly Update - Page 50

PTC Status Report
PTC Status Update - Page 62

Acquisition of Property from CSX Transportation, Inc. on the Hudson Line in Poughkeepsie, NY
Acquisition of Property from CSX Transportation, Inc. on the Hudson Line in Poughkeepsie, NY - Page 90

6. Procurements
MNR Procurements - Page 92

Non-Competitive- None

Competitive
MNR Competitive Procurements - Page 95

Ratifications- None

7. Operations Report

MNR Operations Report - Page 103

8. Financial Report

MNR Finance Report - Page 115

9. Ridership Report

MNR Ridership Report - Page 136

10. Capital Program Report

MNR Capital Program Report - Page 147

No August meeting. Next Meeting: Monday, September 24, 2018 at 8:30AM

Minutes of the Regular Meeting
Metro-North Committee
Monday, June 18, 2018

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Norman Brown
Hon. Randy Glucksman
Hon. Charles G. Moerdler
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke

Not Present:

Hon. Neal J. Zuckerman

Also Present:

Hon. Ira Greenberg
Hon. Scott Rechler
Hon. Vincent Tessitore, Jr.
Catherine Rinaldi – President, Metro-North Railroad
Susan J. Doering – Executive Vice President, Metro-North Railroad
Richard L. Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
Yvonne Hill-Donald - Vice President, Human Resources
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Mark Mannix – Sr. Director, Corporate and Public Affairs
Owen Monaghan, Chief, MTA Police Department
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. Ms. Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. In addition to the Metro-North President and Metro-North staff noted above, President Eng 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 June 18, 2018 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

PUBLIC COMMENT

Murray Bodin stated that it is not necessary to blow train horns at Harlem 125th Street. He expressed his opinion that the red box painted on the roadway at the Roaring Brook Road crossing is illegal. He requested the Committee ask President Rinaldi why Metro-North is buying married pair cars.

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

APPROVAL OF MINUTES AND METRO-NORTH 2018 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the May 21, 2018 Metro-North Committee meeting. President Rinaldi reported that the Bi-Annual Report on the M-9 procurement is no longer included in Metro-North's 2018 Work Plan since Metro-North has decided not to exercise the option on the M-9 procurement which will now be a Long Island Rail Road only procurement. A copy of the 2018 Work Plan is filed with the records of this meeting.

PRESIDENT'S REPORT

President Rinaldi reported that, in early June 2018, she travelled to Pittsburgh with Glen Hayden and the Positive Train Control (PTC) team to meet with the system integrator. The Long Island Rail Road was also represented at the testing site. President Rinaldi noted that a productive meeting was held with half of the day spent with Bombardier staff and half of the day spent with Siemens staff. The team visited the facilities, including the PTC test lab where they saw some of the testing being performed. President Rinaldi was gratified to see that the testing in the lab was going well. She noted that Metro-North still has some concerns with the resources available for the project. Metro-North continues to closely monitor the PTC project. President Rinaldi believes a high level of visibility is important to maintaining the schedule.

President Rinaldi reported that the American Public Transportation Association gave Metro-North its highest safety award known as the Gold Award for Safety. The award, accepted by Justin Vonashek, was given to Metro-North's Office of System Safety for its program "Together Railroads and Communities Keeping Safe" (TRACKS). President Rinaldi commended the Office of System Safety for their exceptional work in implementing the TRACKS program in a relatively short period of time. Since its inception in 2016, TRACKS has reached over 191,000 people. President Rinaldi noted that the program, initially focusing primarily on rider safety, grade crossing safety and trespassing, was expanded in 2017 to include campaigns about emergency preparedness, gap safety and bridge plate safety. TRACKS was again expanded in 2018 to include suicide prevention partnerships. President Rinaldi noted that the Gold Award is a recognition of Metro-North's intense focus on safety. She thanked the Office of System Safety for their work and Mr. Vonashek for his leadership.

President Rinaldi recognized and thanked her co-workers for their efforts on three recently completed projects. She recognized the Stations and Facilities team who constructed, on schedule, the temporary, mini-high level platform at the Port Jervis station to ease accessibility for Metro-North riders who utilize wheelchairs or have mobility-based disabilities. She also recognized the team involved in repairing and replacing the power poles and wires damaged during the March 2018 storms on the upper Harlem Line. President Rinaldi noted that replacement of the pole line was a concerted effort over eight-weeks and included the provision of a substitute bus service plan. She noted that the busing plan, which is no longer

needed, was supported by multiple departments. She thanked everyone for their work on that project. President Rinaldi reported that Metro-North completed the replacement of the west-side staircase from the street level leading up to the platform at Harlem-125th Street Station. She noted that the railroad will be replacing the east-side staircase at that station.

President Rinaldi reported that Metro-North is aware of concerns about crowded conditions on the Harlem Line during off-peak times because of the March 2018 schedule change which was necessary to move forward with the White Plains Station project. She noted that the overcrowding on the platform and trains has been exacerbated at White Plains Station due to the closing of the southern end of the platform. President Rinaldi has asked the Operations Planning and Analysis Department to examine the overcrowding conditions to determine what measures can be implemented to mitigate these conditions. The Operations Planning and Analysis Department examined train ridership counts and based on those counts, it was determined that there were crowded conditions on the 7:59 p.m. local train from Grand Central Terminal to North White Plains and the 8:53 p.m. express train to Southeast with a connection to Wassaic. As a result, Metro-North increased both trains from six cars to eight cars. President Rinaldi asked Metro-North's Operations Planning and Analysis Department and the Transportation Department to identify additional mitigation strategies. These departments have worked together to reinforce to the train crews to keep all cars on Harlem Line mid-day and evening trains with eight cars or fewer open for service. Train crews will also make announcements informing passengers if there are seats available toward the middle or the rear of trains. Effective June 20, 2018, Metro-North will reduce the number of Quiet Cars during the weekday off-peak period from the current two cars to one car all three lines. There will be no change to the Quiet Car program during the peak periods. Metro-North will continue to monitor ridership and make additional adjustments as necessary.

President Rinaldi noted that, as Executive Vice President Doering reported at the May Committee meeting, in May 2018 service delivery was very challenging especially during the p.m. peak period. In May 2018, overall on-time performance was below goal at 91.0% while year-to-date May 2018 on-time performance was above goal at 93.1%. The railroad is experiencing a higher number of six to 10 minute delays in the off-peak period because of infrastructure work. President Rinaldi reported that in May 2018, overall on-time performance West of Hudson was below goal at 90.4%. Metro-North is pursuing several measures to mitigate the service impact on Pascack Valley Line customers due to New Jersey Transit's decision to temporarily reduce train service system-wide, including one a.m. peak and one p.m. peak train. Metro-North has requested that New Jersey Transit commit not to cancel the remaining express train for the duration of the service reductions and has asked New Jersey Transit to accelerate restoring the two canceled Pascack Valley Line trains before the end of the year. Metro-North is cross-honoring Pascack Valley Line tickets, for the duration of the service reductions, on the Hudson and Harlem Lines, the Haverstraw-Ossining Ferry, and the Port Jervis Line. Metro-North will also provide reimbursement to Rockland County for Pascack Valley Line ticketholders who travel on Tappan Zee Express buses during this period. Metro-North is exploring options for investing the funding that will be saved by not paying for the two express trains into transit projects that will benefit Pascack Valley Line customers. A meeting was held with Rockland County Executive Ed Day and his team, Chair Metzger, Board members Wortendyke and Glucksman, and New Jersey Transit to discuss the issues that Pascack Valley Line customers are experiencing because of the service reductions and to hear their suggestions for measures to mitigate the impact of the service reductions.

President Rinaldi reported that, as part of Amtrak's continuing infrastructure renewal at Penn Station, since Memorial Day multiple Amtrak trains have been operating into and out of Grand Central Terminal. The program will continue until Labor Day, September 3, 2018.

President Rinaldi noted that the Amtrak trains have been integrated into Metro-North's operation south of Spuyten Duyvil. Metro-North has not seen any operational impact because of Amtrak trains operating in Grand Central Terminal

President Rinaldi noted that Metro-North has had a five-year strategic plan in place for approximately two-years. She reported that Metro-North is in the process of integrating the existing strategic plan into a larger, customer facing corporate plan. The new plan will be unveiled, and the Committee provided with more detail, in the early fall after Labor Day.

Board member Glucksman stated that on June 15, 2018, evening express train number 1629 was cancelled by New Jersey Transit with no excuse given for the cancellation. President Rinaldi noted that Metro-North has had discussions with New Jersey Transit regarding crew shortages for some time and continues to work closely with New Jersey Transit. She acknowledged that this has been a hardship for Metro-North riders. President Rinaldi had a discussion with County Executive Ed Day during the week of June 11, 2018. She noted that, unfortunately, it will take a while for the situation to be remediated. President Rinaldi reported that on June 19, 2018, New Jersey Transit will increase the consist size on train 1616.

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 discussion between Board member Glucksman and President Rinaldi regarding west of Hudson service.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate is nearly 29% lower than the previous 12 months and the employee lost time injury rate is nearly 2% lower than the previous 12 months. He reported that Metro-North's TRACKS program reached 10,500 individuals in April 2018 bringing the total for the year to over 29,000. Metro-North held its second annual Safety Excellence Awards on Thursday, May 31, 2018. The event recognized Metro-North employees and groups who made safety their top priority and have proved through their work that safety makes a difference, impacting both Metro-North's people and customers, key drivers of Metro-North's strategic plan. On Thursday June 7, 2018, Metro-North participated in International Level Crossing Awareness Day. Safety materials were distributed at grade crossings in New York and Connecticut reaching nearly 2,000 individuals.

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.

LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

Following Long Island Rail Road President Eng's report, Board member Moerdler, on behalf of Bronx Borough President Rubin Diaz, congratulated President Eng on the Atlantic Ticket Program and stated that he looks forward to a Bronx ticket program on Metro-North. In response to Board member Vanterpool's question as to whether Metro-North has a program that partners with Westchester County schools to promote rail safety, President Rinaldi noted that the TRACKS program partners with schools at every level throughout Metro-North's territory.

The details of President Eng's report are contained in the minutes of the Long Island Committee for the meeting held this day and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains discussions on Metro-North matters.

MTA POLICE DEPARTMENT (MTAPD) REPORT

Chief Monaghan reported on crime statistics, noting that system-wide the total number of major felonies decreased by 11 in May 2018 versus May 2018, 16 versus 27 or a decrease of 41%. In May 2018, total major felonies on the Metro-North system decreased by 11 versus May 2017, six versus 17 or a decrease of 65%. Of the six major felonies, three were closed by arrest. Year-to-date May 2018, hate crimes decreased by one versus the comparable period of 2017, 11 versus 12.

The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of this meeting, which recording includes a discussion regarding the MTAPD report.

LONG ISLAND RAIL ROAD and METRO NOTH RAILROAD JOINT INFORMATION ITEMS:

Two joint information items were presented to the Committee.

- LIRR/MNR PTC Project Update.

Metro-North President Rinaldi and LIRR Executive Director-PTC Deborah Chin provided an overview of the report.

President Rinaldi reported on the LIRR/Metro-North project status, hardware installation progress and projections, and Metro-North Port Jervis Line hardware installation projections. President Rinaldi noted that, although the railroads have obtained all the required radio spectrum, the railroads will be seeking approval to purchase additional spectrum as a protection against radio interference. President Rinaldi also reported on Metro-North project updates and May accomplishments. She stated that since the Port Jervis Line hardware installation depends on New Jersey Transit, Metro-North remains in close contact with New Jersey Transit and this is a compliance issue for both railroads. New Jersey Transit is confident that they will deliver the material to Metro-North so that hardware can be installed on the Port Jervis Line by the end of 2018. Executive Director Chin noted that although many of the software fixes for several critical safety variances have been resolved, there are still some issues with the core functionality but this has not stopped the railroads from proceeding with factory and/or field testing. She reported that many of the variances that were corrected have been tested in the field and found that the corrections worked.

President Rinaldi reported on Metro-North project updates and May accomplishments. She noted that Metro-North has implemented Civil Speed Enforcement as an interim safety functionality. She noted that Metro-North is happy with the results of Site Performance Testing on the Revenue Service Demonstration (RSD) segment to demonstrate PTC functionality. President Rinaldi reported that the railroad is working closely with the Federal Railroad Administration (FRA) to get an understanding of the testing required to support the RSD application.

Executive Director Chin reported on LIRR/Metro-North software-system development and test schedules, project risks, and railroad mitigations. With respect to the RSD applications, the FRA has committed to review the applications within a 30-40 day period. Executive Director Chin noted that she obtained useful information from an FRA symposium she attended on the PTC statutory requirements.

Board member Vitiello commented that the vendors are providing a cloud-based RTM tracking software, and that once that software is cloud-based you need to understand the security

paradigm that they are putting around that RTM. Executive Director Chin stated that the railroads are still getting static updates and had hoped to get the cloud-based solution up and running by now but, as Board member Vitiello noted, the railroads need to make sure that the networks are secure.

Board member Greenberg inquired about Amtrak territory that LIRR operates over.

Chair Metzger commented that she is encouraged by the amount of interaction the railroads are having with the Federal Railroad Administration ("FRA") and with the various contractors. President Rinaldi commented that LIRR and Metro-North have received good guidance and cooperation from the FRA in terms of the support they will be able to provide when the railroads get closer to the end of the year. She also commented about the issue of resources, noting that the railroads have been pushing the System Integrator in terms of the resources devoted to the project and have had progress in having additional resources devoted to the project. The railroads are providing their own support and are also retaining consultants to provide additional support. The System Integrator is also retaining consultants to provide additional support. Due to the importance of the project, all resources are being made available. President Rinaldi noted that a lot has to happen between now and the end of the year and beyond and the railroads are doing their best to mobilize the resources necessary to support the project.

Chair Metzger referred to photographs in the Committee Book. Executive Director Chin referenced the slides in the Look Ahead section of the presentation and stated that the Look Ahead is common to LIRR and Metro-North. She explained the work to be done during the next few months, noting that both railroads are working to have the RSD applications ready for submission by September 2018. She stated that the railroads have a lot of testing to do both in the factory and then taking the software into the field. She is confident that both railroads will be in compliance by the end of the year. There are questions about how many lines will we be able to place into extended RSD by the end of the year.

- License agreements for ATMs at various LIRR and MNR locations.

President Rinaldi reported on the Access One Solutions, Inc. proposed license agreements for ATMs at various locations for both railroads. The agreements will be discussed and voted on at the Finance Committee meeting.

The details of the information items are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion regarding the LIRR/MNR PTC Project Update.

PROCUREMENTS:

MTA Metro-North Railroad:

Five competitive procurements were presented to the Committee:

- Board adoption of a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Pubic Authorities Law Section 1265-a, to solicit for the Design/Build delivery and installation of DC Traction Switchgear at nine Metro-North Stations on the Hudson and Harlem Lines.
- Board adoption of a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process,

pursuant to Pubic Authorities Law Section 1265-a, to solicit proposals for the Rehabilitation of, and Improvements to Hartsdale and Scarsdale Stations.

- Approval to award a five-year competitively solicited and negotiated contract in the not-to-exceed amount of $3,619,908 to Conductix, Inc. to design, fabricate, test, and deliver third rail fiberglass brackets.
- Approval to award a competitively solicited, five-year miscellaneous service contract in the not-to-exceed amount of $5,000,000 to TRC Environmental Corporation ($2,500,000) and Environmental Planning & Management, Inc. ($2,500,000) to perform on-call system-wide asbestos and lead air monitoring and testing services on an as-needed, task order basis.

Board member Moerdler asked whether Metro-North investigated the potential for transit oriented development (TOD) when soliciting proposals for the Rehabilitation of, and Improvements to Hartsdale and Scarsdale Stations, noting that while Metro-North is engaged in the planning stage for major work at stations, it would be a good time to investigate the possibility of TOD. Mr. Shiffer reported that the railroad met with Scarsdale regarding their large parking garage site and is staying in touch with Scarsdale to ensure that any improvements to the station are complementary to the work being done in that community. Mr. Shiffer noted that when the railroad does not own the land in question, the railroad still works very closely with communities to ensure that the railroad is building the relationships necessary for customers to have the best possible environment. Board member Moerdler stated that when he speaks of TOD, he is speaking of the potential for housing and economic development, assuming you have the control of the area immediately adjacent to the train station. Board member Moerdler stated that TOD is essential, timely and is becoming a fact of life throughout the country. Mr. Shiffer noted that the railroad has had some great success with TOD projects, such as, the Harrison TOD which is moving along. He stated that the railroad is also working with a number of communities on the potential for TOD. Chair Metzger would like President Rinaldi to add TOD to the list of issues to be investigated.

Board member Greenberg asked if there are a limited number of contractors who could undertake the DC Traction Switchgear work. Mr. Gardner noted that there is a limited pool of vendors who can do the required design, build and integration. He will provide the Committee with the number of vendors who are qualified to do the work necessary on this contract.

Board member Greenberg discussed the Hartsdale and Scarsdale station rehabilitation project. He stated that there was a previous station rehabilitation project where the railroad selected a contractor and a main factor for choosing that contractor was because they had experience in constructing Metro-North stations. He expressed his opinion that previous experience should not be used or a limiting factor when awarding contracts. He stated that, if possible, the railroad should try to bring in as many bidders as it can. President Rinaldi stated that the railroad has heard the Committee's message on the need to encourage competition. She noted that the Hartsdale and Scarsdale station work involves taking the platforms to the ground, making it a different project than previous station rehabilitation projects.

Board member Saul discussed an informational meeting during which it was noted that there were 25 contractors upstate that showed interest in previous Metro-North work. However, after attending that meeting, none of these 25 contractors submitted a bid. He expressed his opinion that the point made by Board member Greenberg is a very important point and the railroad needs to get new contractors to do work. President Rinaldi agrees that the railroad needs to ensure that it has a broader pool of proposers to select from when awarding work of this kind. She noted that the platform replacements at Hartsdale and Scarsdale are the first two platform replacements in a series of replacements. President Rinaldi is very mindful of the Committees desire to increase competition.

Upon motion duly made and seconded, the Committee approved the foregoing procurements for recommendation to the Board. The details of the procurements 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 discussion of the proposed procurements.

Long Island Rail Road Procurements:

The Committee considered the following non-competitive procurement that was advanced by Long Island Rail Road procurement on behalf of both railroads:

- Approval to award two three-year sole source contracts to Knox Kershaw in a total amount not-to-exceed $960,725, (LIRR: $710,725 & MNR: $250,000) for replacement parts required to operate and maintain various pieces of Knox Kershaw equipment.

Upon motion duly made and seconded, the Committee approved the foregoing procurement for recommendation to the Board. The details of the procurement are contained in the minutes of the Long Island Committee meeting held this day, a staff summary filed with those minutes, in and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes a Board member Moerdler's comments and discussion regarding the proposed procurement with Kershaw.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

ADJOURNMENT

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

Respectfully submitted,

Linda Montanino
Assistant Secretary

June 2018 Committee Minutes –FINAL
Legal/Corporate/Committee Minutes Current

Metropolitan Transportation Authority

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
.....	
July 2018	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
September 2018	
2019 Preliminary Budget (Public Comment)	Finance
2018 Mid-Year Forecast	Finance
Diversity/EEO Report – 2nd Quarter 2018	Diversity and EEO
2018 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
October 2018 (Joint meeting with LIRR)	
2019 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
November 2018	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
PTC Status Report	Engineering

December 2018 (Joint meeting with LIRR)

2019 Final Proposed Budget	Finance
2019 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3rd Quarter 2018	Diversity and EEO
LIRR/MNR PTC Project Update	President

January 2019

Approval of 2019 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering

February 2019 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2019	Finance
2018 Annual Operating Results	Operations
2018 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4th Quarter 2018	Diversity and EEO
2019 Spring/Summer Schedule Change	Operations Planning & Analysis

March 2019

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

April 2019 (Joint meeting with LIRR)

Final Review of 2018 Operating Budget Results	Finance
2018 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 2019

Diversity/EEO Report – 1st Quarter 2019	Diversity and EEO
PTC Status Report	Engineering

June 2019 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update	President

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

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.

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.

JANUARY 2019

Approval of 2019 Committee Work Plan
The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2019 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 2019 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2019
The Agency will present its revised 2019 Financial Plan. These plans will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget.

2018 Annual Operating Results
A review of the prior year's performance of railroad service will be provided to the Committee.

2018 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 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.

2019 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 2019.

MARCH 2019

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 2018 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 2019 (Joint Meeting with LIRR)

Final Review of 2018 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.

2018 Annual Ridership Report
A report will be presented to the Committee on Metro-North's ridership trends during 2018 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 2019

Diversity & EEO Report– 1st Quarter 2019
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 2019 (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.

Safety Report

Justin R. Vonashek
Vice President, Office of System Safety

MNR earned the highest safety award from the American Public Transportation Association.

MNR participated in International Level Crossing Awareness Day observed on, June 7, 2018.
Picture taken at Jay Street, Katonah.

Metro-North Railroad

May 2018 Highlights: Safety Report

Metro-North Railroad (MNR) earned the highest safety award from the American Public Transportation Association (APTA). The Gold Award for Safety was awarded to MNR for implementing Together Railroads and Communities Keeping Safe (TRACKS) outreach program designed to educate and promote rail safety. As part of MNR's continuing mission to educate and raise public awareness on the dangers of risky behavior at crossings, MNR participated in International Level Crossing Awareness Day (ILCAD) on Thursday, June 7, 2018. ILCAD is an annual event that takes place in over 40 countries around the world to bring awareness to grade crossing and rail safety. This is the third consecutive year MNR as participated in this event.

MNR partnered with Waze, a GPS traffic navigation mobile application, to launch a grade crossing safety initiative that urges drivers to use caution as they approach all MNR grade crossings. It features voice notification to instruct drivers not to turn on to the tracks at the grade crossings as the driver approaches.

MNR continues to see positive trends in reducing employee lost time injuries. Overall, for the current 12-month period (June 17 – May 18) versus the previous 12 months (June 16 – May 17), MNR experienced a decrease of 10% to the lost time injury rate per 200,000 working hours. The decrease can be attributed to focused Job Safety Briefings, enhanced Situational Awareness training, increase in field audits and inspections, quarterly Safety Focus Day events, timely issuance of Rules, Policies & Procedures and Safety Bulletins.

Customer injuries continue to experience a steady decline. For the current 12-month period (June 17 – May 18), customer reportable injuries rate per million customers decreased by 25% compared to the previous 12 months (June 16 – May 17). Although customer injuries are on the decline, MNR continue to maintain a strong effort to promote safe behaviors around trains, tracks and grade crossings.

And finally, MNR continue to encourage employees to report all incidents and injuries, regardless of severity. This transparency has created a safe environment where employees feel free to report incidents without the fear of retaliation. MNR has created multiple avenues for employees to report non-emergent safety concerns anonymously via our Safety Hotline, email address, or electronic online form. These reports are actively tracked and remediated immediately to mitigate and eliminate hazards.

Justin R. Vonashek
Vice President
Office of System Safety

Metro-North Railroad
Office of System Safety

May 2018 Safety Report

Performance

Performance Indicator	12-Month Average		
	June 2015 -May 2016	June 2016 -May 2017	June 2017 -May 2018
FRA Reportable Customer Accident Rate per Million Customers	1.22	1.04	0.78
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.56	3.10	2.79

	2017		2018	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents [1]	0	1	0	1
Mainline FRA Reportable Train Derailments	1	2	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators

Safety Training	2017		2018	
	May	Year to Date	May	Year to Date
First Responders Trained	118	789	230	894
Employee Safety Training Courses	104	244	138	280
Employees Trained	796	4,157	1,278	4,313
Employee Safety Training Hours	11,862	100,196	18,090	124,590

Customer and Community: Focus on Grade Crossings	2017		2018	
	May	Year to Date	May	Year to Date
Broken Gates	0	13	3	12
MTA Police Details	91	665	114	561
Summons	11	65	6	60
Warnings	34	80	6	20
Community Education and Outreach	2,615	25,955	29,345	58,445

Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete
Inward / Outward Facing Cab Cameras	956	517	54.08%
Passenger Compartment Cameras	1,086	502	46.22%

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.

Broken Gates - The number of events at grade crossing locations where a vehicle struck a crossing gate.

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

Summons - 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.

Metro-North Railroad

June 2018 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in major felonies (11 vs 12) for the month of June compared to the same period last year.
- Year to date Metro-North Railroad is up 4 crimes (74 vs 70).
- There was (1) Hate Crime on Metro-North Railroad for the month of June

Owen Monaghan
Chief of Police

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

June 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	3	-2	-67%
Burglary	3	1	2	200%
Grand Larceny	6	6	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	12	-1	-8%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	7	0	0%
Felony Assault	9	10	-1	-10%
Burglary	14	5	9	180%
Grand Larceny	44	42	2	5%
Grand Larceny Auto	0	6	-6	-100%
Total Major Felonies	74	70	4	6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

June 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	7	-4	-57%
Felony Assault	2	6	-4	-67%
Burglary	4	1	3	300%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	20	26	-6	-23%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	13	25	-12	-48%
Felony Assault	21	21	0	0%
Burglary	16	6	10	167%
Grand Larceny	78	76	2	3%
Grand Larceny Auto	1	7	-6	-86%
Total Major Felonies	129	135	-6	-4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
June 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	2	1	1	0
Burglary	4	1	3	0
Grand Larceny	11	5	6	0
GLA	0	0	0	0
Total	20	9	11	0
Crimes Per Day	0.67	0.30	0.37	0.00

Metropolitan Transportation Authority
Police Department

Hate Crimes Report (January-June 2018)

Motivation	2018	2017	Diff	% Change
ASIAN	0	0	0	0%
BLACK	5	1	4	400%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	2	0	2	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	7	11	-4	-36%
SEXUAL ORIENTATION	1	0	1	0%
WHITE	0	0	0	0%
TOTAL	**16**	**13**	**3**	**23%**

CRIME NAME	2018	2017	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	2	0	2	0%
Felony Assault	0	0	0	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	13	12	1	8%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	**16**	**13**	**3**	**23%**

MTA Police Department
Arrest Summary: Department Totals

1/1/2018 to 6/30/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	25	20
Felony Assault	21	26
Burglary	15	4
Grand Larceny	31	29
Grand Larceny Auto	1	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	12	8
Assault-Misdemeanor	46	30
Breach of Peace	10	6
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	6	6
Criminal Impersonation	3	6
Criminal Mischief	25	30
Criminal Possession Stolen Property	10	7
Criminal Tampering	0	7
Criminal Trespass	21	19
Disorderly Conduct	2	2
Drug Offenses	40	46
DUI Offenses	5	5
Failure to Appear	0	1
Falsely Reporting an Incident	4	3
Forgery	32	25
Fraud	1	0
Graffiti	8	15
Harassment	0	2
Make Terrorist Threat	3	0
Menacing	11	5
NYC Admin Code	2	0
Obstruct Government	6	7
Petit Larceny	92	67
Public Lewdness	9	11
Reckless Endangerment	1	3
Resisting Arrest	24	23
Sex Offenses	12	8
Stalking	1	1
Theft of Services	108	99
Warrant Arrest	64	20
Weapons Offenses	7	3
Unauthorized Use Vehicle	1	0
Total Arrests	663	551

GRAND CENTRAL

RETAIL DEVELOPMENT
AT
GRAND CENTRAL TERMINAL

July 2018

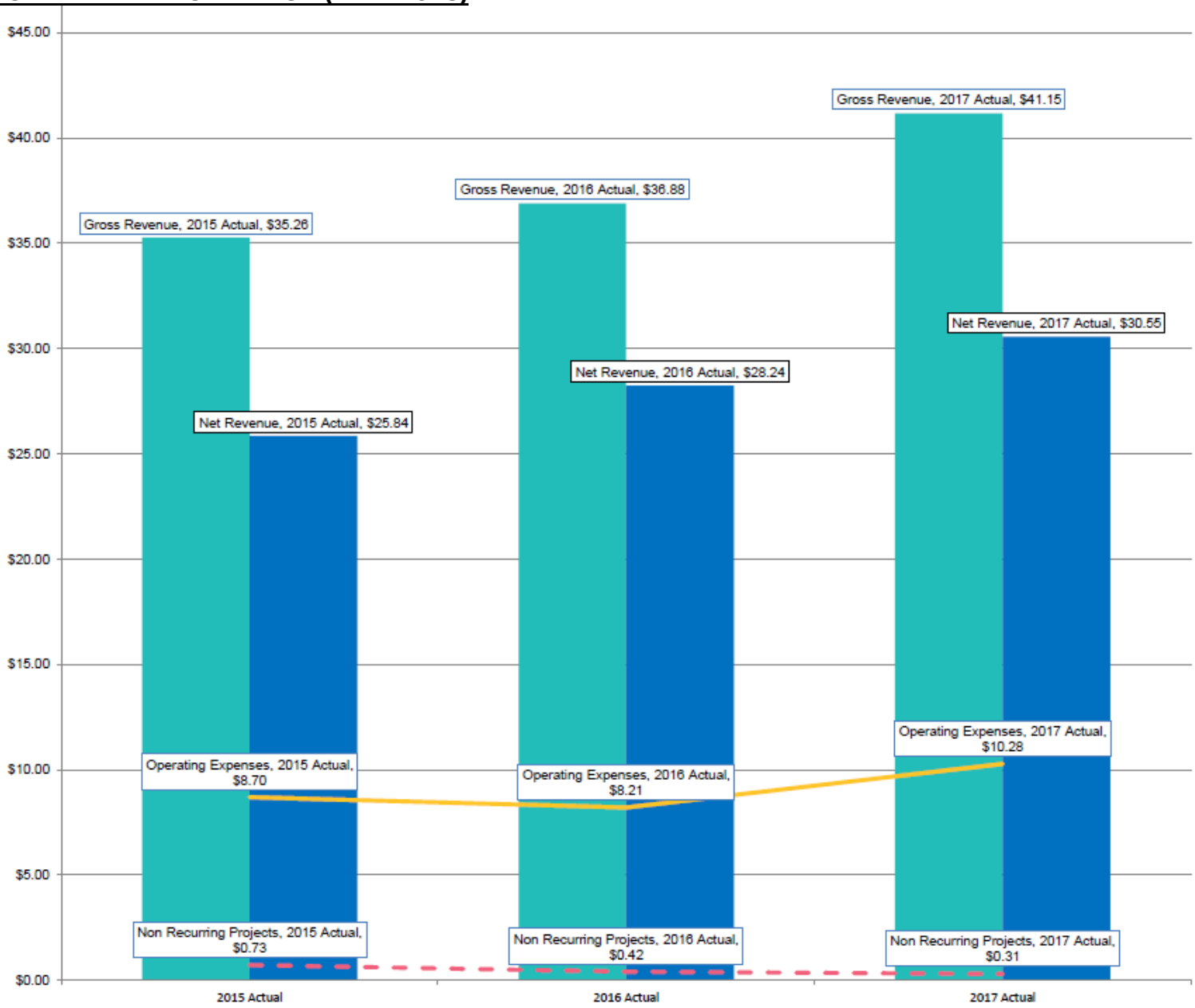
I. GENERAL

In 2017 the MTA Real Estate Department managed 140,000 square feet of retail and restaurants in Grand Central Terminal. The 91 tenants include the Grand Central Market, fine dining, quick serve restaurants, coffee shops and various retailers. The tenant mix provides services and convenience for the commuters, tourists and office workers who frequent Grand Central.

Work began on upgrading the customer experience in the Dining Concourse with the redesign of a new restaurant on the west side offering a larger footprint and private dining seating. This restaurant, completed in June 2018 brings a new modern design, increased lighting and will be mirrored on the east side with the same footprint.

In 2017 Tiffany and Devialet opened as short term pop ups offering the Grand Central customer new and upbeat brands. All Grand Central spaces are leased with no vacancies. Many leases are expiring in 2018 bringing the opportunity to continue to elevate the customer experience with innovative and exciting brands.

II. PROPERTY PERFORMANCE (in millions)



Financial Summary 2015 – 2017 Income and Expenses

						Variance Actual 17 v Nov Plan 17		Variance Actual 17 v Actual 16		Variance July Plan 18 v Actual 17	
	Actual 2015	Actual 2016	Nov Plan 2017	Actual 2017	July Plan 2018	Amount	%	Amount	%	Amount	%
Tenant Revenue	28,146,087	30,825,368	33,785,131	34,400,074	36,752,856	614,943	2%	3,574,706	12%	2,352,782	7%
Other Income	7,117,605	6,051,350	6,071,421	6,745,666	7,213,312	674,245	11%	694,316	11%	467,646	7%
Total Revenue	*35,263,692*	*36,876,718*	*39,856,552*	*41,145,740*	*43,966,168*	*1,289,188*	*3%*	*4,269,022*	*12%*	*2,820,428*	*7%*
Operating Expenses	8,696,749	8,211,275	8,926,005	10,284,399	11,373,951	1,358,394	15%	2,073,124	25%	1,089,552	11%
Non-Recurring Projects	730,132	421,784	1,500,000	309,842	1,376,876	(1,190,158)	-79%	(111,942)	-27%	1,067,034	344%
Total Expenses	*9,426,881*	*8,633,059*	*10,426,005*	*10,594,241*	*12,750,827*	*168,236*	*2%*	*1,961,182*	*23%*	*2,156,586*	*20%*
Net Income	**25,836,811**	**28,243,659**	**29,430,547**	**30,551,499**	**31,215,341**	**1,120,952**	**4%**	**2,307,840**	**8%**	**663,842**	**2%**

*Tenant Revenue includes minimum, percentage, and storage rent; Other Income includes sponsorships and events, pass-through charges to tenants, etc.

GUARANTEED MINIMUM AND PERCENTAGE RENT

We continue to experience positive growth in tenant revenue with substantial increases in guaranteed minimum rents for new leases:

- Average guaranteed minimum rent for the 9 new leases is $538 psf, a 225% increase over the previous guaranteed minimum rent for these same spaces.
- This average exceeds comparable transactions of varying sizes within the GCT neighborhood, according to information provided by our leasing agent NGKF.
- Average guaranteed minimum rent for the Terminal is $254 psf, excluding restaurant/balcony tenants the average is $387 psf.
- $1.52 million in percentage rent was paid in 2017.

OPERATING EXPENSES

- $1 million increase in recoverable utilities across the portfolio.

NON RECURRING PROJECTS

- $309,000 was spent on non-recurring projects in 2017. The remainder of 1.38 milllion will be charged to year 2018.

III. LEASING ACTIVITY

LEASES SIGNED - 2017

Dining Concourse	Tartinery

RFP'S AWARDED IN 2017 AND LEASES TO BE NEGOTIATED

In 2017 5 RFPs were awarded and leases are being negotiated

LICENSES/POP-UPs

42nd Street Passage	Tiffany
Graybar Passage	Eddie's Shoes

IV. TENANT SALES PERFORMANCE

Average Sales Per Square Foot by Retail Area						
	2017	2016	Change	Q1 2018	Q1 2017	Change
42nd St. Passage	$2,722	$2,239	22%	$637	$471	35%
42nd Street Retail	$1,236	$1,331	(7%)	$182	$180	0%
Biltmore Room	$1,497	$970	54%	$353	$236	49%
Dining Concourse	$3,712	$3,843	(3%)	$804	$888	(9%)
Graybar Passage	$4,869	$4,209	16%	$1,011	$1,102	(8%)
Lexington Passage	$2,559	$2,590	0%	$560	$595	(6%)
Main Concourse	$2,870	$2,841	1%	$644	$656	(1%)
Grand Central Market	$3,518	$3,716	(5%)	$895	$834	7%
Restaurants/Balcony	$744	$735	1%	$224	$195	15%
Shuttle Passage	$2,309	$1,873	23%	$568	$549	3%
All GCT	$1,820	$1,824	0%	$459	$420	9%
***All GCT**	$2,839	$2,548	11%	$588	$575	2%

*Excluding Balcony Restaurants, Oyster Bar, Agern

2017 YEAR END GROSS SALES PERFORMANCE

Gross Sales 2017/2016			
	2016	**2017**	**Change**
42nd St. Retail	11,382,002	11,994,509	5%
Main Concourse	7,649,110	7,727,171	1%
Shuttle	27,553,852	36,349,962	32%
42nd St. Passage	7,849,021	8,711,377	11%
Graybar	8,384,228	13,165,400	57%
Lexington Passage	18,578,667	20,354,864	10%
Biltmore	2,389,180	2,511,895	5%
Market	20,899,994	23,335,353	12%
Dining Concourse	34,746,441	39,961,073	15%
Restaurants	33,782,184	40,224,522	20%
Total	**$173,214,681**	**204,336,126**	**18%**

Total reported retail sales for 2017 equaled $204,336,125, an increase of $31,141,441 or 18%.

The increase is the result of new tenants who opened in mid to late 2016 and had strong performances in 2017. These tenants include:

- Agern 04/16
- Great Northern Food Hall 06/16
- Central Cellars 09/16
- Prova 09/16
- Warby Parker 10/16
- EAT 11/16
- La Chula 11/16
- Pescatore Sushi 12/16
- Campbell Apartment 05/17

2017 CHALLENGES

Retail in general was soft in 2017. We have seen many retailers across the city closing individual locations and, in some cases, going out of business. The increasing popularity of online sales has negatively impacted the in-store transactions. Many customers are using brick and mortar as a means to try, touch and feel products, and then go online to find the best deals.

This trend negatively impacts tenants such as Aveda and Origins whose online stores offer deep discounts not offered in the store.

The Estee Lauder brands of MAC, Origins and Aveda are trending negatively in all their locations. These brands have lost popularity and customers to the newer organic, natural brands. Also, cosmetics/skincare consumers are no longer brand-loyal. They prefer to buy from many brands offered in such stores as Sephora and Blue Mercury who have locations within one block of Grand Central.

The homeless population impacted the customer experience in the Dining Concourse. Customers at times were unable to find seating due to the homeless taking up seats. Panhandling also detracted from the customer experience. In late 2017, a concerted effort was made by MNR, MTA PD, BRC (MTA's homeless outreach consultant) and JLL to address this situation. Due to these efforts, the Dining Concourse has experienced a reduction in these activities, though it continues to be a challenge.

In the Dining Concourse, Art Bird pavilion had been under construction throughout 2017. The construction barricade made visibility difficult for other tenants and disrupted commuter's paths of travel. Although Art Bird has opened, a new barricade has been erected on the east side for the new Tartinery Pavilion and will cause similar challenges through late 2018. In addition, Wok Chi was late in opening (October 2017), leaving a dark space for most of the year

With respect to competition, Urban Space at 230 Park Avenue continues to pose direct competition as it draws customers due to changing food offerings, communal atmosphere and bright lighting.

In the Market on the Main Concourse, Zaro's, a very popular tenant, vacated at the end of January, and was replaced by Bien Cuit opening March 25th. Bien Cuit has not been successful in attracting the Zaro's customer due to their higher prices and minimalistic style of merchandising.

YEAR OVER YEAR SALES

YEAR OVER YEAR 2017/2016			
	2016	**2017**	**Change**
42nd St. Retail	8,468,081	7,864,147	(7%)
Main Concourse	7,649,110	7,727,171	1%
Shuttle Passage	19,408,284	21,383,037	10%
42nd St. Passage	4,800,629	4,852,229	1%
Graybar	7,323,310	8,460,143	16%
Lexington Passage	18,578,667	18,420,393	(1%)
Biltmore	2,389,180	2,511,895	5%
Market	20,772,094	20,700,629	0%
Dining Concourse	33,549,800	34,576,070	3%
Restaurants	10,461,814	10,590,517	0%
Total	**133,400,969**	**137,086,231**	**1%**

Total sales for the 63 tenants open for all of 2016 and 2017 increased by $3,685,262

2017 $ 137,086,231
2016 $ 133,400,969

Of these tenants:

41 reported positive year over year sales. The tenants with the greatest comparable increases were:

Beer Table to Go	59%	Closure of bar carts brought increased business
Frankie's Dogs	25%	Closure of bar carts and addition of beer increased business
Central Market NY	21%	Continued strong management and customer service and closure of bar carts increased beer and wine sales
Zaro's - Graybar	19%	Consistent management, able to move lines quickly
PIQ	17%	Desirable merchandise mix attracting tourists and commuters

1 was flat to last year's sales

Hale and Hearty Soups	0%

21 reported negative year over year sales. The tenants with the greatest decreases were:

Art of Shaving	-21%	The brand has lost customer appeal with more on line options. Brand is closing all NYC stores
MAC	-13%	Brand is declining in all locations, closing many stores
Shiro of Japan	-13%	Poor management and unappealing merchandise display
O & Co.	-11%	Brand is doing poorly in all locations. Weak management in store and downsizing in corporate management
Banana Republic	-9%	Brand continues to decline in all locations with many store closures

2018 end of Q1 SALES PERFORMANCE

Q1 Comp Sales 2017/2018			
Comp Sales Neighborhood	**Q1 2017**	**Q1 2018**	**Change**
42nd St. Retail	2,237,130	2,257,105	1%
42nd St. Passage	1,730,079	1,776,720	3%
Biltmore	580,235	592,385	2%
Dining Concourse	8,998,253	8,625,009	(4%)
Graybar	2,524,273	2,870,076	14%
Lexington Passage	4,160,343	4,129,069	(1%)
Main Concourse	1,765,579	1,732,515	(2%)
Market	5,398,507	5,733,508	6%
Restaurants	6,406,060	6,845,383	7%
Shuttle	8,722,849	8,933,712	2%
Total	**$42,523,308**	**43,495,482**	**2%**

Includes only tenants that reported sales for all months of Q1 2017 and Q1 2018.

The tenants with the greatest sales increase for Q1 2018:

Sushi by Pescatore	41%	Well priced, well merchandised good quality
Jacques Torres Choc.	32%	Change of management and higher inventory level
Frankie's Dogs	28%	Addition of beer
PIQ	21%	Consistent strong management and improved merchandise mix including higher price points
Beer Table to Go	19%	Continue to increase due to bar carts closure

The tenants with the largest decrease for Q1:

Tri Tip	-25%	Poor service, poor merchandise presentation
Hudson News DC	-24%	Less demand for magazines, periodicals
MAC	-19%	Brand is declining at all locations
O &Co	-14%	The brand has been declining in all locations and all stores have closed
La Chula	-11%	Quality of food has declined

V. MARKETING

Retail marketing efforts continue to strengthen the GCT brand, generating local and international publicity, and increased exposure for all tenants and Grand Central as a world-class destination. The 2017 and year to date 2018 marketing efforts, supported by a diversified and creative marketing plan, have allowed for maximum exposure for tenants through various marketing outlets including social media, press, advertising, special events, signage, and other digital platforms.

Branding

In 2017, we rolled out a new Grand Central logo and have since updated marketing materials and logo uses throughout the building. The goal for the designers was to make sense out of more than 100 years of history while moving into the modern era to create one perfect image. That meant looking back at the original architecture to find a mark that has been part of the building since its opening in 1913. The Terminal building features a built-in monogram, a circular marble relief with the letters “G,” “C,” and “T” found repeated in five locations above the ticket windows in the Main Concourse. The new logo represents a thoughtful evolution of this historic mark and introduces a slightly more modern feel that well represents the elegance of Grand Central.

Social Media

- Facebook: 32% increase in 2017. Added 33,000 followers (135,000 as of Jan 2018)
    - Our 3.64% average engagement rate far exceeds the 0.17% average industry engagement rate
    - Produced several Facebook Live videos:
        - History Interview for GCT Birthday: Over 80K views
        - Live from Grand Central Cinema event: 4.2K views
        - Live from Grand Opening of Holiday Fair: 2.8K views
- Instagram: 28% increase in 2017**.** Added 23,000 followers (98,000 as of Jan 2018)
    - Our 1.7% average engagement rate exceeds the 1.66% average industry engagement rate
- Twitter: 12% increase in 2017. Added 2,000 followers (18,900 as of Jan 2018)
    - Our 0.17% average engagement rate exceeds the 0.08% average industry engagement rate
- Video production:
    - Created GCT Illustration video for social, garnering over 47K views across networks
    - Created Grand Central logo video, garnering over 11K views across networks
- Influencer partnerships: Partnered with food influencers on one-off posts to promote GCT Fine Dining, Dining Concourse, and Grand Central Market posts
    - @diningwithskyler (170k followers): 2 posts, 1 blog post, and 12 Instagram/Snapchat stories, garnering over 150,000 total impressions and over 2800 engagements
    - @foodbabyny (290k followers): 2 posts and 5 Snapchat stories, garnering over 100,000 total impressions and over 8,900 engagements
    - @cheatdayeats (370k followers): 1 post, 12 Instagram Stories, garnering over 143,000 total impressions and over 6,100 engagements
    - @SamHorine (515k followers): 1 post, 5 Instagram Stories, garnering over 108,000 total impressions and over 8,800 engagements

- Partnered with @NYC (861k followers) for Holiday Fair and GCT Shopping Campaign in December 2017:
  - Video: 37k views, 11.5k likes, and 150 comments
  - Post: 14,204 likes, 102 comments

Website Improvements/Additions

Successfully launched sleeker, redesigned Grand Central website in September 2017. Since the launch, the website has received a 20% increase (from 357k to 428k) in monthly page views and 121% (from 107k to 236k) increase in monthly unique visitors. The new website has garnered several awards:

- Muse Awards
  - Gold award: Aesthetics
  - Rose Gold Award: Real Estate
- Communicator Awards
  - Award of Excellence: Features - User Experience
  - Award of Excellence: Features - Visual Appeal/Aesthetic
  - Award of Excellence: Website - Real Estate
  - Award of Excellence: Website - Travel/Tourism

E-Blast
Weekly e-newsletters featuring content promoting GCT tenants and events are sent out to approximately 28,000 subscribers every Tuesday. This is a 28% subscriber increase since 2016. The eblasts began employing new technology (MailChimp) with the launch of the new Grand Central website in September. Our average 17.5% email open rate exceeds the 14.5% industry open rate.

2017 Retail Promotions and Events
A calendar of events and promotions designed to keep locals, area workers, and tourists engaged with GCT retail and dining:

- Ongoing distribution: Grand Central Special Offers Books
- Bi-annual: Connections Magazine – Spring and Holiday issues
- Bi-annual: Concierge events hosted at GCT restaurants (Spring: The Campbell Bar/Holiday: Prova Pizzabar)

- February: Taste of the Dining Concourse – Free tastings and special offers from Dining Concourse vendors
- March: Grand Central Market scratch off cards featuring free giveaways from Market vendors were distributed around GCT
- April: National Beer Day – special offers at participating Grand Central shops and restaurants
- April: Earth Day tote bags distributed to Grand Central Market shoppers as a gift with purchase
- May: Free gift-wrap for Mother's Day – gift wrap station in 42nd Street Passage week before Mother's Day
- June: Grand Central Rewards – spring loyalty rewards program
- July: Taste of the Terminal – tastings and free giveaways from tenants in Vanderbilt Hall
- August: Summer Send-Off – family/kid's event with picnic tables and community partner performances in Vanderbilt Hall
- September: National Coffee Day – GCT coffee shops offered a $5 "flight" of coffee or a full cup for $1 in Vanderbilt Hall
- October: Grand Central Cinema – Screening of film scenes filmed in GCT throughout history in Vanderbilt Hall
- October: Trick or Treat the Terminal – Halloween event inviting families to trick or treat at participating shops
- November: Thanksgiving Market – dessert sales at the taxi stand on Vanderbilt Avenue
- December: Holiday Wrap Up – free gift-wrap and a gift with purchase at kiosk next to Station Master's Office

Advertising

We continue to invest in advertising targeting tourists and locals in print publications and online.

- Ongoing: Targeted ads on Facebook and Instagram, New York Guide & Map (translated in 9 languages), CityGuide, Where New York, GPS New York (Chinese)
- Holiday season: Metro, NY Magazine, Phone kiosks, Playbill, Time Out New York, programmatic digital ads
- Launched in 2017: PPC paid search campaign on Google and Bing to attract search traffic to our website

GCT Media/Public Relations

In 2017, Goodman Media, Grand Central's PR firm, participated in active media outreach and promotion for various events, retail tenants and dining establishments within Grand Central Terminal.

Press coverage throughout 2017 resulted in about 540 hits, generating about 2.8 billion unique monthly impressions (calculated using reported publication circulations, monthly digital traffic statistics, etc.) from national and regional newspapers, news websites and blogs, magazines, radio and TV segments, and influencer social and online posts.

Press coverage throughout 2018 has resulted in more than 200 hits thus far, generating more than 700 million unique monthly impressions from national and regional newspapers, news websites and blogs, magazines, radio and TV segments.

VI. EVENTS

Vanderbilt Hall events, including the Holiday Fair, grossed $1,761,875 in 2017.

The daily rental fee for client events in Vanderbilt Hall was increased from $12,500 to $15,000. This was also the first full year with Great Northern Food Hall in the West Side. The Tournament of Champions, in its 20th year at Grand Central, made major changes to fit the entire event in only half of the hall. The hospitality portion of the event was hosted in Great Northern, with television screens broadcasting the Squash matches across the way.

The East Side of Vanderbilt Hall was in use a total of 155 days out of the year. The most notable event was General Electric's Unseen Stars installation in Vanderbilt Hall and the projection in the Main Concourse for a total of $450,000. General Electric also rented Michael Jordan's Steakhouse to place projectors and host a private VIP press reception. The event garnered unrivaled press and attention worldwide with over 300 million impressions. To this day, we are still seeing references to the event.

The MTA approved a tenant rate of $7,500 for a one-day event, and two tenants hosted their own events in Vanderbilt Hall. Rituals produced a yoga event to mark the opening of their retail location in the Lexington Passage, and Zaro's Bakery hosted an anniversary party to celebrate 40 years in Grand Central. The Zaro's event had over 3,000 people in attendance throughout the day.

Based on conversations with other popular New York City venues, event rentals citywide were lower in 2017 than previous years. This could be a result of the change in presidency, as we often see a deviation in sales after an election year.

2017 Vanderbilt Hall Usage and Revenue – 155 days total

Month	Client Event Days	MNR Event* Days Including Film Shoots	JLL Produced Event Days	Total Revenue
January	15	2	0	$ 90,000
February	7	1	0	75,000
March	6	3	0	102,500
April	3	3	2	36,875
May	8	3	0	90,000
June	3	2	0	25,000
July	0	0	3	0
August	2	7	3	30,000
September	18	0	2	517,500
October	4	3	1	75,000
**November	25	0	0	720,000
**December	28	1	0	0
TOTAL	**119**	**25**	**11**	**$1,761,875**

*MNR Event Day activations do not generate revenue and film shoot revenue is not included in the total.
**The Holiday Fair, produced by JLL, generates $720,000.

Look Ahead

Redoubling efforts to improve upon 2017's performance led to signed contracts totaling $963,825 by June 2018. This represents an increase of 114% from the same time last year, excluding the Holiday Fair.

VII. GCT RETAIL PROJECTS

Non-Recurring Projects completed in 2017 included:

Art Bird Tenant Allowance	$145,076
Graybar Passage Ceiling Painting	27,500
GCT Space Inventory- Gensler	51,102
Grand Central Market Ceiling Painting	29,000
Rooftop Exhausts	17,290
Archidata	8,800
Storage Reconfigurations	9,668
Other Misc. (Pavillions design, Pigeon Control, Fan Installation)	21,406
Total	**$309,842**

Memorandum

Metro-North Railroad

Date: July 23, 2018

To: Members of the MTA Metro-North Railroad Committee

From: Richard Gans, Vice President and General Counsel

Re: Information Item: 2017 NYS Department of Environmental Conservation Audit Summary

This Memorandum summarizes the findings of Metro-North's 2017 New York State Department of Environmental Conservation Audit (the "Audit").

The Audit is a self-certifying, annual assessment required by the New York State Environmental Conservation Law. The Audit provides summary data of environmental violations at Metro-North properties, remedial activities that were conducted, and planned investigation or clean-up activities. For the 2017 Audit, Metro-North performed the following:

- Conducted audit inspections at various Metro-North properties, including stations, yards, repair shops and substations;
- Reviewed Capital Projects for compliance with regulations; and
- Updated the database for pre-existing violations.

Summary of Audit Findings

The Audit identified no new reportable spills occurring in the 2017 audit period that remained unremediated at the conclusion of the audit period. Metro-North's findings identified six (6) open violations during the audit period resulting from spills in prior periods, each of which is described in the listing below. All of the open violations are ranked as "N3" violations, meaning the violations present a discernible, but not substantial, threat to the public health or the environment. (By comparison, a ranking of "N1" is assigned to a violation involving an imminent threat to public health and the environment.)

One of the violations involved a chemical spill; the remaining five (5) involved petroleum releases. Of the six, three, including the chemical spill, are attributable to historic railroad operations (i.e., involved spills that pre-dated Metro-North's formation).

Each of the open violations is being addressed by Metro-North remediation plans, which are described on the accompanying List of Violations. The estimated outstanding cost of remediation for these open violations is $475,000. Additional information on the violations is found at the back of this memo.

Metro-North 2017 Environmental Accomplishments

During 2017 Metro-North took steps to protect the environment and conserve resources. Among the agency's accomplishments were the following:

- Developed Environmental Training Program for the Capital Department focusing on Environmental Compliance, Sustainability and Resiliency. This program is being provided jointly by the Capital and Environmental Compliance Departments, and is intended to assure that Environmental Compliance, Sustainability and Resiliency requirements and guidelines are considered in the infancy of all capital projects and carried throughout the life of the project and into operation and close out.

- Installed two new electronic Fuel Monitoring and Leak Detection Systems - one at Brewster Yard, and one at North White Plains Yard. A similar system is planned for installation at Harmon Yard, 525 North Broadway, Poughkeepsie Yard, Mott Haven Yard and Grand Central Terminal. These new systems will monitor diesel and heating fuel consumption, detect leaks, report back to an enterprise Energy Management System online, and ultimately lead Metro-North to better control how we monitor, manage and consume fuel. This system is an important step towards monitoring consumption of fuel while also bringing Metro-North closer to acquiring ISO 50001 Energy Management System Certification.

- Identified funding to replace over one hundred and fifty 1,000-watt High Pressure Sodium high mast yard lighting fixtures with by 500 watt LED fixtures at Croton-Harmon Yard. This lighting upgrade will increase the safety of our work force, reduce our high mast yard lighting energy consumption by 50%, reduce maintenance costs, and reduce light pollution, significantly improving community relations in the area. Installation is expected to take place in 2nd Quarter 2018. Metro-North expects this project to be completed in late 2018, and to fully pay for itself in energy and maintenance savings within five years.

MTA METRO-NORTH RAILROAD
2017 ANNUAL ENVIRONMENTAL AUDIT*
LIST OF VIOLATIONS

1. **Mott Haven Yard Clean Up (Rank N3)**
Estimated Cost to Remediate - $125,000

Incidental spills while filling work equipment contaminated this area with diesel fuel. The contaminated soil was removed during a project that installed a new storage tank, fuel pad and oil water separator, which will prevent future such releases. Soil removal is complete. An action plan to address contaminated groundwater at the site was approved by the NYSDEC and a petroleum recovery system has been installed. The estimated cost to remediate the groundwater is $125,000 (annual operating costs of $25,000 for five (5) years).

2. **Metro-North Harmon Yard Petroleum Plumes (Rank N3) (Inherited Violation)**
Estimated Cost to Remediate - $75,000

There are several plumes of petroleum on the groundwater at Metro-North Harmon Yard related to releases that pre-date Metro-North's inception. There are now systems in place to protect against such releases (i.e. fuel pads, oil water separator, etc.). The petroleum plumes have been delineated and recovery systems are in place. Several of the plume areas have been successfully remediated. Metro-North provides quarterly reports to the NYSDEC noting how much petroleum has been recovered and in some cases requesting close out of recovery wells that may not be evidencing any petroleum recovery. Operation of the recovery system costs approximately $25,000 a year. Decommissioning of the recovery systems is contingent on NYSDEC approval. For cost estimating purposes an estimate of three (3) additional years of operation, or $75,000 has been included in the total at the end of this memo.

3. **Metro-North Harmon Lagoon (Rank N3) (Inherited Violation)**
Estimated Cost to Remediate - $125,000

The Lagoon itself (an inactive hazardous waste site) has been remediated. The Lagoon was a wastewater detention system that was contaminated with PCBs by a predecessor railroad and Metro-North inherited clean-up responsibility. Remediation of the Lagoon was completed in the late 1990's. Because Metro-North was not at fault, NYSDEC paid for 75% of the eligible clean-up costs. The open issue remains groundwater contamination in the vicinity of the Lagoon. A recovery system is in place and quarterly reports are made to the NYSDEC. Sampling of the recovered oil shows no PCBs. It is estimated that another $125,000 will need to be spent before Metro-North is able to obtain NYSDEC permission to close out the recovery system.

4. **Harmon Yard Fire Protection Towers Spill (Rank N3)**
Estimated Cost to Remediate - $50,000

This item involves a petroleum release from a heating oil tank used to keep the water in a set of fire protection towers from freezing. The release was detected in 2000. A recovery system is in place and Metro-North makes periodic reports to the NYSDEC on the extent of recovery. Operation of the recovery systems costs approximately $25,000.00 a year. Decommissioning of the recovery system is contingent on NYSEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or $50,000, has been included in the total at the end of this memo.

5. **North White Plains Yard Petroleum Recovery (Rank N3) (Inherited Violation)**
Estimated Cost to Remediate - $50,000

A petroleum recovery system is in place at the yard to address historic spills that pre-date Metro-North's inception. Operation of the system is routine and periodic reports are made to the NYSDEC. Operation of the recovery system costs approximately $25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate for two (2) additional years of operation, or $50,000 has been included in the total at the end of this memo.

6. **Brewster Yard Petroleum (Rank N3)**
Estimated Cost to Remediate - $50,000

A pipe connection failed in 2003 causing a spill. A recovery system is in place and a bi-annual report provided to the NYSDEC. Operation of the recovery system costs approximately $25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or $50,000, has been included in the total at the end of this memo.

TOTAL estimated future costs to remediate outstanding violations - $475,000

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*The NYSDEC guidelines for the ranking of each environmental violation are based on the threat it poses to public health or the environment, with a four-tier hierarchy of rankings used to classify the violations as follows:
Metro-North 2014 Audit = Six (6) N3 Violations

N1 – Poses an imminent substantial threat to the public health or the environment
N2 – Poses a potential substantial threat to the public health or the environment
N3 – Poses a discernible but not substantial threat to the public health or the environment
N4 – No evidence of discernible threat to the public health or the environment
C - Violation has been corrected

2018 2nd Quarter
Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

July 23,2018

- **Production Tie Replacement – 1,758,250 systemwide wood ties (28,200 ties planned)**

Hudson Line	25,600	ties planned	12,199	complete	48%
New Haven	2,600	ties planned	3,716	complete	143%
Total 2018	**28,200**	**ties planned**	**15,915**	**complete**	**56% complete**

- **Rail Vac (Wood Ties) – 4,000 ties planned**

GCT	14	ties complete		
Hudson	1,118	ties complete		
Harlem	293	ties complete		
New Haven	441	ties complete		
Total 2018	**1,866**	**ties complete**	**47%**	**complete**

Rail Replacement – 1,508 rail miles systemwide (15.8 miles planned)

Hudson Line	9	miles planned	1.1	completed	12%	complete
New Haven	6.6	miles planned	0.3	completed	5%	complete
Port Jervis	0.19	miles planned	0	completed	0%	complete
Total 2018	**15.79**	**miles planned**	**1.4**	**completed**	**9%**	**complete**

Surfacing - 754 track miles systemwide (130 miles planned)

Hudson Line	73	miles planned	19	completed	26%	complete
Harlem Line	18	miles planned	6	completed	33%	complete
New Haven - NY	6	miles planned	4.6	completed	77%	complete
New Haven - CT	26.6	miles planned	10.2	completed	38%	complete
New Haven - WTBY	6.4	miles planned	3.6	completed	56%	complete
Total 2018	**130**	**miles planned**	**43.4**	**completed**	**33%**	**complete**

Switch Renewal - 1,500 Switches systemwide (38 switches planned)

GCT-	9 switches	planned	9	switches	completed	100% complete
Hudson-	9 switches	planned	0	switches	completed	0% complete
Harlem-	7 switches	planned	6	switches	completed	86% complete
New Haven-	10 switches	planned	5	switches	completed	50% complete
Waterbury-	3 switches	planned	0	switches	completed	0% complete
Total 2018	**38 switches**	**planned**	**20**	**switches**	**completed**	**53% complete**

Grade Crossing Renewal – 111 Grade Crossings systemwide (20 crossings planned)

Hudson Line	2	Crossings planned			complete	0%
Harlem Line	5	Crossings planned			complete	0%
New Haven						
New Canaan	1	Crossings planned			complete	0%
Danbury	7	Crossings planned			complete	0%
Waterbury	4	Crossings planned	2		complete	50%
West of Hudson	1	Crossings planned			complete	0%
Total 2018	**20**	**Crossings planned**	**2**		**complete**	**10% complete**

Welds (2,000 joints planned)

Hudson Line	376	joints completed	
Harlem Line	271	joints completed	
New Haven	265	joints completed	
West of Hudson	97	joints completed	
Total 2018	**1009**	**joints completed**	**50% complete**

Loram Rail Grinder (15.4 miles planned)

Hudson Line	5.4	Miles planned	0	complete	0%	
New Haven	10	Miles planned	0	complete	0%	3 curves
Total 2018	**15.4**	Miles planned	**0**	**complete**	**0% complete**	

- **GCT Station Track Rehabilitation (44 Platforms)**
  - Track 32 – (Completed)
    - 2,200' rail, 90 bracket ties, 1,000 block ties
  - Track 24 – Pre - Amtrak-GCT Service
    - 455 ties completed
  - Track 113 Fall 2018 – Post Amtrak GCT Service
    - Post Amtrak GCT Service

- **Sperry Rail (2x per year)**
  - 1st run - field survey 78% complete
  - Defects corrected from 1st run: NY- 99, CT – 17
- **Ensco Geometry (2x per year)**
  - Contracted for 6 tests over 3 years
  - 1st run – Survey will be completed on April 15, 2018 – April 19, 2018

- **Overhead Bridge Program**
  - Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements. (40% complete)

- **New Haven**
  - Centre Avenue (MP 16.37) (0% Complete)

- **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 – 62%, Tk 2 – 33% , Tk 1 – 76 %, Tk 3 –62%, Overall – 58%)
  - GCT Trainshed
    - Repoint circular arch brick vents (Track 3/4, 66th to 95th streets)
    - Completed repointing brick tunnel (Track 3/4, 87th to 95th streets)

- **Undercutter- New Haven Line**
  - Tracks 1&2, CP 217 – CP 223 (10 miles planned),
  - Trk 2, 5 miles planned, 1.6 miles complete, (32% complete)
  - Trk 1, 5 miles planned, (0% complete)

Bridge Timbers (CT only - 593 ties planned)

NH 33.75 Elm St Tk2	52	timbers	0%
NH 33.75 Elm St Tk3	52	timbers	0%
NH 34.17 East Main Tk1	92	timbers	0%
NH 40.89 Franklin Street Tk1, Tk2 (43 timbers each)	86	timbers	0%
NH 41.28 Washington & Main Tk2	96	timbers	0%
NH 53.72 Hancock Ave Tk4	50	timbers	0%
NH 53.84 Howard Ave Tk1	53	timbers	0%
NH 56.20 East Main Street Tk2	56	timbers	0%
NH 59.96 East Main St. Tk3	56	timbers	0%
Total 2018	**593**	**Timbers planned**	**0% complete**

Bridge Timbers (NY only – 1,140 Timbers planned)

New Haven – Mamaroneck Ave (MP 20.37 All Tracks)	240	timbers	0%
New Haven – Locust Avenue (MP 23.71, Tk2 & Tk4)	86	timbers	0%
New Haven – Westchester Ave (MP 25.54, All Tracks)	240	timbers	0%
Port Jervis – Pond Brook (MP 33.94, Trk 1& Trk 2)	106	timbers	100%
Port Jervis - Cattle Pass (MP 38.98, Single)	16	timbers	100%
Port Jervis – Pine Hill Road (MP 48.51, Single)	32	timbers	100%
Port Jervis – Moodna Viaduct (MP 55.03, Single) (Spot only)	420	timbers	0%
Total 2018	**1,140**	**Timbers**	**14% complete**

- **S-Program (New Haven – CT only)**
  - Canal St. (MP 33.41) – Steel repairs/masonry repairs(55% complete)
  - Main St. (MP 59.01) – Steel repairs/masonry repairs (100% complete)
  - East Main St. (MP 59.96) – Steel repairs/masonry repairs (30% complete)
- **Railroad Maintenance Memorandum Items (RMM, New Haven - CDOT)**
  - Completed 100 various (minor) steel /or concrete repairs

- **NY Bridge Repair Program**
  - Hudson Line
    - Wells Ave. (MP 15.31) – Masonry repairs (100% complete)
  - New Haven
    - Highland Ave. (MP 25.83) – Masonry repairs (100% complete)
  - Port Jervis
    - Ramapo River (MP 32.06JS) – Steel repairs (70% complete)
    - Stream (MP 44.80JS) – Wingwall repairs (100% complete)
    - Shea Rd. (MP 63.04JS) – Concrete repairs on arch (0% complete)
    - NY O&W RR – Floorbeam repair (46% complete)
- **Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)**
  - Completed 30 various (minor) steel /or concrete repairs

- **Cos Cob**
  - Mitre Rail Replacement and timbers (Track 1) – (100% complete)
    - Fabricated/installed steel ballast retainers
    - Installed 840 bridge timbers
- **Graffiti Removal Program**
  - Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts
- **Right of Way Fence**
  - Installed 2,700ft of fence

July 2018 CPOC
MNR/LIRR PTC Project Update

July 23, 2018

LIRR/MNR Overall PTC Project Status

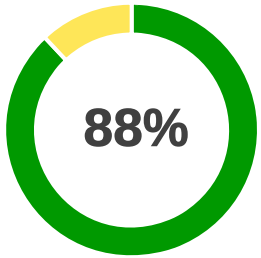
Item	Comments
Schedule	❑ On target to meet all federal compliance requirements. ❑ Integrated System Factory Acceptance Testing (FAT) is in progress. Several core variances required for Revenue Service Demonstration (RSD) are still in development and will not be available until August. ❑ RSD applications expected to be submitted in September 2018. ❑ Start of RSD on the pilot lines expected in mid-October 2018.
% Complete	LIRR - 78% MNR - 76%
Budget	$1.037B LIRR's $40M and MNR's $15.9M budget increases were approved.

LIRR/MNR PTC Project Progress Dashboard

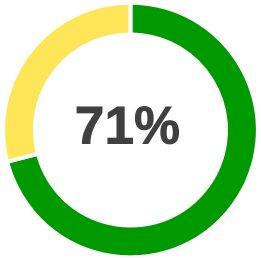
Long Island Rail Road

Radio Spectrum

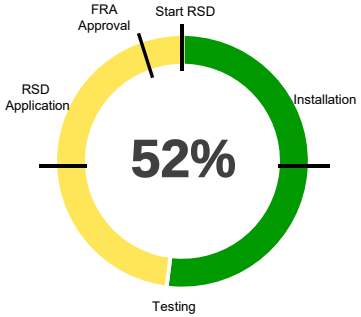
Installation of Hardware



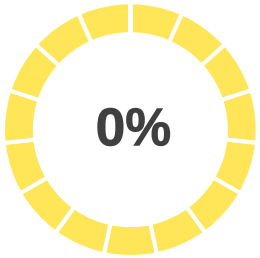
Employees Trained



PTC Operations (RSD) Pilot Lines



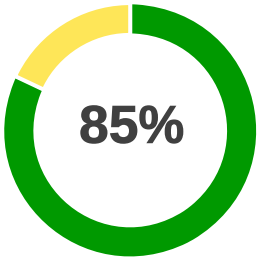
Extended RSD (ERSD) 15 Non-Pilot Segments



Metro-North Railroad

Radio Spectrum

Installation of Hardware



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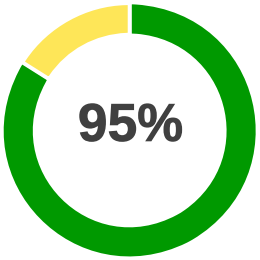
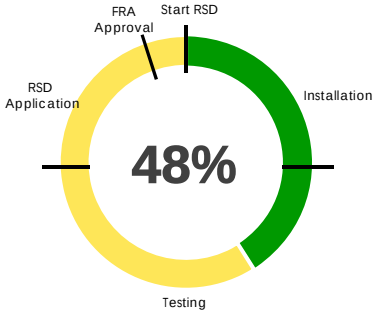
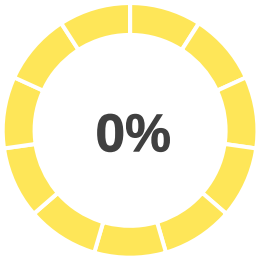


PTC Operations (RSD) Pilot Lines



Extended RSD (ERSD) 11 Non-Pilot Segments



LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Jun		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	3367	3367	2683	80%	684	68	78	97	293	294	0	0	0
WIUs	151	146	120	83%	25	2	2	3	11	12	0	0	5*
C-Cases	111	108	107	99%	1	0	0	0	1	0	0	3*	0
M7	418	240	414 **	100%	0	0	0	0	0	0	0	0	0
DE/DM	45	30	31	100%	0	10	5	7	7	0	0	0	0
C3	23	17	11	65%	6	7	2	6	6	0	0	0	0
E15	16	5	3	60%	2	1	2	3	3	3	3	1	0
***NYAR	10	6	0	0	6	0	0	3	3	2	2	0	0
M3	44	N/A	0	N/A	N/A	0	0	0	0	0	12	24	8

Data date June 30, 2018

* For future PTC in ESA tunnels

** Four M7 pairs are out of service and installs will be completed prior to return to service.
*** NYAR numbers will be included in next PTC Implementation Plan (PTCIP) Request for Amendment (RFA) per FRA clarification.

Month when FRA goal is met

MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-June		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	2931	2931	2502	85%	429	0	0	0	143	143	143	0	0
WIUs	84	84	83	98%	1	0	0	0	0	1	0	0	0
Radio Cases	104	104	85	81%	19	8	9	8	6	4	1	0	0
M7	167	167	167	100%	0	0	0	0	0	0	0	0	0
M3	69	32	23	72%	9	6	5	8	12	12	12	2	0
P32	31	23	13 complete 31 Partial (OBC)	56%/100%	10	3	3	3	3	3	3	3	3
Cab Cars	52	35	15 complete 40 Partial (OBC)	42%/100%	20	6	6	6	6	6	8	8	3
M8	190	106	70 Complete 190 Partial (OBC)	66%/100%	36	24	21	24	24	24	24	24	0
BL20	12	9	12 Partial	22%	9	0	0	2	2	2	2	2	2
GP35	8	4	7 Partial	0%	4	0	0	1	2	1	1	2	1

Month when FRA goal is met

MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-June		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	250	250	0	0%	250	0	0	80	80	90	0	0	0
WIUs	10	10	0	0%	10	0	0	3	3	3	1	0	0
Radio Cases	11	11	0	0%	11	0	0	3	3	3	2	0	0

Note : Port Jervis Line Wayside Hardware Installation Schedule is dependent on NJ Transit PTC Contractor design and deliveries.

Month when FRA goal is met

MNR/LIRR Project Update (February to June 2018)

- Final Design Review (FDR) milestone achieved in May 2018 (2 month delay)
  - No major system design or hardware changes anticipated.
- Completed 1st and 2nd iterations of Office FAT in March and May.
- Completed Integrated System FAT (Baseline 2.3) in June.
  - Joint decision to proceed with FAT in March with open variances.
  - Discovered several safety critical variances which resulted in the suspension of FAT for several weeks.
  - The safety critical variances were fixed and re-tested in May/June.
- Completed Communications subsystem FAT in June.
- Commenced Office FAT 3.0 with security functionality and RWPS (LIRR only).
  - Pre-FAT – 95% success rate
- Integrated System FAT (Baseline 3.0) required for RSD is expected to be complete in August.
- Continued Database Verification & Validation of non-pilot lines (previously forecast for May completion).

LIRR Project Update (February to June 2018)

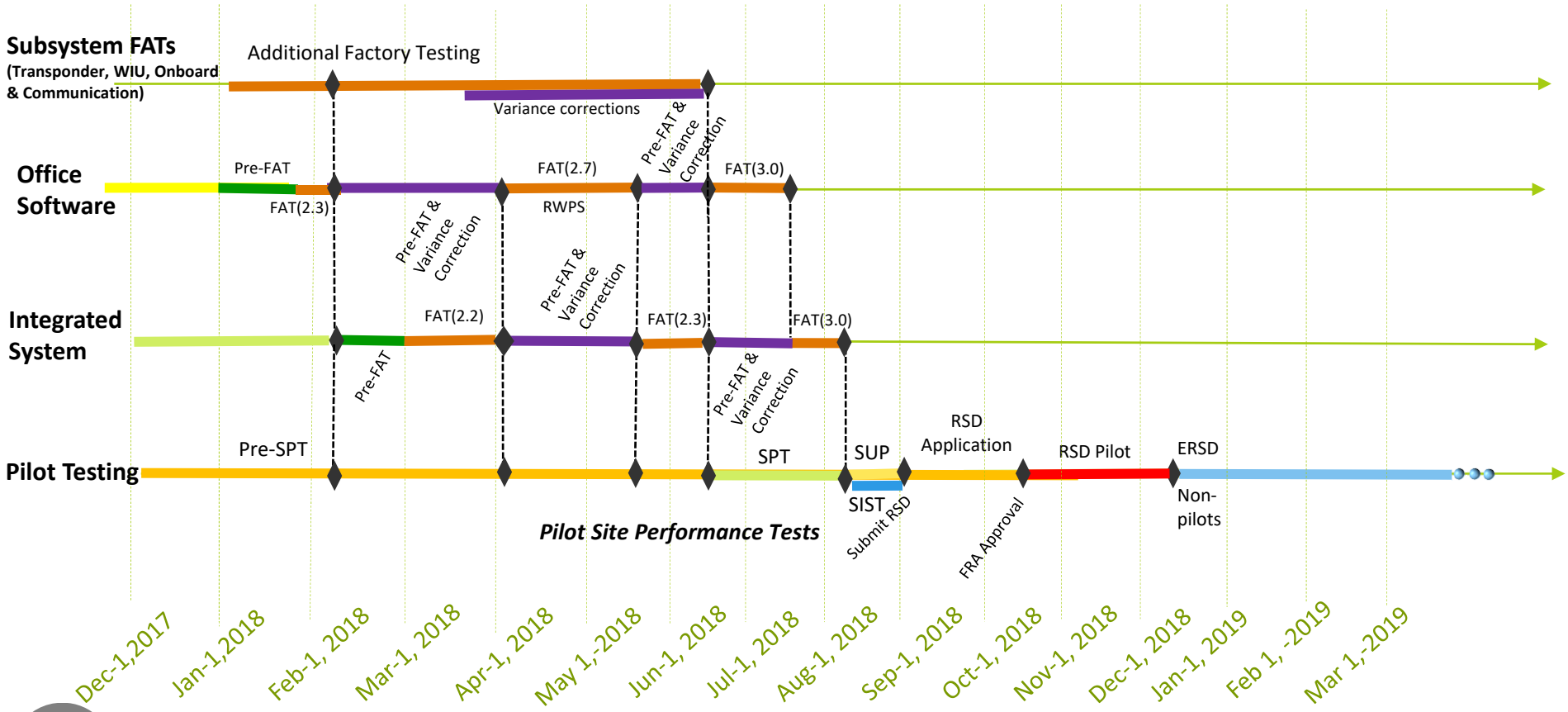
- Commenced formal SPT (Site Performance Testing) on pilot lines to demonstrate PTC functionality (previously March)
- Continued onboard installations for C3, DE/DM, E15, and NYAR fleet.
- Continued to program and install WIUs and transponders on non-pilot segments.
- Continued to conduct PTC training for locomotive engineers on West Hempstead.
- Continued to finalize the RSD application with supporting documents.
- Exercised contract option for 44 M3 kits to be delivered by the end of the year.

MNR Project Update (February to June 2018)

- Started Civil Speed Enforcement (CSE) operation using M7s, M8s, Locos, Cab Cars and M3s.
- Completed Site Installation Testing (SIT) (Radio Cases, Wayside Interface Units and full PTC functionally transponders) on the RSD segment.
- Performed preliminary SPT on RSD segment to demonstrate PTC functionality.
- Continued onboard installations on M3s, P32s, Cab Cars and BL 20s.
- Commenced installation of Mobile Communications Package (MCP) on the M8 fleet.
- Continued installation of Radio Cases and Poles on all non-pilot segments.
- Started configuration and testing of Radio Cases on non-pilot segments

LIRR Schedule
Software/System Development & Test

- RSD Application - September 2018 (previously July)
- Start of Pilot RSD – October 2018 (previously July)



SPT = Site Performance Tests
SIST = Site Integrated System Test
SUP = Site Update Period
RSD = Revenue Service Demonstration
ERSD = Extended Revenue Service Demonstration

MNR Schedule
Software/System Development & Test

- RSD Application – September 2018 (previously July)
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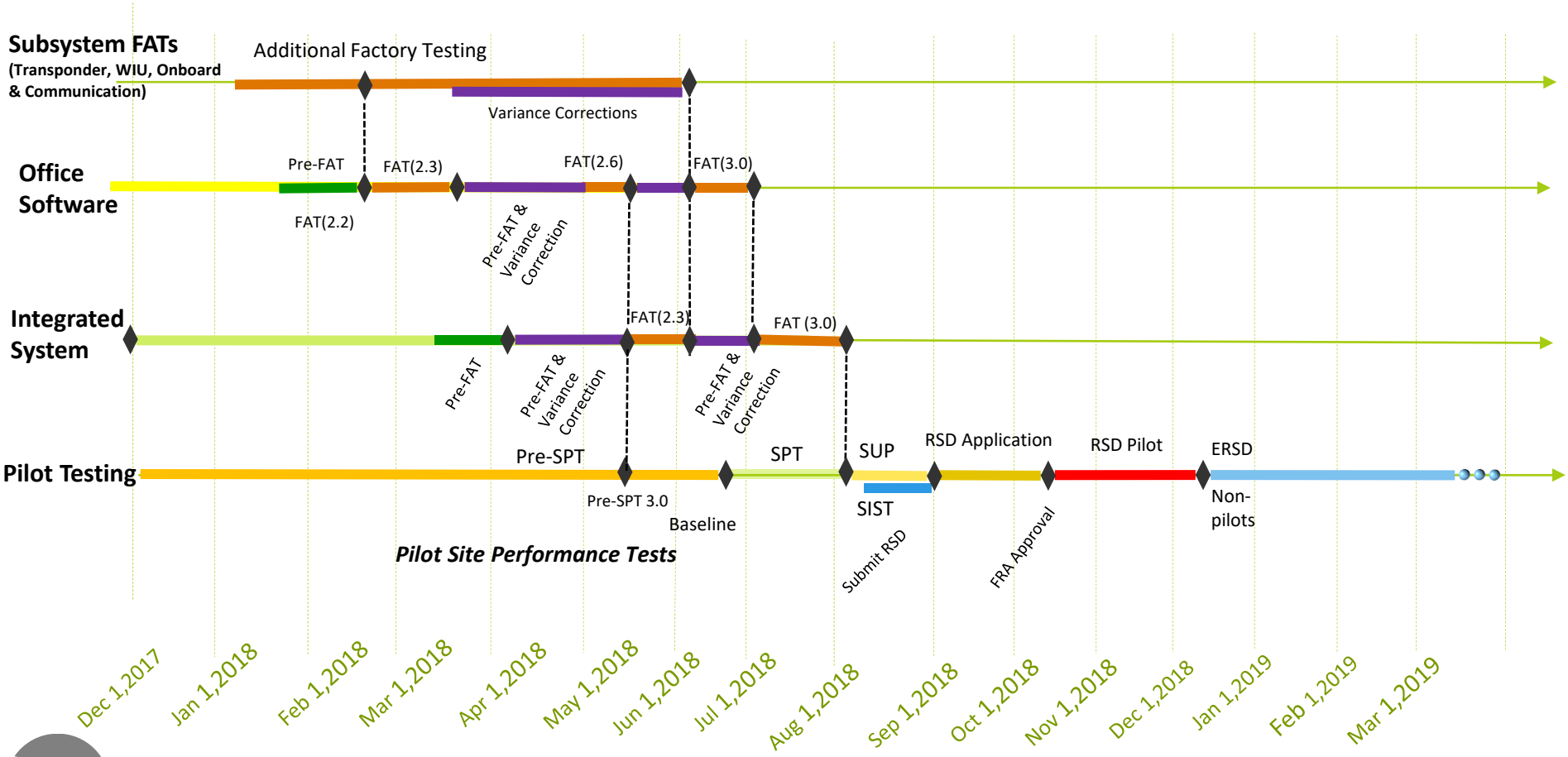


SPT = Site Performance Tests
SIST = Site Integrated System Test
SUP = Site Update Period
RSD = Revenue Service Demonstration
ERSD = Extended Revenue Service Demonstration

LIRR/MNR Project Risks and Railroad Mitigations

- Risk: The risk to compliance continues to be the discovery of critical software variances during testing.
  - Mitigations
    - LIRR and MNR will continue to test the system both in the factory and in the field to capture as many variances as possible.
    - The Systems Integrator has added additional resources and believes they are at full staffing. They will also increase test time by working multiple shifts and during weekends. The Railroads will closely monitor the SI's progress.
    - The Systems Integrator will augment the Siemens Test Lab to expedite subsystem regression testing of OBC release version RG to be ready for Integrated System Baseline 3.0. The Railroads have agreed to allow the SI to utilize their test lab server(s). The SI needs to provide a schedule.
    - The Systems Integrator is providing a cloud based solution to allow the joint Railroad/Contractor team access to the Requirements Traceability Matrix (RTM) tool to support real-time Verification & Validation activities – Both MNR and LIRR have access to the tool, however implementation of the cloud solution is still in progress. The SI needs to provide a schedule.

LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- The Systems Integrator will perform shadow mode testing for LIRR to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance – The Systems Integrator is scheduled to submit the SIST test plans in late July. The Railroads are closely monitoring this activity.

- Risk: Systems Integration issues due to the application of ACSES in our high density operations will be discovered too late in the process and jeopardize PTC compliance
  - Mitigation
    - LIRR and MNR will perform regression testing of all corrected variances in the integration lab and conduct parallel tests in the field.
    - LIRR and MNR will procure additional radio spectrum to minimize potential interference issues – Selection process underway and anticipate September Board approval.
    - The Systems Integrator has assembled and is utilizing portable test equipment that mimics train communications with the wayside in a compact package (trunk train) to speed up discovery of wayside communications issues without utilizing a real train.
    - LIRR plans to utilize the TC-82 to support additional wayside communications testing.

LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- Risk: System Integrator's (SI) difficulty in the acquisition and retention of PTC knowledgeable resources to support the project to meet the deadline.
  - Mitigation
    - LIRR and MNR are adding Subject Matter Experts from the consultants to bridge technical and operational gaps in the SI's PTC team.
    - The Systems Integrator is partnering with third party entities to expand their resources, and instituting an employee retention program to ensure continuity of resources on project.
- Risk: Finalization of agreement with Amtrak for interoperability design and implementation.
  - Mitigation
    - LIRR and MNR are holding weekly meetings to finalize technical agreements with Amtrak
      - MNR/Amtrak Letter of Understanding was signed in May.
      - Agreements for network connectivity and equipment placement in progress.

LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- LIRR is finalizing operational agreements with Amtrak at Penn Station Control Center (PSCC) for Harold Interlocking area for the placement and management of Temporary Speed Restrictions.
- MNR held a meeting with Amtrak Engineers to finalize line boundary communication link; however Amtrak does not anticipate resolving boundary issues in 2018.
- FRA has taken the position that unresolved boundary issues are a key interoperability issue that will require submission of an "alternative schedule"; most if not all railroads in country will likely be required to submit an alternative schedule as a result.

- Risk: Completion of the project requires simultaneous commissioning of multiple line segments making it challenging with constraints of resources.
  - Mitigation
    - LIRR and MNR are in the process of increasing their field test teams and are requesting track access/outages as required in advance.

LIRR/MNR Project Risks and Railroad Mitigations (cont'd.)

- Risk: Port Jervis Line PTC installation dependent upon receipt of wayside equipment from NJT
  - Mitigation
    - MNR agreed to accept Wayside/Communication material at 50% design to commence installation.
- Risk: Timely approvals of RSD applications by FRA due to a significant number of applications requiring FRA review at the same time.
  - Mitigation
    - LIRR/MNR worked with APTA to compile the schedules from all Commuter Railroads of when they plan to submit their RSD applications so that the FRA can plan ahead.
    - LIRR/MNR are concurrently considering the "alternative criteria" or "substitute criteria" option from the FRA to be in PTC compliance sooner.

LIRR/MNR PTC Timeline

Feb 2018

- ✓ LIRR/MNR completed Office FAT with open variances.
- ✓ MNR completed wayside CSE implementation East of Hudson.

Mar 2018

- ✓ LIRR/MNR completed Integrated System Pre-FAT.
- ✓ LIRR commenced Integrated System FAT (System Baseline 2.3).
- ✓ MNR started operating diesel & M7 trains with ACSES CSE.

May 2018

- ✓ LIRR/MNR achieved the Final Design Review milestone (2 month delay).
- ✓ MNR commenced Integrated System FAT with System Baseline 2.3 (1 month delay).

June 2018

- ✓ LIRR/MNR completed Integrated System FAT (Baseline 2.3)
- ✓ LIRR/MNR started formal Site Performance Testing on Pilot Lines with System Baseline 2.3 (3 month delay).
- ✓ MNR started operating M3 trains with ACSES CSE (2 month delay).

LIRR/MNR Look Ahead (July to October 2018)

- Complete FAT for Office 3.0
- Complete Integrated System FAT using System 3.0 Baseline software.
- Complete formal SPT (Site Performance Testing) on pilot lines to demonstrate PTC functionality.
- Complete reliability testing of PTC functions on pilot lines to provide data to submit RSD application in September.
- Complete all onboard and wayside installations.
- Complete all required PTC training to support RSD.
- Submit RSD application to the FRA for approval.
- Finalize the FRA request for an Alternative Schedule
  - Revise and update PTC Implementation Plan
  - Prepare the Written Notification to FRA to demonstrate meeting statutory criteria to qualify for an Alternative Schedule for submission before the deadline.

LIRR/MNR PTC Timeline and Look-ahead

July 2018

- MNR to complete all required training to employees (previously Sept).
- LIRR to complete all on-board installations (previously June).
- LIRR/MNR to start Integrated System FAT (Baseline 3.0)

August 2018

- System Integrator (SI) to complete delivery of Train-the-Trainer courses to LIRR (previously July)
- LIRR/MNR to complete Integrated System FAT (Baseline 3.0) for RSD
- LIRR to start Site Performance Testing on non-pilot segments (previously June).

September 2018

- LIRR/MNR to submit RSD application for pilot lines (previously June).
- MNR to complete the installation of transponders on the Port Jervis line.
- MNR to continue to perform interoperability testing with MNR tenants.
- LIRR to complete all wayside installations (with the exception of ESA tunnels).

LIRR/MNR PTC Timeline and Look-ahead

October 2018

- LIRR to begin RSD on pilot lines.
- MNR to begin RSD on Tarrytown to Croton-Harmon pilot segment (Hudson Line).
- MNR to complete all wayside installations including Port Jervis Line.
- MNR to complete all onboard installations of PTC hardware (previously Nov.)
- LIRR to complete all required training to employees (previously Sept).

November 2018

- MNR to expand service using additional fleet in RSD segment.
- LIRR/MNR to submit Written Notification to FRA to stating that LIRR/MNR have met all statutory criteria for an Alternative Schedule.

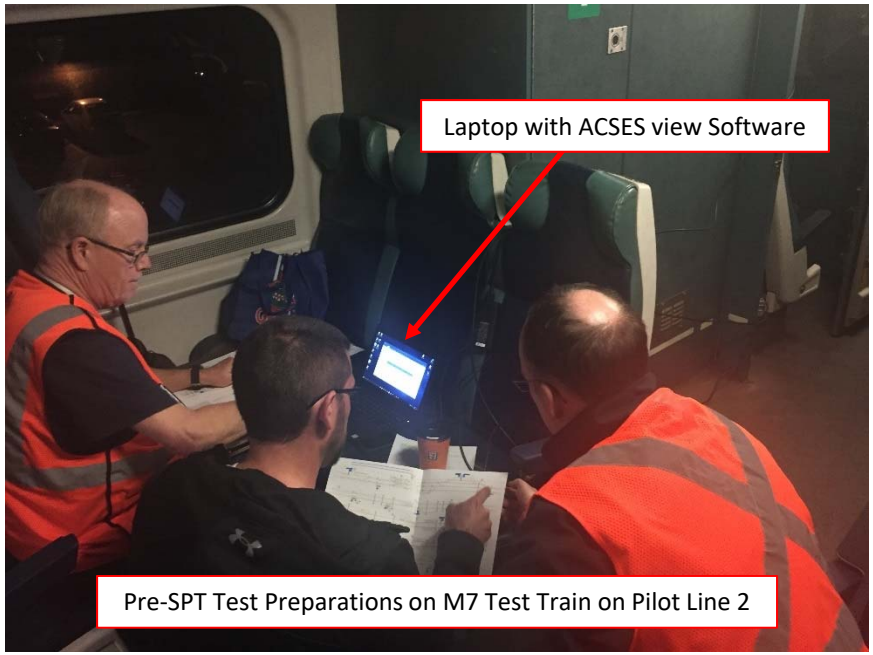
December 2018

- MNR to start Site Performance Testing on non-pilot segments.
- LIRR/MNR start to request approval and expansion of RSD to non-pilot track segments (previously Sept).

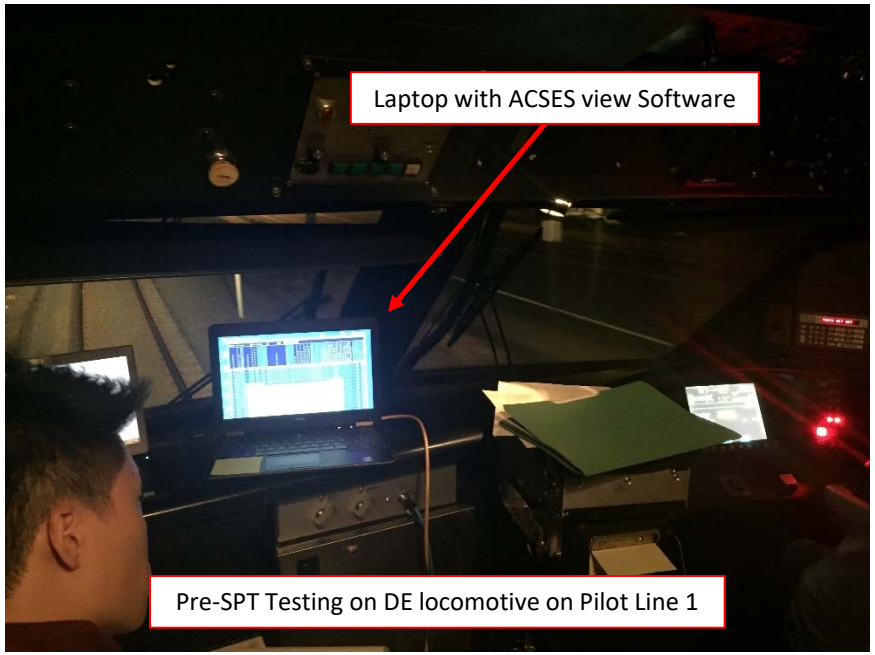
After January 2019

- LIRR/MNR to submit PTC Safety Plan to FRA for approval (previously Dec.)
- LIRR/MNR to complete placing non-pilot segments in PTC Operations (ERSD).

PTC Testing Photos
Pre-Site Performance Testing



Pre-SPT Test Preparations on M7 Test Train on Pilot Line 2



Pre-SPT Testing on DE locomotive on Pilot Line 1

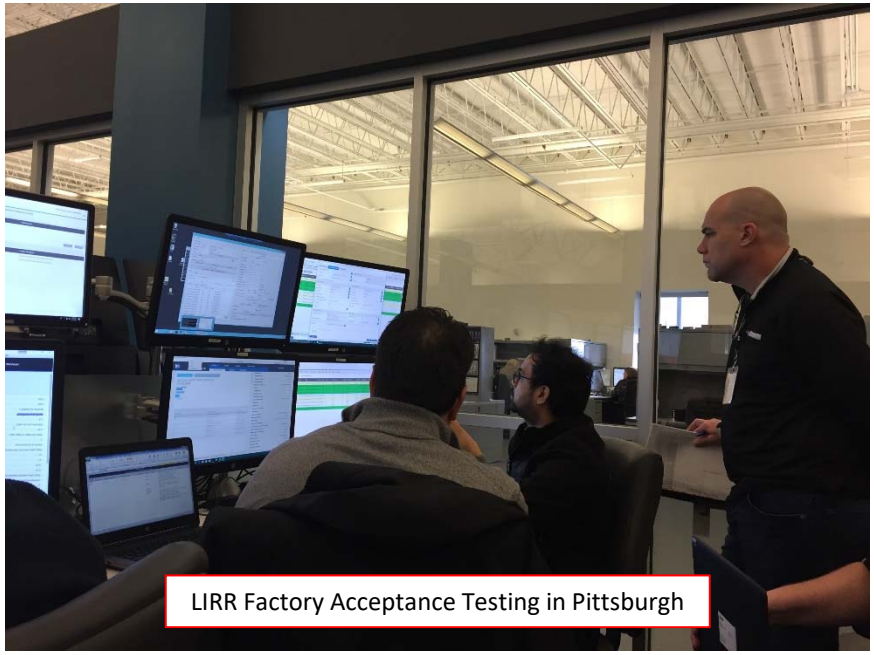
PTC Installation Photos
LIRR Transponder Installations

Transponder Installations on Montauk 1BW

Transponders Installed on Main Line between Hall and Queens

PTC Installation Photos
LIRR Factory Acceptance Testing

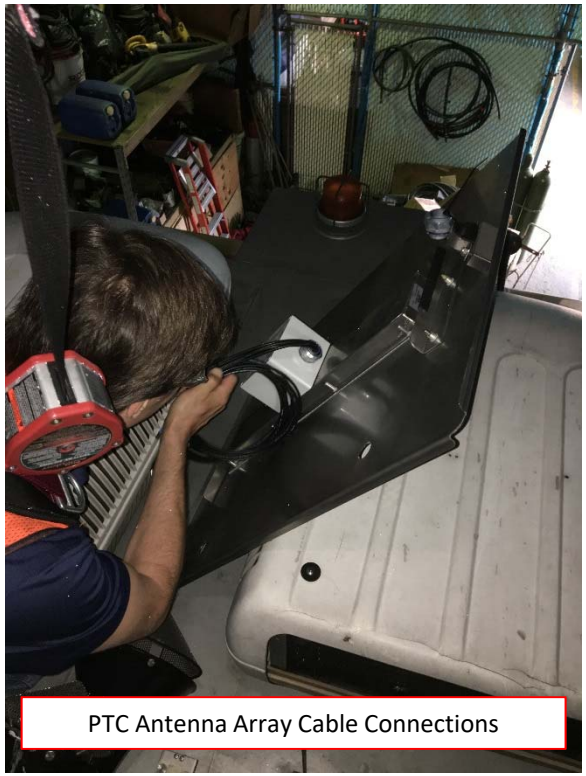
LIRR Factory Acceptance Testing in Pittsburgh



LIRR Factory Acceptance Testing in Pittsburgh

PTC Installation Photos
LIRR TC-82 PTC Antenna Installation

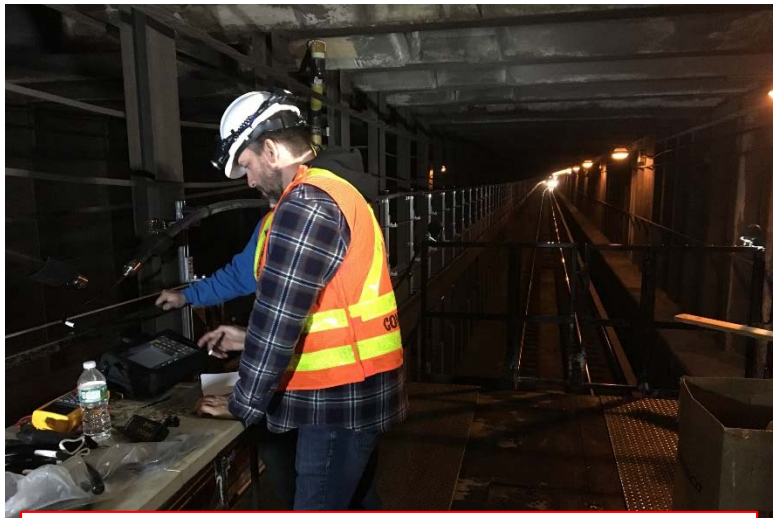
TC-82 Engineering Track Car



PTC Antenna Array Cable Connections

TC-82 PTC Antenna Array

PTC Installation Photos
LIRR Atlantic Tunnel Cable Installation



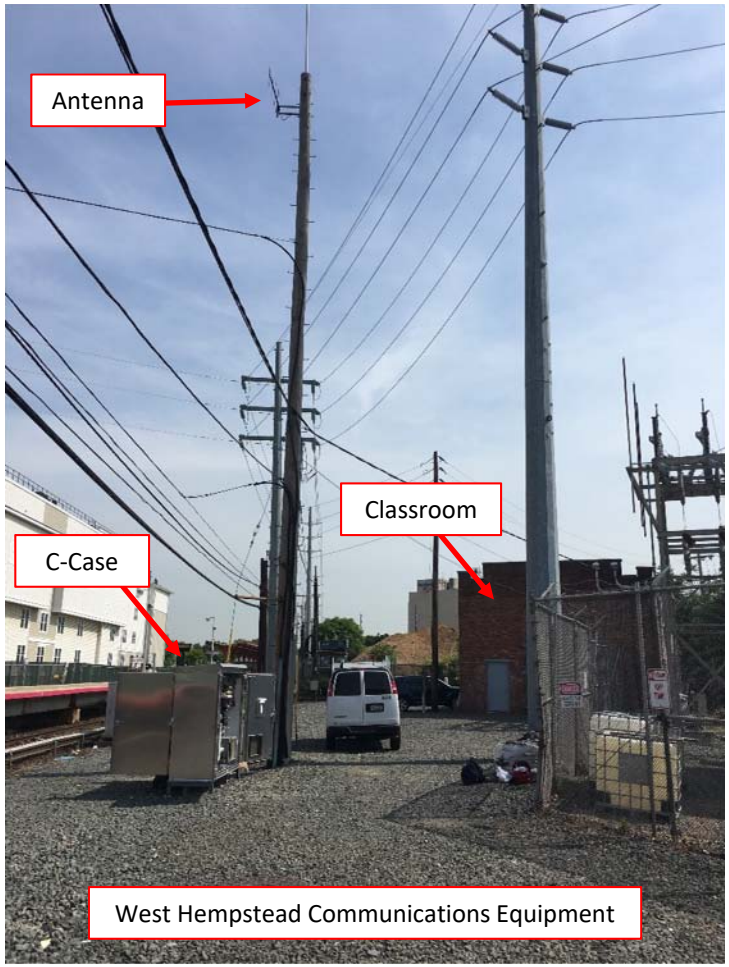
Inspector Testing PTC Radio Cable

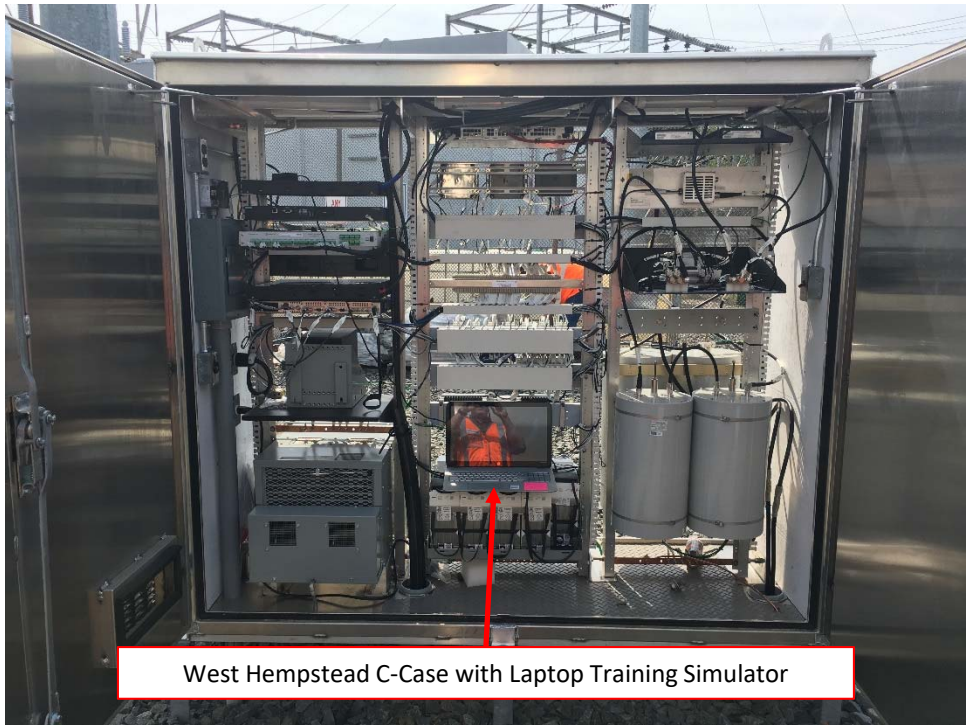
Contractor Pulling PTC Radio Cable

Contractor mobilizing Hi-Rail Vehicles at Woodhaven Station

Type 1 Brackets Installed at East New York Station

PTC Training Photos
LIRR West Hempstead Training Track





MNR Employees and System Integrator performing field Modifications on the Radio Cases

MNR Employees and System Integrator performing field Modifications on the Radio Cases

Staff Summary

Metropolitan Transportation Authority

Subject **ACQUISITION OF PROPERTY IN POUGHKEEPSIE, NY**	Date **JULY 23, 2018**
Department **REAL ESTATE**	Vendor Name
Department Head Name **JOHN N. LIEBER**	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name **ANTHONY CAMPBELL**	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	7/23/18		X	
2	Finance Committee	7/23/18	X		
3	Board	7/25/18	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North")

GRANTOR: CSX Transportation, Inc. ("CSX")

LOCATION: Adjacent to Metro-North's Hudson Line and Yard in Poughkeepsie

Parcel #1: Tax Map Parcel# 804689 Block 2, Lot 804

Parcel #2: Tax Map Parcel# 814449 Block 59, Lot 814

Parcel #3: Tax Map Parcel# 796629 Block 2, Lot 796

Parcel #4: Tax Map Parcel# 801437 Block 59, Lot 801

Collectively ("the Property")

ACTION REQUESTED: Authorization to acquire fee simple title to the Property, as-is

PROPERTY: 7.8± acres of land, with existing track and appurtenances

COMPENSATION: $1,230,000.00

COMMENTS:

Metro-North seeks to purchase the Property, which is the only available parcel strategically located adjacent to the Hudson Line and contiguous to Metro-North's Poughkeepsie Yard and North Water Street facility. The Property had been operated by CSX to service local freight customers but most recently has only experienced intermittent use for train storage. This acquisition will support growth, operational resiliency and allow Metro-North to have additional space for train storage during off peak hours. CSX has agreed to sell the Property subject to a deed restriction prohibiting certain uses on the Property, none of which affect transportation use or the previously mentioned Metro-North objectives for acquiring the Property.

The purchase price, which was negotiated between Metro-North and CSX, is consistent with a fair market value appraisal obtained by MTA Real Estate.

During negotiations, CSX provided access to the Property and Metro-North's Environmental Compliance and Services Department undertook a Phase 1 environmental assessment, which did not indicate any environmental conditions other than that typically found on properties historically operated as a railroad with diesel locomotives. The purchase of this

Staff Summary

Based on the foregoing, MTA Real Estate requests authorization for Metro-North to execute the contract and purchase the Property on the above terms and conditions.

Metro-North Railroad

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	July 16, 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.	7-23-18	X		
2	MTA Board Mtg.	7-25-18	X		

Internal Approvals

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

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

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

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

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

MNR proposes to award competitive procurements in the following categories:

Schedules Requiring Two-Thirds Vote (or more, where noted)			# of Actions	$ Amount
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts) (Award of Purchase and Public Work Contracts) • Request to Use the RFP Process	TBD	1	TBD
Schedules Requiring Majority Vote				
Schedule G:	Miscellaneous Service Contracts • Various Bus Companies $6,000,000		1	$6,000,000
		SUB TOTAL:	2	$6,000,000

MNR presents the following procurement actions for Ratification:

Schedules Requiring Two-Thirds Vote (or more, where noted)		NONE	
Schedules Requiring Majority Vote		NONE	
	SUB TOTAL:		
	TOTAL:	2	$6,000,000

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT: The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JULY 2018

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries only required for items estimated to be greater than $1 million)

1. Request to Use the RFP Process TBD *Staff Summary Attached*
Design, Manufacture, Test and Deliver New Diesel-DC Electric ("Dual Mode") Locomotives

MTA Metro-North Railroad (Metro-North) requests the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Pubic Authorities Law Section 1265-a, to solicit and evaluate proposals from prospective locomotive manufacturers to Design, Manufacture, Test and Deliver New Passenger Diesel-DC Electric ("Dual Mode") Locomotives for Metro-North's Harlem, Hudson, and New Haven Lines.

Metro-North's 2015-2019 Rolling Stock Plan includes the purchase of Dual Mode Locomotives to begin replacement of MNR's existing fleet of Genesis locomotives. This fleet of 31 locomotives is crucial to service between GCT and diesel-only territory. Built between 1995 and 2001, they are approaching or exceeding the end of their projected useful life of 20 years. The units are now between 17 and 23 years old. The average number of Genesis locomotives in the shop for repairs in a given day has increased 49% from 2013 through 2017, reducing availability for daily service. Two Reliability Centered Maintenance Programs have been implemented on this fleet, consisting of targeted preventive replacement of critical components. These programs have sustained reasonable performance from the fleet, but as the locomotives reach and pass their expected service life, continued adequate performance is at risk.

The scope of work for this solicitation includes the design, manufacturing, testing and delivery of Dual Mode Locomotives, which will include the required Technical Support, Deliverables, and Capital Spare Parts required to operate and maintain the fleet. This procurement will be structured with a base order of up to 28 locomotives with provisions for additional locomotives as funding becomes available. The subsequent award of this contract, with final base and option quantities, will be submitted to the Board for approval.

Metro-North conducted a formal industry outreach to the rolling stock industry of Locomotive builders, suppliers, and consultants on March 28, 2018, which was well attended by the industry. This industry outreach was advertised in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the MNR website. To further increase the vendor pool, Metro-North placed ads in two of the leading industry periodicals, Railway Age and Progressive Railroading.

The RFP process generally is used to solicit major rolling stock acquisitions. The RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. The RFP process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

To realize the goal of awarding the proposed contract, Metro-North is proposing a two-step RFP process, consisting of the locomotive builder submission of a Qualification Proposal (Phase 1) and a submission of a Technical and Cost Proposal (Phase 2). Proposer's best meeting the requirements, as evaluated against the Selection Criteria in Phase 1 will then be shortlisted and moved on to Phase 2.

In Phase 1 of the RFP, locomotive builders will be required to demonstrate that it has the integrity, skill, experience and necessary facilities, and the technical and financial qualifications, to perform the work in a satisfactory manner and within the time required by the contract.

Phase 2 of the RFP will entail (1) review and evaluation of technical and cost proposals and (2) negotiation and final selection of a locomotive builder based upon all the evaluation criteria. The criteria will assess, among other things, the ability of locomotive builders to deliver quality locomotives in a timely manner, overall price, locomotive safety, reliability, energy consumption, cost of maintenance, vehicle design commercial off the shelf and non-proprietary parts and diversity practices. Metro-North intends to award a contract to the contractor whose proposal represents the best value to the Agency.

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

Schedules Requiring Majority Vote:

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

2. Various Bus Companies $6,000,000 (not-to-exceed) *Staff Summary Attached*
Emergency & Scheduled Bus Services

Approval is requested to award a five-year competitively negotiated, miscellaneous service contract (RFP process, six proposals received) to retain pre-qualified vendors to furnish emergency and scheduled bus services on an as-needed basis for railroad passengers and/or crews between stations throughout the New York and Connecticut operating territories during scheduled and emergency work. The period of performance is from October 1, 2018 through September 30, 2023 for a total estimated not-to-exceed cost of $6,000,000.

The Request for Proposal (RFP) was publicly advertised in the New York State Contract Reporter, New York Post, Daily Challenge, El Diario and posted on MNR's website in January

2018. The RFP was issued to 16 firms on January 26, 2018. The RFP established minimum vendor requirements and requested supporting information that would demonstrate their capabilities to meet the requirements on an ongoing basis. In an effort to increase the pool of pre-qualified vendors, proposers were given the opportunity to propose on one or more of the locations based on zones as specified in the RFP.

Based on the oral presentations and negotiations, the Selection Committee unanimously agreed to recommend all six participating firms for contract award based on their technical expertise and capabilities to perform the services identified by the RFP. The actual distribution of services among the vendors will be based upon geographical zone, operational requirement, vendor capacity and proposed cost with the goal of meeting service requirements. The recommended firms are:

1. A Yankee Line, Inc.	4. Leprechaun Lines, Inc.
2. Community Coach, Inc.	5. Peter Pan Bus Lines, Inc.
3. Greater Bridgeport Transit	6. White Plains Bus Company, Inc.

The hourly rates negotiated are comparable to the current contract and that of MTA Bus ($175/hr.) and CT Transit ($121/hr. plus mileage) for these services and are deemed fair and reasonable.

The total estimated five-year cost is not-to-exceed $6,000,000. This procurement is to be funded by the State of Connecticut, MNR Operating and Capital Budgets, and FTA funds.

Staff Summary

Metro-North Railroad

Item Number B	
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director	
Division & Division Head Name: Executive Vice President, Susan Doering	

Board Reviews

Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	7-23-18	x		
2	MTA Board Mtg.	7-25-18	x		

Internal Approvals

Order	Approval	Order	Approval
x	President	x	V.P. & General Counsel
x	Sr. V.P. Operations		
	V.P. Finance & IT		
x	V.P. Capital		

SUMMARY INFORMATION

Vendor Name TBD	**Contract Number** TBD
Description Request to use the RFP process for the Design, Manufacture, Test and Deliver New Diesel- DC Electric ("Dual Mode") Locomotives	
Total Amount TBD	
Contract Term (including Options, if any)	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type ☒ Competitive ☐ Non-competitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad (Metro-North) requests the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Pubic Authorities Law Section 1265-a, to solicit and evaluate proposals from prospective locomotive manufacturers to Design, Manufacture, Test and Deliver New Passenger Diesel-DC Electric ("Dual Mode") Locomotives for Metro-North's Harlem, Hudson, and New Haven Lines.

II. DISCUSSION:

Metro-North's 2015-2019 Rolling Stock Plan includes the purchase of Dual Mode Locomotives to begin replacement of MNR's existing fleet of Genesis locomotives. This fleet of 31 locomotives is crucial to service between GCT and diesel-only territory. Built between 1995 and 2001, they are approaching or exceeding the end of their projected useful life of 20 years. The units are now between 17 and 23 years old. The average number of Genesis locomotives in the shop for repairs in a given day has increased 49% from 2013 through 2017, reducing availability for daily service. Two Reliability Centered Maintenance Programs have been implemented on this fleet, consisting of targeted preventive replacement of critical components. These programs have sustained reasonable performance from the fleet, but as the locomotives reach and pass their expected service life, continued adequate performance is at risk.

The scope of work for this solicitation includes the design, manufacturing, testing and delivery of Dual Mode Locomotives, which will include the required Technical Support, Deliverables, and Capital Spare Parts required to operate and maintain the fleet. This procurement will be structured with a base order of up to 28 locomotives with provisions for additional locomotives as funding becomes available. The subsequent award of this contract, with final base and option quantities, will be submitted to the Board for approval.

Metro-North conducted a formal industry outreach to the rolling stock industry of Locomotive builders, suppliers, and consultants on March 28, 2018, which was well attended by the industry. This industry outreach was advertised in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the MNR website. To further increase the vendor pool, Metro-North placed ads in two of the leading industry periodicals, Railway Age and Progressive Railroading.

The RFP process generally is used to solicit major rolling stock acquisitions. The RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. The RFP process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

To realize the goal of awarding the proposed contract, Metro-North is proposing a two-step RFP process, consisting of the locomotive builder submission of a Qualification Proposal (Phase 1) and a submission of a Technical and Cost Proposal (Phase 2). Proposer's best meeting the requirements, as evaluated against the Selection Criteria in Phase 1 will then be shortlisted and moved on to Phase 2.

In Phase 1 of the RFP, locomotive builders will be required to demonstrate that it has the integrity, skill, experience and necessary facilities, and the technical and financial qualifications, to perform the work in a satisfactory manner and within the time required by the contract.

Phase 2 of the RFP will entail (1) review and evaluation of technical and cost proposals and (2) negotiation and final selection of a locomotive builder based upon all the evaluation criteria. The criteria will assess, among other things, the ability of locomotive builders to deliver quality locomotives in a timely manner, overall price, locomotive safety, reliability, energy consumption, cost of maintenance, vehicle design commercial off the shelf and non-proprietary parts and diversity practices. Metro-North intends to award a contract to the contractor whose proposal represents the best value to the Agency.

III. D/M/WBE INFORMATION:

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

IV. IMPACT ON FUNDING:

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

V. ALTERNATIVES:

The alternative is to use the sealed competitive bidding process however this alternative is not recommended, as it would require Metro-North to first obtain 100% designs of the work to be implemented, thereby losing the advantages of Design/Build construction. The use of the Design/Build process shall also allow the contractor to utilize its specialized expertise to adapt the base design to the individual stations optimizing design efficiencies

Staff Summary

Metro-North Railroad

Item Number G	
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director	
Division & Division Head Name: Executive Vice President, Susan Doering	

Board Reviews

Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	7-23-18	x		
2	MTA Board Mtg.	7-25-18	x		

Internal Approvals

Order	Approval	Order	Approval
x	President		V.P. & General Counsel
x	Sr. V.P. Operations		
	V.P. Finance & IT		
x	V.P. Capital		

SUMMARY INFORMATION	
Vendor Name Various Bus Companies	**Contract Number** 96417
Description Emergency & Scheduled Bus Services	
Total Amount $6,000,000 not-to-exceed	
Contract Term (including Options, if any) Five years	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type ☒ Competitive ☐ Non-competitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☒ Capital ☒ Federal ☒ Other: State of CT	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a five-year competitively negotiated, miscellaneous service contract (RFP process, six proposals received) to retain pre-qualified vendors to furnish emergency and scheduled bus services on an as-needed basis for railroad passengers and/or crews between stations throughout the New York and Connecticut operating territories during scheduled and emergency work. The period of performance is from October 1, 2018 through September 30, 2023 for a total estimated not-to-exceed cost of $6,000,000.

II. DISCUSSION:

Metro-North Railroad ("MNR") is continually evaluating how bus services are provided with the intent of leveraging both public and private resources to achieve better responses within geographic zones, improve communications and contain overall costs. The RFP sought proposals from third-party vendors for both emergency and scheduled bus operations. Emergency busing is defined as the need for immediate service due to a sudden and unanticipated disruption while scheduled busing is a request for service to supplement a planned disruption in scheduled train service as a result of capital and operating projects. Third-party vendor agreements will supplement existing Memoranda of Understanding with MTA Bus and CT Transit to provide a comprehensive plan for emergency and scheduled bus services throughout MNR's territory in the most responsive and cost-effective manner.

The agreements will provide emergency and scheduled bus services within five defined zones:

- Zone 1 – CT/ New Haven to Bridgeport (Waterbury Branch);
- Zone 2 – CT/ Bridgeport to State Line (Danbury & New Canaan Branches);
- Zone 3 – NY/ Hudson Line north of Croton Harmon to Poughkeepsie, Harlem Line north of White Plains to Wassaic;
- Zone 4 – NY/ Hudson Line from Croton Harmon and south, Harlem Line from White Plains and South;
- Zone 5 – NY/West of Hudson, Rockland and Orange counties.

The Request for Proposal (RFP) was publicly advertised in the New York State Contract Reporter, New York Post, Daily Challenge, El Diario and posted on MNR's website in January 2018. The RFP was issued to 16 firms on January 26, 2018. The RFP established minimum vendor requirements and requested supporting information that would demonstrate their capabilities to meet the requirements on an ongoing basis. In an effort to increase the pool of pre-qualified vendors, proposers were given the opportunity to propose on one or more of the locations based on zones as specified in the RFP.

Six proposals were received on March 12, 2018. The Selection Committee was comprised of representatives from Metro-North Customer Service, Security and Procurement Departments. The Committee evaluated the proposals using the established selection criteria set forth in the RFP as follows:

(1) Demonstrated understanding of MNRs' operating territories and commitment to responding to emergency requests, including but not limited to facility locations, available bus fleet and qualified operators and 24/7 dispatching center.
(2) Confidence level, commitment of relevant resources to MNR's work, including the qualifications of key personnel and reliability to perform the services.
(3) Cost per hour.

Based on the oral presentations and negotiations, the Selection Committee unanimously agreed to recommend all six participating firms for contract award based on their technical expertise and capabilities to perform the services identified by the RFP. The actual distribution of services among the vendors will be based upon geographical zone, operational requirement, vendor capacity and proposed cost with the goal of meeting service requirements. The recommended firms are:

1. A Yankee Line, Inc.	4. Leprechaun Lines, Inc.
2. Community Coach, Inc.	5. Peter Pan Bus Lines, Inc.
3. Greater Bridgeport Transit	6. White Plains Bus Company, Inc.

The chart below provides the respective vendors and their rates established for both emergency and scheduled bus services.

	Emergency Bus Services Hourly Rate	**Scheduled Bus Services Hourly Rate**
White Plains Bus Company, Inc.	$120/hr.	$100/hr.
Community Coach, Inc.	$134.95/hr.	$134.95/hr.
Greater Bridgeport Transit	$135/hr.	$135/hr.
Peter Pan Bus Lines, Inc.	$160/hr.	$139/hr.
Leprechaun Lines, Inc.	$189/hr.	$109/hr.
A Yankee Line, Inc.	$192/hr.	$192/hr.

The hourly rates negotiated are comparable to the current contract and that of MTA Bus ($175/hr.) and CT Transit ($121/hr. plus mileage) for these services and are deemed fair and reasonable.

In connection with a previous contract awarded to Community Coach, Inc. ("Coach, USA"), 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 Agency President in consultation with the Metro-North Railroad General Counsel. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

MNR completed a responsibility review of A Yankee Line, Inc., Greater Bridgeport Transit, Leprechaun Lines, Inc., Peter Pan Bus Lines, Inc., White Plains Bus Company, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights established a 0% DBE goal for this procurement.

IV. IMPACT ON FUNDING:

The total estimated five-year cost is not-to-exceed $6,000,000. This procurement is to be funded by the State of Connecticut, MNR Operating and Capital Budgets, and FTA funds.

V. ALTERNATIVES:

The prequalification approach significantly reduces the procurement lead time for bus service demands, and reduces the overall cost and response times to service requests. This approach also allows MNR to foster relationships with bus companies to meet increasing bus service needs.

Operations Report

John Kesich
Senior Vice President, Operations

M7 EMU

M8 EMU

Comet 5 Cab Car

June 2018 Highlights: Operations Report

June service delivery was very challenging and operated below goal at 88.7%.
YTD OTP is slightly below goal at 92.3%.

Service delivery was challenged due to extensive and increased infrastructure work across all three lines resulting in reduced track capacity, especially in off peak periods. This resulted in increased running times for trains which was not added into our Hudson or New Haven Line schedules. The Harlem Line schedule was modified to accommodate one out of two tracks being removed from service during off peak periods at White Plains Station.

On-going Track work across all three lines includes Sperry UT Rail Inspections, Track Geometry Inspections, Welding of Rail Joints, remediation of track defects, track surfacing and bridge repairs.

Hudson Line – 88.7%
95.5% of trains arrived within 10” of schedule with 9 (0.2%) cancelled or terminated

Additional work:
- PTC Implementation
- Sandy Damage Restoration
- Tie/Rail Replacement
- Rock Slope Remediation

Harlem Line – 92.9%
97.4% of trains arrived within 10” of schedule with 7 (0.1%) cancelled or terminated

Additional work:
- PTC Implementation
- White Plains Station Rehabilitation

New Haven Line – 85.6%
94.2% of trains arrived within 10” of schedule with 27 (0.3%) cancelled or terminated

Additional work:
- PTC Implementation
- Undercutting TK2 New Rochelle, CP217 to Rye, CP223
- WALK Bridge Replacement – New CP243 and Danbury Dock Yard
- Sound Beach/Tomac/Cos Cob bridge repairs
- Catenary Replacement
- Atlantic St Undergrade Bridge replacement in Stamford

6.8% of trains arrived 6-10” late with 43 (0.2%) cancelled or terminated.
Overall, 96.1% of trains arrived within 10” of schedule.

Even though we increased the amount of infrastructure work from last year, the average train delay decreased by 20% from 14.8” down to 11.9” for the month of June.
Cancelled and terminated trains decreased by 63% from 116 down to 43.

Consist Compliance: 98.7% overall with 97.6% during Peak

We have a reduced number of cars available due to on-going PTC Installations that will continue thru the remainder of this year. Harmon Shop releases provide the Hudson Line the ability to generate replacement cars to meet the requirement. Due to the lack of spare cars the Harlem Line has difficulty recovering from cars becoming unavailable for service later in the day for the following morning. We are working with LIRR to procure new M9A cars in the next Capital Program to provide additional capacity and replace M3s.

Due to significant ridership increases on the New Haven we have the minimum number cars to support the daily requirement. The remaining 36 old M2 cars are being used to compensate for the M8s being modified with PTC and Cameras but will need to be removed from service in 4Q as they will no longer be serviceable. The additional 66 new M8 cars will start to be available for service late next year with delivery completion in the summer of 2020.

West of Hudson Service also operated below goal at 90.6% due to the PJL operating at 83.4%; PVL operated 96.0%.

Pascack Valley

6/06: Late from Yard due to NJT loco 4209 failure

6/20: Train 1635 struck a person at MP 17.3 between River Edge and Oradell

Port Jervis

6/05-07,14: Telco Line failure resulting in loss of signals

Cancelled Trains: 10 (0.6%) PVL: 7, PJL: 3
8 trains (80%) were cancelled due to lack of NJT Engineers; 6 PVL and 2 PJL; all on weekends except for PM Tr# 1629 on June 15th.

Equipment Performance

Fleet Availability was under target due to ongoing PTC Installations with a consist compliance of 98.7%

Service disruptions caused peak consist compliance to be further below goal.

Fleet MDBF in May operated below goal at 168,477 with YTD at 184,015.

We are experiencing increased failures due to implementation of new PTC equipment.

Excluding PTC System failures Jan-May adjusted MDBF is 239,490.

Genesis locomotives operated 32% below goal thru May. The 31 locomotives are at the end of their useful life and we are proceeding with a RFP for their replacement.

John Kesich
Senior Vice President
Operations

Metro-North Railroad

OPERATING REPORT
For the Month of June 2018

Performance Summary			2018 Data Annual Goal	2018 Data June	2018 Data YTD thru June	2017 Data June	2017 Data YTD thru June
On Time Performance	**System**	**Overall**	***93.0%***	**88.7%**	**92.3%**	**90.2%**	**94.3%**
(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)		AM Peak	*93.0%*	87.8%	91.5%	92.1%	94.9%
		AM Reverse Peak	*93.0%*	95.4%	95.4%	93.9%	95.6%
		PM Peak	*93.0%*	88.0%	91.3%	89.9%	94.7%
		Total Peak	***93.0%***	**89.1%**	**92.0%**	**91.5%**	**95.0%**
		Off Peak Weekday	*93.0%*	85.6%	90.5%	87.7%	92.7%
		Weekend	*93.0%*	94.2%	96.2%	93.5%	96.3%
	Hudson Line	**Overall**	***93.0%***	**88.7%**	**92.3%**	**92.9%**	**95.6%**
		AM Peak	*93.0%*	85.5%	90.0%	89.6%	94.6%
		AM Reverse Peak	*93.0%*	96.5%	97.5%	97.1%	97.9%
		PM Peak	*93.0%*	87.8%	92.1%	96.1%	97.4%
		Total Peak	***93.0%***	**87.9%**	**91.8%**	**93.3%**	**96.2%**
		Off Peak Weekday	*93.0%*	85.7%	90.0%	89.9%	94.1%
		Weekend	*93.0%*	95.1%	97.2%	98.3%	97.4%
	Harlem Line	**Overall**	***93.0%***	**92.9%**	**93.2%**	**95.1%**	**95.6%**
		AM Peak	*93.0%*	90.4%	92.7%	94.9%	96.5%
		AM Reverse Peak	*93.0%*	96.0%	94.3%	97.1%	97.1%
		PM Peak	*93.0%*	91.1%	91.0%	94.2%	94.9%
		Total Peak	***93.0%***	**91.6%**	**92.3%**	**95.0%**	**96.0%**
		Off Peak Weekday	*93.0%*	93.3%	93.1%	95.0%	94.6%
		Weekend	*93.0%*	94.2%	95.1%	95.6%	96.7%
	New Haven Line	**Overall**	***93.0%***	**85.6%**	**91.7%**	**85.0%**	**92.7%**
		AM Peak	*93.0%*	87.2%	91.5%	91.5%	93.9%
		AM Reverse Peak	*93.0%*	94.3%	95.3%	89.2%	93.0%
		PM Peak	*93.0%*	85.6%	91.0%	82.4%	92.8%
		Total Peak	***93.0%***	**87.7%**	**91.9%**	**87.5%**	**93.3%**
		Off Peak Weekday	*93.0%*	80.0%	89.0%	81.2%	90.7%
		Weekend	*93.0%*	93.6%	96.5%	89.0%	95.4%
Operating Statistics		**Trains Scheduled**		**19,171**	**114,472**	**19,489**	**114,438**
		Avg. Delay per Late Train (min) excluding trains cancelled or terminated		11.9	13.5	14.8	13.2
		Trains Over 15 min. Late excluding trains cancelled or terminated	*2,300*	352	1,789	389	1,321
		Trains Canceled	*230*	14	462	74	206
		Trains Terminated	*230*	29	209	42	155
		Percent of Scheduled Trips Completed	*99.8%*	99.8%	99.4%	99.4%	99.7%
Consist Compliance	**System**	**Overall**	***99.0%***	**98.7%**	**98.9%**	**99.4%**	**99.1%**
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)		AM Peak	*98.0%*	97.0%	97.6%	98.4%	98.2%
		AM Reverse Peak	*99.5%*	100.0%	99.9%	99.7%	99.8%
		PM Peak	*98.0%*	97.5%	97.4%	98.6%	97.8%
		Total Peak	***98.0%***	**97.6%**	**97.9%**	**98.8%**	**98.3%**
		Off Peak Weekday	*99.5%*	99.1%	99.4%	99.5%	99.5%
		Weekend	*99.5%*	99.6%	99.7%	99.9%	99.8%
	Hudson Line	AM Peak	*99.5%*	99.6%	99.7%	100.0%	99.9%
		PM Peak	*99.5%*	99.7%	98.7%	100.0%	99.9%
	Harlem Line	AM Peak	*98.5%*	95.3%	96.1%	99.1%	98.4%
		PM Peak	*98.5%*	97.8%	98.0%	99.0%	98.1%
	New Haven Line	AM Peak	*97.5%*	96.7%	97.4%	96.8%	96.8%
		PM Peak	*97.5%*	95.6%	96.0%	97.2%	96.3%

Metro-North Railroad

OPERATING REPORT
For the Month of June 2018

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	May	2018 Data June	2018 Data YTD thru June	2017 Data June	2017 Data YTD thru June	YTD 2018 Vs 2017
Engineering (Scheduled)	26.8%	562	1,130	2,626	644	1,763	864
Engineering (Unscheduled)	39.4%	799	1,662	6,082	1,250	3,569	2,513
Maintenance of Equipment	16.4%	568	690	2,895	758	2,129	767
Transportation	4.0%	52	168	527	160	439	88
Capital Projects	1.3%	38	57	204	0	6	198
Weather and Environmental	1.1%	1,204	46	3,318	91	1,570	1,748
Police	3.7%	269	158	1,111	1,147	1,787	-676
Customers	3.9%	135	164	653	115	450	204
Other	2.9%	124	124	792	237	1,778	-986
3rd Party Operations	0.4%	7	16	32	10	16	17
TOTAL	100.0%	3,757	4,214	18,241	4,410	13,505	4,735

HUDSON LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2018 Vs 2017
Engineering	51.7%	282	512	2,104	196	876	1,228
Maintenance of Equipment	20.0%	258	198	891	110	468	423
Transportation	6.7%	20	66	169	10	59	110
Capital Projects	4.5%	38	45	175	0	0	175
Weather and Environmental	3.1%	91	31	504	27	436	68
Police	4.6%	51	46	175	288	403	-228
Customers	6.3%	68	62	218	60	159	59
Other	2.6%	24	26	144	41	153	-9
3rd Party Operations	0.4%	6	4	14	0	0	14
TOTAL	100.0%	838	990	4,394	732	2,554	1,840

HARLEM LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2018 Vs 2017
Engineering	65.2%	338	501	2,457	339	1,341	1,116
Maintenance of Equipment	20.1%	148	154	691	86	516	175
Transportation	5.3%	11	41	154	30	112	42
Capital Projects	0.5%	1	4	15	0	0	15
Weather and Environmental	0.3%	627	2	1,372	14	514	858
Police	2.1%	107	16	293	339	573	-280
Customers	4.2%	34	32	176	8	82	94
Other	1.8%	25	14	139	42	309	-170
3rd Party Operations	0.5%	0	4	4	0	0	4
TOTAL	100.0%	1,291	768	5,301	858	3,447	1,854

NEW HAVEN LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2018 Vs 2017
Engineering	72.4%	742	1,779	4,147	1,358	3,114	1,033
Maintenance of Equipment	13.8%	161	338	1,313	562	1,145	168
Transportation	2.4%	20	60	203	119	268	-65
Capital Projects	0.3%	0	8	15	0	6	9
Weather and Environmental	0.5%	485	13	1,441	50	619	822
Police	3.9%	111	97	642	520	812	-170
Customers	2.9%	34	70	260	47	208	52
Other	3.4%	75	84	508	155	1,316	-808
3rd Party Operations	0.3%	1	7	15	10	16	-1
TOTAL	100.0%	1,629	2,456	8,544	2,821	7,504	1,040

Metro-North Railroad

OPERATING REPORT
For The Month of June 2018

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

			Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
Date	Day	DESCRIPTION OF EVENT	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/01	Fri	Congestion due to Track Circuit down at CP3.	34	0	0	0	0	0	0	0	0	0	0	0	34	0	0
06/04	Mon	Trains were delayed due to signal failure at CP33.	7	0	0	0	0	0	1	0	0	4	0	0	12	0	0
06/06	Wed	A passenger on train 624 had a medical emergency at 125th Street Station.	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
06/06	Wed	Trains were delayed account a bad insulated joint on track 3 at MP2.1.	0	0	0	0	0	0	27	0	0	27	0	0	54	0	0
06/06	Wed	Train 1831, loco 226 unable to take power on track 1 at CP401 on Danbury.	19	0	2	4	0	0	0	0	0	3	0	1	26	0	3
06/12	Tue	Train 1934, loco 113 had air compressor fault at Naugatuck Station.	0	0	0	0	0	0	6	0	0	8	0	2	14	0	2
06/14	Thu	Track exception at 82nd Street on TK1.	75	0	0	3	0	0	3	0	0	34	0	0	115	0	0
06/15	Fri	Unattended bag on train 1338 in Stamford Yard.	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
06/21	Thu	Unable to obtain brake release in M2 car 8511 of train 1551 on track 2 north of CP106.	0	1	0	0	0	0	0	0	0	11	0	1	11	1	1
06/22	Fri	Train 849, loco 201 unable to take power on track 1 north of CP3.	0	0	0	0	0	0	24	0	1	18	0	0	42	0	1
06/25	Mon	A Signal Violation with train 359 off track 13 in GCT.	0	0	0	0	0	0	17	0	0	7	0	0	24	0	0
06/27	Wed	Amtrak train 239 had a locked axle on Engine 703 on track 4 at 125th Street Station.	0	0	0	0	0	0	12	0	0	7	0	0	19	0	0
06/27	Wed	A tree fouling track 3 at MP20.4 on the Hudson line.	12	0	0	1	0	0	0	0	0	0	0	0	13	0	0
06/28	Thu	Deadhead M7 Train 2744 had wheel defects on track 4 at Tarrytown.	0	0	0	0	0	0	4	2	0	6	0	0	10	2	0
06/28	Thu	Track circuits down at CP248 on all 4 tracks.	0	0	0	0	0	0	23	0	0	23	0	0	46	0	0

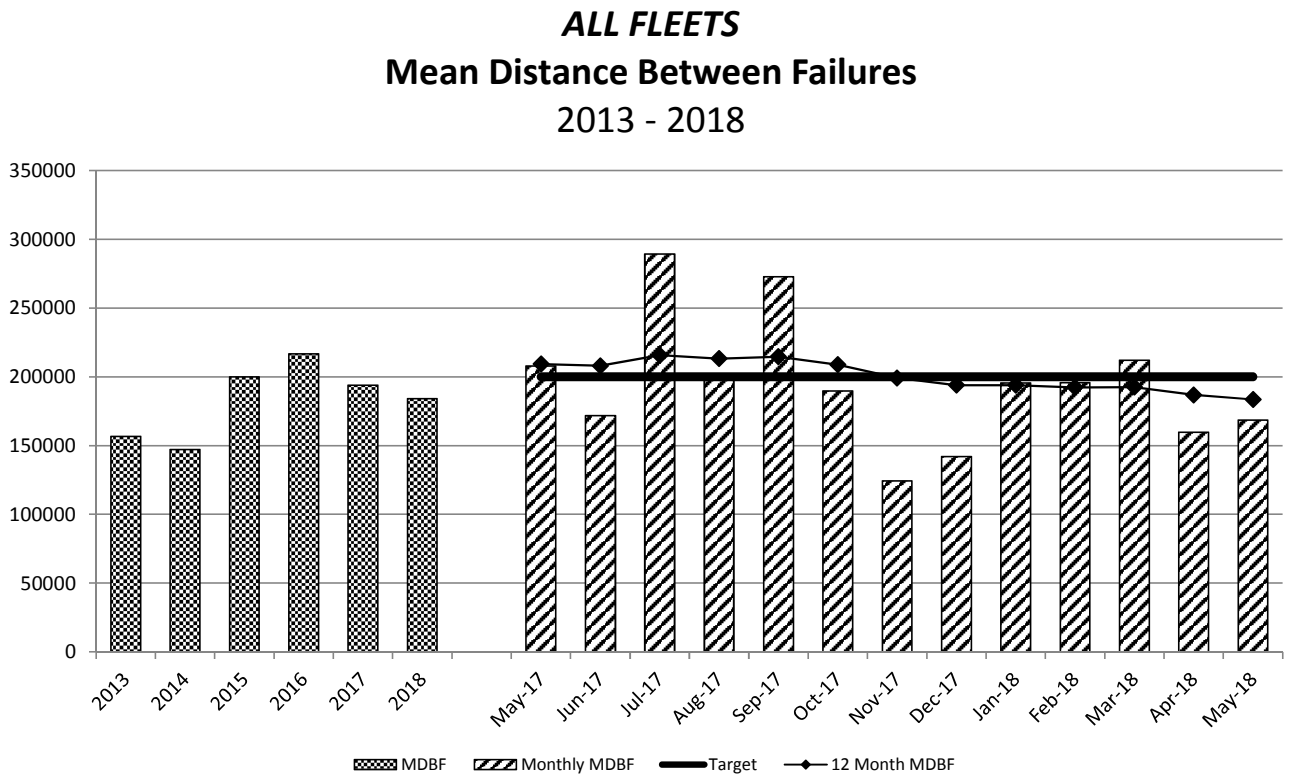
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

			Number of Late Trains													
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
Date	Day	DESCRIPTION OF EVENT	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/29	**Fri**	The 42 Switch at CP3 was malfunctioning causing delays.	66	0	0	0	0	0	0	0	0	1	0	0	**67**	**0**	**0**
06/29	**Fri**	Track circuits down at CP248 on all 4 tracks.	0	0	0	0	0	0	15	0	0	16	0	0	**31**	**0**	**0**
06/29	**Fri**	A track circuit down at CP25 on TK4.	0	0	0	0	0	0	12	0	0	30	0	0	**42**	**0**	**0**
06/29	**Fri**	A debris fire on track 1 at MP2.5.	0	0	0	0	0	0	4	0	0	7	0	0	**11**	**0**	**0**
06/29	**Fri**	Heavy travel account Yankees Game.	0	0	0	0	0	0	1	0	0	12	0	0	**13**	**0**	**0**
		TOTAL FOR MONTH	227	1	2	8	0	0	149	2	1	227	0	4	**611**	**3**	**7**
															621		

Metro-North Railroad

	Equip-ment Type	Total Fleet Size	2018 Data: MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	2017 Data: May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M2	36	*20,000*	87,367	2	0	68,150	40,487	28,149	3	24,993
	M8	405	*350,000*	262,570	7	10	322,451	293,773	374,915	7	358,435
	M3	138	*120,000*	72,932	3	4	81,880	88,789	120,716	3	110,134
	M7	334	*440,000*	403,002	4	5	392,872	331,579	342,754	6	305,288
	Coach	209	*260,000*	185,501	6	8	255,118	280,440	248,810	6	396,699
	P-32	31	*27,000*	17,635	7	11	18,292	20,939	27,643	7	30,007
	BL-20	12	*13,000*	20,639	3	2	21,428	25,398	46,570	1	23,666
	Fleet	**1165**	***200,000***	**168,477**	**32**	**40**	**184,015**	**183,492**	**207,893**	**33**	**211,689**
	M2/8		*260,000*	271,306	9	10	288,545	247,903	270,885	10	263,166
	M3/7		*300,000*	256,304	7	9	262,689	242,130	268,741	9	243,005
	Diesel/Coach		*110,000*	81,870	16	21	93,151	105,665	123,781	14	142,824

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.



Metro-North Railroad

OPERATING REPORT
For Month of June 2018

West of Hudson Performance Summary

			2018 Data			2017 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
On Time Performance	**West of Hudson Total**	**Overall**	***95.5%***	**90.6%**	**91.6%**	**94.9%**	**94.4%**
(Trains that arrive at		AM Peak	*95.5%*	89.8%	90.2%	95.5%	93.7%
their final destination		PM Peak	*95.5%*	90.1%	91.6%	94.4%	94.5%
within 5 minutes 59 seconds		***Total Peak***	***95.5%***	**89.9%**	**90.9%**	**94.9%**	**94.1%**
of scheduled arrival time)		Off Peak Weekday	*95.5%*	89.7%	91.4%	93.7%	94.8%
		Weekend	*95.5%*	93.7%	93.2%	97.7%	94.3%
	Pascack Valley Line	**Overall**	***96.5%***	**96.0%**	**95.0%**	**95.9%**	**95.9%**
		AM Peak	*96.5%*	95.3%	94.3%	96.0%	96.0%
		PM Peak	*96.5%*	96.6%	96.3%	93.5%	95.7%
		Total Peak	***96.5%***	**95.9%**	**95.3%**	**94.8%**	**95.9%**
		Off Peak Weekday	*96.5%*	96.0%	94.7%	95.7%	95.8%
		Weekend	*96.5%*	95.9%	94.9%	98.0%	96.1%
	Port Jervis Line	**Overall**	***95.0%***	**83.4%**	**86.9%**	**93.5%**	**92.4%**
		AM Peak	*95.0%*	83.3%	84.8%	94.7%	90.6%
		PM Peak	*95.0%*	82.5%	86.0%	95.4%	93.0%
		Total Peak	***95.0%***	**82.9%**	**85.4%**	**95.1%**	**91.8%**
		Off Peak Weekday	*95.0%*	81.3%	86.7%	90.9%	93.4%
		Weekend	*95.0%*	89.7%	90.1%	97.3%	91.4%
Operating Statistics		**Trains Scheduled**		**1,634**	**9,934**	**1,694**	**10,015**
		Avg. Delay per Late Train (min) excluding trains canceled or terminated		24.1	21.5	30.3	22.5
		Trains Over 15 min. Late excluding trains canceled or terminated	*300*	81	331	38	228
		Trains Canceled	*60*	10	117	9	38
		Trains Terminated	*60*	7	42	4	33
		Percent of Scheduled Trips Completed	*99.4%*	99.0%	98.4%	99.2%	99.3%
Consist Compliance*	**System - AM**	**Overall**	***99.0%***	**98.4%**	**98.1%**	**97.3%**	**98.8%**
(Percent of trains were the							
number of coaches provided met	**Pascack Valley - AM**		*99.0%*	97.3%	97.7%	97.3%	98.9%
the scheduled requirement)	**Port Jervis - AM**		*99.0%*	99.5%	98.6%	97.4%	98.6%

*** Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.**

Metro-North Railroad

JUNE 2018 STANDEE REPORT

East of Hudson

			JUN 2017	YTD 2017	JUN 2018	YTD 2018
Daily Average AM Peak	**Hudson Line**	Program Standees	0	0	0	0
		Add'l Standees	2	2	11	15
		Total Standees	**2**	**2**	**11**	**15**
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	9	34	123	115
		Total Standees	**9**	**34**	**123**	**115**
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	39	34	44	62
		Total Standees	**39**	**34**	**44**	**62**
	EAST OF HUDSON TOTAL - AM PEAK		**50**	**70**	**177**	**191**
Daily Average PM Peak	**Hudson Line**	Program Standees	0	0	0	0
		Add'l Standees	0	2	5	5
		Total Standees	**0**	**2**	**5**	**5**
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	18	23	14	24
		Total Standees	**18**	**23**	**14**	**24**
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	88	103	140	113
		Total Standees	**88**	**103**	**140**	**113**
	EAST OF HUDSON TOTAL - PM PEAK		**107**	**127**	**159**	**142**

West of Hudson

			JUN 2017	YTD 2017	JUN 2018	YTD 2018
Daily Average AM Peak	**Port Jervis Line**	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	WEST OF HUDSON TOTAL - AM PEAK		**0**	**0**	**0**	**0**
Daily Average PM Peak	**Port Jervis Line**	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	WEST OF HUDSON TOTAL - PM PEAK		**0**	**0**	**0**	**0**

Definitions

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

"**Program Standees**" is the average number of customers in excess of programmed seating capacity.
"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

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

Operations Planning and Analysis/jc

Metro-North Railroad

OPERATING REPORT
For The Month of June 2018

WEST OF HUDSON

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

			Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
Date	**Day**	**DESCRIPTION OF EVENT**	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/05	**Tue**	PJL: Rule 241 account telco code line failure.	12	0	0	0	0	0	5	0	0	0	0	0	**17**	**0**	**0**
06/06	**Wed**	PVL: Late from yard account NJT loco 4209 HEP failure.	1	0	0	3	0	0	5	0	0	0	0	0	**9**	**0**	**0**
06/06	**Wed**	PJL: Rule 241 account telco code line failure.	0	0	0	3	0	0	5	0	0	0	0	0	**8**	**0**	**0**
06/07	**Thu**	PJL: Rule 241 account telco code line failure.	12	0	0	0	0	0	4	0	0	0	0	0	**16**	**0**	**0**
06/14	**Thu**	PJL: Rule 241 account telco code line failure.	2	0	0	8	0	0	4	0	0	0	0	0	**14**	**0**	**0**
06/20	**Wed**	PVL: Tr# 1635 struck trespasser at MP 17.3 between River Edge and Oradell.	0	0	0	0	0	2	1	1	2	0	0	0	**1**	**1**	**4**
		TOTAL FOR MONTH	27	0	0	14	0	2	24	1	2	0	0	0	**65**	**1**	**4**
																70	

ELEVATOR AND ESCALATOR OPERATING REPORT
FOR MONTH OF June 2018

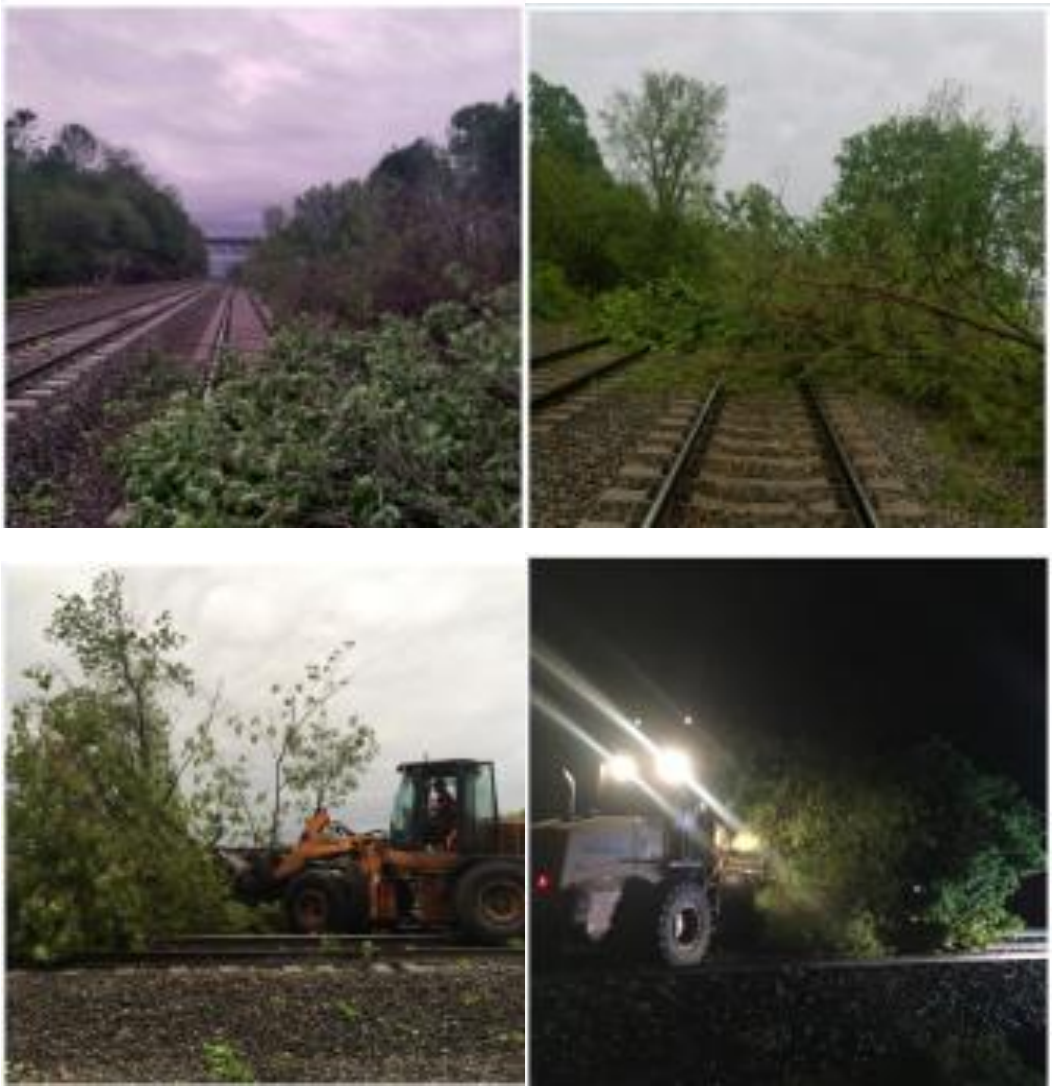
Elevator Availability	2018		2017	
	June	Year to Date	June	Year to Date
Grand Central Terminal	86.12%	92.21%	89.12%	94.14%
Harlem	100.00%	99.80%	100.00%	99.99%
Hudson	100.00%	99.84%	99.94%	99.99%
New Haven	100.00%	99.68%	97.69%	99.58%
Overall Average	96.53%	97.88%	96.69%	98.42%

GCT Availability for June 2018 is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017. And the tank for NE-5 ran out of oil and was taken out of service until the new oil arrived.

Escalator Availability	2018		2017	
	June	Year to Date	June	Year to Date
Grand Central Terminal	98.92%	97.51%	99.75%	98.94%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.46%	98.76%	99.88%	99.47%

Finance Report

Steven Weiss
Executive Director, Management & Budget



On the afternoon of May 15th, severe thunderstorms took down more than 160 trees along the Metro-North right-of-way and brought service to a temporary standstill. Metro-North crews worked through the night to clear the tracks of fallen trees and make repairs to damaged infrastructure. Service was back to as close to normal as possible the next morning.

Metro-North Railroad

May 2018 Highlights: Financial Report

The purpose of this report is to provide the May 2018 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Non-Reimbursable Year-to-Date (YTD) May 2018 Financial Results

Ridership and accrual results, versus budget, are summarized as follows:

- Ridership of 34.8 million was 0.4 million (1.0%) below budget, of which East of Hudson ridership of 34.1 million was 0.4 million (1.0%) below budget, and West of Hudson ridership of 0.7 million was 0.0 million (1.8%) below budget. Consequently, Farebox revenue of $293.4 million was 3.2 million (1.1%) below budget.
- Total revenue of $313.6 million was $10.4 million lower than Budget due to a reimbursement delay resulting from the rescheduling of the New York State Grade Crossing Project, lower advertising revenue and lower farebox revenue.
- Total expenses of $548.3 million were $7.7 million (1.4%) below budget primarily due to lower than budgeted discretionary contractual spending in both the Maintenance and Other Operating Contracts and Professional Services categories.

Financial results for Year-to-Date (YTD) May 2018 are presented in the table below and compared to the budget.

May 2018 Year-to-Date Results (in millions)				
			Fav/(Unfav) Variance	
	Adopted Budget	Actual	$ Var	% Var
Total Revenue	$324.0	$313.6	($10.4)	-3.3%
Total Expenses before Non-Cash Liability Adjs.	556.0	548.3	7.7	1.4%
Other Non-Cash Liabilities	*128.8*	*120.4*	*8.4*	*6.5%*
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(360.8)	(355.1)	5.7	1.6%
Cash Adjustments	*106.8*	*132.8*	*25.9*	*24.3%*
Net Cash Surplus/(Deficit)	($253.9)	($222.3)	$31.6	12.5%

Steven Weiss
Executive Director, Management & Budget
Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

May 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of $355.1 million was $5.7 million or 1.6% favorable vs. the Adopted Budget. The month of May Net Deficit (Non-Reimbursable and Reimbursable) of $68.1 million was $3.4 million or 4.8% favorable vs. the Adopted Budget.

Major drivers of the May 2018 YTD favorable result of $5.7 million include lower Non-Reimbursable Expenses of $16.1 million mainly due to both favorable maintenance contracts and professional services and timing of non-cash liability adjustments. Partly offsetting these favorable expense results were unfavorable Non-Reimbursable Revenues of $10.4 million due to lower other operating revenue ($5.8 million) mainly from a reimbursement delay related to the rescheduling of the New York State Grade Crossing Project and lower farebox revenue ($3.2 million).

May 2018 YTD Reimbursable Expenses of $85.9 million was $26.7 million favorable vs. the Adopted Budget primarily due to timing for several capital projects including Positive Train Control, Waterbury Branch Cab Signal, Signal Replacement from Greenwich to South Norwalk, Turnout Replacement Program and C-30 Track Program.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was $3.2 million unfavorable vs. the Adopted Budget (1.1%) primarily due to the impact of several nor'easter storms in March, May's inclement weather and Winter Storm Grayson in January.
    - YTD Ridership of 34.8 million was 1.0% unfavorable vs. the Adopted Budget and 0.4% unfavorable compared to YTD 2017.
- **Other Operating Revenue** – YTD was $7.2 million (26.3%) unfavorable vs. the Adopted Budget due to a reimbursement delay related to the rescheduling of the New York State Grade Crossing Project as well as lower advertising revenue resulting from a year-to-date adjustment to reflect commencement of the new contract.
- **Capital and Other Reimbursements** – YTD was $26.7 million unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of $754.6 million were $42.8 million or 5.4% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of $456.2 million YTD were $5.4 million favorable vs. the Adopted Budget.

- **Payroll** – YTD was $3.8 million favorable vs. the Adopted Budget primarily due to the impact of the hiring restrictions.
- **Overtime** – YTD was $1.8 million unfavorable vs. the Adopted Budget primarily due to impacts from several nor'easter storms in March and Winter Storm Grayson in January as well as timing differences related to payroll and calendar cutoff dates.

Non–Labor Expenses of $177.9 million YTD were $10.5 million favorable vs. the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable YTD results of $2.1 million vs. the Adopted Budget.

- **Fuel** – YTD expenses were $0.9 million unfavorable vs. the Adopted Budget due to a higher diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was $3.9 million favorable vs. the Adopted Budget primarily due to lower than anticipated Non-Reimbursable expenses for maintenance services and GCT utilities costs partially offset by higher various Reimbursable project activity.
- **Professional Services** – YTD was $20.7 million favorable vs. the Adopted Budget primarily due to lower Reimbursable project activity, as well as lower than anticipated Non-Reimbursable expenses for engineering and consulting services and legal fees.
- **Materials & Supplies** – YTD was $5.5 million favorable vs. the Adopted Budget primarily due to lower various Reimbursable project activity partially offset by higher Non-Reimbursable expenses for rolling stock parts and supplies for reliability centered maintenance programs projects and running repairs.
- **Other Business Expenses** – YTD was $1.8 million favorable vs. the Adopted Budget primarily due to lower Non-Reimbursable expenses due to timing of expense recoveries from Amtrak along with lower than anticipated subsidy payments to NJ Transit and lower recoveries from other railroads.

Depreciation and Other Non-Cash Liability Adjustments were $8.3 million favorable vs. the YTD Adopted Budget primarily due to the timing of the capitalization of assets.

CASH DEFICIT SUMMARY

May YTD Net Cash Deficit of $222.3 million was $31.6 million or 12.5% favorable to the Adopted Budget. This is mainly due to revised milestone scheduling of Operating Capital Projects (525 North Broadway Space Consolidation, NYS Grade Crossing Improvements, GCT 7B Renovation, Purchase of Catenary Maintenance Vehicles and Cameras and Audio for Non-M8 Fleet).

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 59.6% was 2.5% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of $15.31 was $1.03 favorable to the Adopted Budget.
- Revenue per Passenger of $8.43 was on target vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 2018
($ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$63.335	$62.976	($0.358)	(0.6)	$0.000	$0.000	$0.000	-	$63.335	$62.976	($0.358)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.393	2.985	(1.409)	(32.1)	0.000	0.000	0.000	-	4.393	2.985	(1.409)	(32.1)
Capital and Other Reimbursements												
MNR - MTA	0.000	0.000	0.000	-	14.724	13.344	(1.380)	(9.4)	14.724	13.344	(1.380)	(9.4)
MNR - CDOT	0.000	0.000	0.000	-	10.732	9.268	(1.464)	(13.6)	10.732	9.268	(1.464)	(13.6)
MNR - Other	0.000	0.000	0.000	-	0.739	0.496	(0.243)	(32.9)	0.739	0.496	(0.243)	(32.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	26.195	23.108	(3.087)	(11.8)	26.195	23.108	(3.087)	(11.8)
Total Revenue/Receipts	**$67.728**	**$65.961**	**($1.767)**	**(2.6)**	**$26.195**	**$23.108**	**($3.087)**	**(11.8)**	**$93.923**	**$89.069**	**($4.854)**	**(5.2)**
Expenses												
Labor:												
Payroll	$45.577	$45.504	$0.074	0.2	$5.330	$4.479	$0.851	16.0	$50.908	$49.983	$0.925	1.8
Overtime	7.775	8.287	(0.512)	(6.6)	2.621	2.729	(0.108)	(4.1)	10.396	11.016	(0.620)	(6.0)
Health and Welfare	10.170	9.590	0.580	5.7	1.880	1.581	0.299	15.9	12.050	11.170	0.880	7.3
OPEB Current Payment	2.750	3.061	(0.311)	(11.3)	0.000	0.000	0.000	-	2.750	3.061	(0.311)	(11.3)
Pensions	9.139	8.904	0.235	2.6	1.307	1.107	0.200	15.3	10.447	10.011	0.435	4.2
Other Fringe Benefits	10.684	10.250	0.434	4.1	1.358	1.211	0.147	10.8	12.042	11.460	0.581	4.8
Reimbursable Overhead	(6.124)	(6.071)	(0.053)	(0.9)	5.868	5.729	0.140	2.4	(0.256)	(0.343)	0.086	33.7
Total Labor	**$79.971**	**$79.523**	**$0.447**	**0.6**	**$18.365**	**$16.835**	**$1.530**	**8.3**	**$98.336**	**$96.359**	**$1.977**	**2.0**
Non-Labor:												
Electric Power	$6.163	$5.186	$0.978	15.9	$0.000	$0.000	$0.000	-	$6.163	$5.186	$0.978	15.9
Fuel	1.478	1.690	(0.212)	(14.3)	0.000	0.000	0.000	-	1.478	1.690	(0.212)	(14.3)
Insurance	1.526	1.528	(0.002)	(0.1)	0.431	0.439	(0.007)	(1.7)	1.958	1.967	(0.009)	(0.5)
Claims	0.098	0.610	(0.512)	*	0.000	0.000	0.000	-	0.098	0.610	(0.512)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.518	9.611	(0.093)	(1.0)	0.617	1.636	(1.019)	*	10.135	11.247	(1.112)	(11.0)
Professional Service Contracts	3.607	3.288	0.319	8.9	4.433	1.257	3.176	71.6	8.040	4.545	3.495	43.5
Materials & Supplies	8.603	7.779	0.824	9.6	2.328	2.917	(0.588)	(25.3)	10.931	10.696	0.235	2.2
Other Business Expenses	2.875	1.194	1.681	58.5	0.020	0.025	(0.005)	(24.5)	2.894	1.218	1.676	57.9
Total Non-Labor	**$33.869**	**$30.887**	**$2.982**	**8.8**	**$7.830**	**$6.273**	**$1.557**	**19.9**	**$41.699**	**$37.159**	**$4.539**	**10.9**
Other Adjustments:												
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.	**$113.840**	**$110.410**	**$3.430**	**3.0**	**$26.195**	**$23.108**	**$3.087**	**11.8**	**$140.034**	**$133.518**	**$6.517**	**4.7**
Depreciation	20.542	19.144	1.398	6.8	0.000	0.000	0.000	-	20.542	19.144	1.398	6.8
OPEB Obligation	4.833	4.439	0.394	8.2	0.000	0.000	0.000	-	4.833	4.439	0.394	8.2
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000		0.000	0.000	0.000	-
Environmental Remediation	0.000	0.022	(0.022)	-	0.000	0.000	0.000	-	0.000	0.022	(0.022)	-
Total Expenses	**$139.215**	**$134.015**	**$5.200**	**3.7**	**$26.195**	**$23.108**	**$3.087**	**11.8**	**$165.410**	**$157.123**	**$8.287**	**5.0**
Net Surplus/(Deficit)	**($71.487)**	**($68.054)**	**$3.433**	**4.8**	**$0.000**	**$0.000**	**$0.000**	**-**	**($71.487)**	**($68.054)**	**$3.433**	**4.8**
Cash Conversion Adjustments:												
Depreciation	20.542	19.144	(1.398)	(6.8)	0.000	0.000	0.000	-	20.542	19.144	(1.398)	(6.8)
Operating Capital	(5.085)	(3.089)	1.996	39.2	0.000	0.000	0.000	-	(5.085)	(3.089)	1.996	39.2
Other Cash Adjustments	(0.951)	(11.097)	(10.146)	*	0.000	0.000	0.000	-	(0.951)	(11.097)	(10.146)	*
Total Cash Conversion Adjustments	**$14.506**	**$4.957**	**($9.549)**	**(65.8)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$14.506**	**$4.957**	**($9.549)**	**(65.8)**
Net Cash Surplus/(Deficit)	**($56.981)**	**($63.097)**	**($6.116)**	**(10.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**($56.981)**	**($63.097)**	**($6.116)**	**(10.7)**

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
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May Year-To-Date
($ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$296.585	$293.392	($3.193)	(1.1)	$0.000	$0.000	$0.000	-	$296.585	$293.392	($3.193)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	27.425	20.223	(7.202)	(26.3)	0.000	0.000	0.000	-	27.425	20.223	(7.202)	(26.3)
Capital & Other Reimbursements:	0.000				0.000							
MTA	0.000	0.000	0.000	-	63.155	47.472	(15.683)	(24.8)	63.155	47.472	(15.683)	(24.8)
CDOT	0.000	0.000	0.000	-	46.147	33.133	(13.014)	(28.2)	46.147	33.133	(13.014)	(28.2)
Other	0.000	0.000	0.000	-	3.316	5.309	1.993	60.1	3.316	5.309	1.993	60.1
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	112.619	85.915	(26.704)	(23.7)	112.619	85.915	(26.704)	(23.7)
Total Revenue/Receipts	**$324.010**	**$313.615**	**($10.394)**	**(3.2)**	**$112.619**	**$85.915**	**($26.704)**	**(23.7)**	**$436.629**	**$399.530**	**($37.099)**	**(8.5)**
Expenses												
Labor:												
Payroll	$215.593	$215.458	$0.135	0.1	$21.975	$18.353	$3.622	16.5	$237.568	$233.810	$3.757	1.6
Overtime	39.432	41.854	(2.422)	(6.1)	10.378	9.781	0.597	5.8	49.810	51.635	(1.825)	(3.7)
Health and Welfare	47.923	46.854	1.069	2.2	7.643	6.556	1.087	14.2	55.566	53.410	2.156	3.9
OPEB Current Payment	13.750	15.341	(1.591)	(11.6)	0.000	0.000	0.000	-	13.750	15.341	(1.591)	(11.6)
Pensions	43.434	43.643	(0.209)	(0.5)	5.357	4.536	0.821	15.3	48.791	48.179	0.612	1.3
Other Fringe Benefits	51.865	50.476	1.389	2.7	5.510	4.989	0.520	9.4	57.375	55.466	1.909	3.3
Reimbursable Overhead	(24.416)	(23.263)	(1.153)	(4.7)	23.150	21.660	1.490	6.4	(1.266)	(1.603)	0.337	26.6
Total Labor	**$387.582**	**$390.365**	**($2.782)**	**(0.7)**	**$74.012**	**$65.874**	**$8.137**	**11.0**	**$461.594**	**$456.239**	**$5.355**	**1.2**
Non-Labor:												
Electric Power	$33.532	$31.357	$2.174	6.5	$0.000	$0.069	($0.069)	-	$33.532	$31.427	$2.105	6.3
Fuel	8.228	9.174	(0.946)	(11.5)	0.000	0.000	0.000	-	8.228	9.174	(0.946)	(11.5)
Insurance	7.507	7.346	0.161	2.2	1.579	1.701	(0.123)	(7.8)	9.086	9.047	0.039	0.4
Claims	0.478	4.491	(4.013)	*	0.000	0.000	0.000	-	0.478	4.491	(4.013)	*
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	48.797	42.128	6.669	13.7	3.514	6.297	(2.783)	(79.2)	52.312	48.425	3.887	7.4
Professional Service Contracts	18.908	12.990	5.918	31.3	20.047	5.297	14.750	73.6	38.955	18.287	20.668	53.1
Materials & Supplies	38.457	39.746	(1.289)	(3.4)	13.368	6.586	6.783	50.7	51.825	46.332	5.494	10.6
Other Business Expenses	12.473	10.670	1.803	14.5	0.099	0.090	0.009	9.1	12.572	10.760	1.812	14.4
Total Non-Labor	**$168.380**	**$157.902**	**$10.478**	**6.2**	**$38.607**	**$20.040**	**$18.567**	**48.1**	**$206.987**	**$177.942**	**$29.045**	**14.0**
Other Adjustments												
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.	**$555.962**	**$548.267**	**$7.695**	**1.4**	**$112.619**	**$85.915**	**$26.704**	**23.7**	**$668.581**	**$634.181**	**$34.399**	**5.1**
Depreciation	102.711	96.205	6.506	6.3	0.000	0.000	0.000	-	102.711	96.205	6.506	6.3
OPEB Obligation	24.167	22.159	2.008	8.3	0.000	0.000	0.000	-	24.167	22.159	2.008	8.3
GASB68 Pension Adjustment**	0.925	1.304	(0.379)	(40.9)	0.000	0.000	0.000	-	0.925	1.304	(0.379)	(40.9)
Environmental Remediation	1.000	0.754	0.246	24.6	0.000	0.000	0.000	-	1.000	0.754	0.246	24.6
Total Expenses	**$684.765**	**$668.688**	**$16.077**	**2.3**	**$112.619**	**$85.915**	**$26.704**	**23.7**	**$797.383**	**$754.602**	**$42.781**	**5.4**
Net Surplus/(Deficit)	**($360.755)**	**($355.072)**	**$5.683**	**1.6**	**$0.000**	**($0.000)**	**($0.000)**	**-**	**($360.755)**	**($355.072)**	**$5.683**	**1.6**
Cash Conversion Adjustments:												
Depreciation	102.711	96.205	(6.506)	(6.3)	0.000	0.000	0.000	-	102.711	96.205	(6.506)	(6.3)
Operating/Capital	(47.501)	(15.373)	32.128	67.6	0.000	0.000	0.000	-	(47.501)	(15.373)	32.128	67.6
Other Cash Adjustments	51.612	51.933	0.322	0.6	0.000	0.000	0.000	-	51.612	51.933	0.322	0.6
Total Cash Conversion Adjustments	**$106.822**	**$132.765**	**$25.943**	**24.3**	**$0.000**	**$0.000**	**$0.000**	**-**	**$106.822**	**$132.765**	**$25.943**	**24.3**
Net Cash Surplus/(Deficit)	**($253.933)**	**($222.307)**	**$31.626**	**12.5**	**$0.000**	**($0.000)**	**($0.000)**	**-**	**($253.933)**	**($222.307)**	**$31.626**	**12.5**

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%.
* *GASB68 became effective 12/31/15

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MAY 2018
($ in millions)

		Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
FAREBOX REVENUE	Non-Reimb	($0.358)	(0.6%)		($3.193)	(1.1%)	Lower ridership as a result four March Nor'easters, Winter Storm Grayson in January, and April's inclement weather.
OTHER OPERATING REVENUE	Non-Reimb	($1.409)	(32.1%)	Lower advertising revenue resulting from a year-to-date adjustment to reflect the 2018 impact of the new contract and lower net GCT retail income.	($7.202)	(26.3%)	Reimbursement delay related to the rescheduling of the New York State Grade Crossing Improvements Project as well as lower advertising revenue resulting from year-to-date adjustments to reflect commencement of the new contract, lower than anticipated station rents and parking revenues and lower net GCT retail income.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	($3.087)	(11.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	($26.704)	(23.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	$0.851	16.0%	Reflects lower activity for the following projects: Connecticut Track Program, Waterbury Branch Cab Signal project, Capital Training for Connecticut, Cyclical 2016 Cyclical Track Program, Positive Train Control Program, Systemwide Drainage, S-22 Bridge Program, Harmon to Poughkeepsie Signals Replacement and Program Scope Development.	$3.622	16.5%	Reflects lower activity for the following projects: Positive Train Control Program, Capital Training for Connecticut, Universal Interlock project, Harmon to Poughkeepsie Signals Replacement, Program Scope Development, Harlem & Hudson Lines Power Improvement, Signal Replacement from Greenwich to South Norwalk, Waterbury Branch Cab Signal, S-22 Bridge Program, Connecticut Track Program, East End Connector, Walk Bridge Acceleration Program and Systemwide Drainage.
OVERTIME	Non-Reimb	($0.512)	(6.6%)	See overtime tables.	($2.422)	(6.1%)	See overtime tables.
	Reimb	($0.108)	(4.1%)	See overtime tables.	$0.597	5.8%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	$0.580	5.7%	Primarily reflects lower than budgeted rates.	$1.069	2.2%	Primarily reflects lower than budgeted.
	Reimb	$0.299	15.9%	Reflects lower project activity for the following projects: Conrail & Amtrak, Cyclical Track Program, Install Bridge Timbers, Connecticut Track Program and Grade Crossing Renewal Program.	$1.087	14.2%	Reflects lower activity for the following projects: GCT Turnouts Switch Renewal, Positive Train Control Program, Harmon to Poughkeepsie Signals Replacement, Capital Training for Connecticut, Catenary Replacement, Universal Interlock and Harlem & Hudson Lines Power Improvement.
OPEB CURRENT PAYMENT	Non-Reimb	($0.311)	(11.3%)	Reflects additional retirees.	($1.591)	(11.6%)	Reflects additional retirees.
PENSIONS	Non-Reimb	$0.235	2.6%	Primarily reflects lower than budgeted rates.	($0.209)	(0.5%)	Primarily reflects higher labor costs.
	Reimb	$0.200	15.3%	Reflects lower project activity for the following: Conrail & Amtrak, Connecticut Track Program, Install Bridge Timbers, Harmon to Poughkeepsie Signals Replacement and 2016 Cyclical Track Program.	$0.821	15.3%	Reflects lower activity for the following: GCT Turnouts Switch Renewal, Positive Train Control Program, Harmon to Poughkeepsie Signals Replacement, Capital Training for Connecticut, Universal Interlock, Catenary Replacement, Program Scope Development, Waterbury Branch Cab Signal, Connecticut Track Program and Harlem & Hudson Lines Power Improvement.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MAY 2018
($ in millions)

		Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
OTHER FRINGE BENEFITS	Non-Reimb	$0.434	4.1%	Primarily reflects lower employee claims.	$1.389	2.7%	Primarily reflects lower employee claims.
	Reimb	$0.147	10.8%	Reflects lower project activity for the following: Conrail & Amtrak, Install Bridge Timbers, Connecticut Track Program, Waterbury Branch Cab Signal and Harmon to Poughkeepsie Signals Replacement.	$0.520	9.4%	Reflects lower activity for the following projects: GCT Turnouts Switch Renewal, Positive Train Control Program, Harmon to Poughkeepsie Signals Replacement, Capital Training for Connecticut and Universal Interlock.
REIMBURSABLE OVERHEAD	Non-Reimb	($0.053)	(0.9%)	The non-reimbursable and reimbursable variances reflect lower project activity for the 2016 Cyclical Track Program and Install Bridge Timbers.	($1.153)	(4.7%)	The non-reimbursable and reimbursable variances reflect lower project activity for the Positive Train Control Program, GCT Turnouts Switch Renewal, Harmon to Poughkeepsie Signals Replacement and Universal Interlock.
	Reimb	$0.140	2.4%		$1.490	6.4%	
ELECTRIC POWER	Non-Reimb	$0.978	15.9%	Primarily due to lower rates.	$2.174	6.5%	Primarily due to lower rates.
FUEL	Non-Reimb	($0.212)	(14.3%)	Reflects higher diesel fuel price per gallon.	($0.946)	(11.5%)	Reflects higher diesel fuel price per gallon.
INSURANCE	Reimb	($0.007)	(1.7%)	Reflects higher activity in the Connecticut Track Program.	($0.123)	(7.8%)	Reflects higher activity for the following projects: Connecticut Track Program, COS COB Bridge Miter Rail replacement and West of Hudson Signal Improvements.
CLAIMS	Non-Reimb	($0.512)	*	Primarily due to higher passenger claims for the month.	($4.013)	*	Primarily reflects an increase in the claims reserve for a 2009 Hudson Line incident.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	($0.093)	(1.0%)		$6.669	13.7%	Primarily reflects lower than anticipated maintenance contracts as well as GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	($1.019)	*	Reflects higher project activity for the following projects: Replace Timbers Undergrade Bridge, COS COB Miter Rail Replacement, Devon High Tower Guy Wires project, Turnouts Mainline High Speed, Overhead Bridge Program, Substation Bridge Construction and West of Hudson Track Improvements.	($2.783)	(79.2%)	Reflects higher activity for the following projects: GCT Leaks Remediation, Beacon project, Rock Slope Remediation, Substation Bridge Construction, Turnouts Mainline High Speed, Replace Timbers Undergrade Bridge and Overhead Bridge Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	$0.319	8.9%	Primarily reflects lower than anticipated expenses for engineering and consulting services.	$5.918	31.3%	Primarily due to timing of expenses for engineering, consulting, and medical services as well as lower outside training.
	Reimb	$3.176	71.6%	Reflects lower project activity for the following projects: Positive Train Control program in Connecticut and Signal Replacement from Greenwich to South Norwalk.	$14.750	73.6%	Reflects lower activity for the following projects: Positive Train Control program in Connecticut, Signal Replacement from Greenwich to South Norwalk and Cameras and Audio for M8 Fleet.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MAY 2018
($ in millions)

		Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
MATERIAL AND SUPPLIES	Non-Reimb	$0.824	9.6%	Primarily reflects reclassification of infrastructure expense from Operating to Capital.	($1.289)	(3.4%)	Higher expense for rolling stock parts and supplies for Reliability Centered Maintenance (RCM) and running repairs partially offset by lower obsolete and excess materials reserve and other inventory adjustments.
	Reimb	($0.588)	(25.3%)	Reflects higher activity for West of Hudson Track Improvement partially offset by Turnouts Mainline High Speed Project.	$6.783	50.7%	Reflects lower activity for the following projects: Turnouts Mainline High Speed project, Waterbury Branch Cab Signal, 2016 Cyclical Track program, 3rd Rail Component Replacement, Network Infrastructure Replacement, Connecticut Track Program and Power Infrastructure Restoration.
OTHER BUSINESS EXPENSES	Non-Reimb	$1.681	58.5%	Primarily due to timing of expense recoveries from Amtrak along with a lower than anticipated subsidy payment to NJ Transit.	$1.803	14.5%	Primarily due to timing of expense recoveries from Amtrak along with lower than anticipated subsidy payments to NJ Transit and lower recoveries from other railroads.
	Reimb	($0.005)	(24.5%)	Reflects higher activity for the following projects: Substation Bridge Construction, Harlem River Lift Bridge and Replace 6 Anchor Bridge Substation.	$0.009	9.1%	Reflects lower activity for Harlem & Hudson Lines Power Improvement.
DEPRECIATION	Non-Reimb	$1.398	6.8%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	$6.506	6.3%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	$0.000	-		($0.379)	(40.9%)	Reflects quarterly adjustment to account for its net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	($0.022)	-	Primarily reflects YTD adjustment for Environmental Remediation for Lead Asbestos Monitoring at GCT and Harlem 125th Street Improvements.	$0.246	24.6%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	$1.996	39.2%	Reflects lower activity for Cameras & Audio for Non M-8 Fleet and the Purchase of Catenary Maintenance Vehicles.	$32.128	67.6%	Reflects lower activity for the following projects: 525 North Broadway Consolidation, NYS Grade Crossing Improvements, Cameras & Audio for Non-M-8 Fleet, GCT 7B Renovation, Purchase of Catenary Maintenance Vehicles, Power Control Scada Upgrade, Hot Box Detector, NYS Beacon Line Empire Trail, GCT Escalators Replacement, GP35 Locomotive Overhaul, Track Geometry Car and Bridge Monitor Installation.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2018 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	May												Year To Date(May)											
	Adopted Budget				Actual				Var. - Fav/(Unfav)				Adopted Budget				Actual				Var. - Fav/(Unfav)			
NON-REIMBURSABLE OVERTIME	Hours		$		Hours		$		Hours		$		Hours		$		Hours		$		Hours		$	
Scheduled Service [1]	44,059	$	3.116		56,412	$	3.388		(12,352)		($0.271)		219,502	$	15.493		256,210	$	15.328		(36,708)		$0.165	
									-28.0%		-8.7%										-16.7%		1.1%	
Unscheduled Service	0	$	-		0	$	-		0	$	-		0	$	-		0	$	-		0	$	-	
Programmatic/Routine Maintenance	49,443	$	2.931		61,253	$	3.457		(11,811)		($0.526)		227,336	$	13.341		234,830	$	13.288		(7,494)		$0.053	
									-23.9%		-18.0%										-3.3%		0.4%	
Unscheduled Maintenance	3,564	$	0.208		0	$	-		3,564		$0.208		6,202	$	0.349		1	$	0.000		6,202		$0.349	
									100.0%		100.0%										100.0%		100.0%	
Vacancy/Absentee Coverage [2]	27,425	$	1.498		30,493	$	1.608		(3,068)		($0.110)		130,499	$	7.138		125,975	$	6.640		4,524		$0.498	
									-11.2%		-7.4%										3.5%		7.0%	
Weather Emergencies	297	$	0.018		5,099	$	0.303		(4,802)		($0.284)		51,143	$	3.108		105,888	$	5.857		(54,745)		($2.749)	
									*		*										*		-88.5%	
Safety/Security/Law Enforcement [3]	0	$	-		0	$	-		0	$	-		0	$	-		0	$	-		0	$	-	
Other	74	$	0.004		6	$	(0.468)		74		$0.472		50	$	0.003		121	$	0.742		50		($0.739)	
Subtotal	124,863	$	7.775		153,263	$	8.287		(28,394)		($0.512)		634,732	$	39.432		723,025	$	41.854		(88,171)		($2.422)	
									-22.7%		-6.6%										-13.9%		-6.1%	
REIMBURSABLE OVERTIME	43,436	$	2.621		47,659	$	2.730		(4,223)		($0.108)		170,876	$	10.378		171,185	$	9.781		(309)		$0.597	
									-9.7%		-4.1%										-0.2%		5.7%	
TOTAL OVERTIME	**168,299**	**$**	**10.396**		**200,922**	**$**	**11.017**		**(32,617)**		**($0.620)**		**805,609**	**$**	**49.810**		**894,210**	**$**	**51.636**		**(88,479)**		**($1.825)**	
									-19.4%		**-6.0%**										**-11.0%**		**-3.7%**	

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
February Financial Plan - 2018 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	May			Year To Date(May)		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service [1]	(12,352)	($0.271)	Reflects service coverage versus available staff and train dispatchment needs.	(36,708)	$0.165	Reflects service coverage versus available staff and train dispatchment needs.
	-28.0%	-8.7%		-16.7%	1.1%	
Unscheduled Service	0	$ -		0	$ -	
Programmatic/Routine Maintenance	(11,811)	($0.526)	Higher infrastructure and storm related repair work.	(7,494)	$0.053	Lower RCM maintenance in Maintenance of Equipment due to winter storm coverage partially offset by increased infrastructure and storm related repair work in Maintenance of Way.
	-23.9%	-18.0%		-3.3%	0.4%	
Unscheduled Maintenance	3,564	$0.208	Fewer than planned unscheduled maintenance events.	6,202	$0.349	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		100.0%	100.0%	
Vacancy/Absentee Coverage [2]	(3,068)	($0.110)	Slightly higher vacation, sick and vacancy coverage requirements.	4,524	$0.498	Lower vacation, sick and vacancy coverage requirements.
	-11.2%	-7.4%		3.5%	7.0%	
Weather Emergencies	(4,802)	($0.284)	Reflects impact of severe May 15th storm, which included thunderstorms and tornadoes in the Hudson Valley causing more than 170 downed trees along Metro-North's territory.	(54,745)	($2.749)	Reflects impact of Winter Storm Grayson in January, Winter Storms Riley, Quinn, Toby and Skylar in March, and significant storms in April and May.
	*	*		*	-88.5%	
Safety/Security/Law Enforcement [3]	0	$ -		0	$ -	
Other	68	$0.472	Reflects timing differences related to payroll and calendar cutoff dates.	(71)	($0.739)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	**(28,400)**	**($0.512)**		**(88,292)**	**($2.422)**	
	-22.7%	-6.6%		-13.9%	-6.1%	
REIMBURSABLE OVERTIME	(4,223)	($0.108)	Reflects higher monthly activity in the Connecticut Track Program.	(309)	$0.597	Reflects lower activity in the GCT Turnouts Switch Renewal project.
	-9.7%	-4.1%		-0.2%	5.8%	
TOTAL OVERTIME	**(32,623)**	**($0.620)**		**(88,601)**	**($1.825)**	

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
2018 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

Type	Definition
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, 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.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
($ in millions)

SCHEDULE III

	May 2018				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Receipts	$62.263	$63.005	$0.742	1.2	$291.492	$290.123	($1.369)	(0.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.658	5.414	(0.244)	(4.3)	35.922	31.646	(4.276)	(11.9)
Capital & Other Reimbursements:					0.000	0.000		
MTA	11.049	10.878	(0.171)	(1.5)	76.814	51.019	(25.795)	(33.6)
CDOT	10.732	8.602	(2.130)	(19.8)	46.147	45.122	(1.025)	(2.2)
Other	0.739	2.171	1.432	*	3.316	7.325	4.009	*
Total Capital and Other Reimbursements	22.520	21.651	(0.869)	(3.9)	126.277	103.466	(22.811)	(18.1)
Total Receipts	**$90.440**	**$90.070**	**($0.370)**	**(0.4)**	**$453.691**	**$425.235**	**($28.456)**	**(6.3)**
Expenditures								
Labor:								
Payroll	$55.606	$48.825	$6.781	12.2	$243.698	$235.805	$7.893	3.2
Overtime	11.574	11.566	0.008	0.1	51.199	51.367	(0.168)	(0.3)
Health and Welfare	12.440	19.715	(7.275)	(58.5)	57.336	54.665	2.671	4.7
OPEB Current Payment	2.750	5.610	(2.860)	*	13.750	15.564	(1.814)	(13.2)
Pensions	10.494	9.878	0.616	5.9	49.025	49.304	(0.279)	(0.6)
Other Fringe Benefits	12.923	10.866	2.057	15.9	56.197	60.575	(4.378)	(7.8)
GASB Account	0.013	0.000	0.013	100.0	0.067	0.000	0.067	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	**$105.800**	**$106.460**	**($0.660)**	**(0.6)**	**$471.271**	**$467.280**	**$3.991**	**0.8**
Non-Labor:								
Electric Power	$6.322	$6.849	($0.527)	(8.3)	$34.324	$31.671	$2.653	7.7
Traction Power	4.919	5.522	(0.603)	(12.3)	26.650	24.056	2.594	9.7
Non-Traction Power	1.403	1.327	0.076	5.4	7.674	7.615	0.059	0.8
Fuel	1.440	1.616	(0.176)	(12.3)	8.033	10.220	(2.187)	(27.2)
Revenue Vehicle Fuel	1.120	1.312	(0.192)	(17.2)	5.625	7.795	(2.170)	(38.6)
Non-Revenue Fuel	0.320	0.304	0.016	5.0	2.408	2.425	(0.017)	(0.7)
Insurance	0.443	0.000	0.443	100.0	9.613	0.000	9.613	100.0
Claims	0.310	5.172	(4.862)	*	0.902	5.433	(4.531)	*
Paratransit Service Contracts	0.000		0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.120	8.510	0.610	6.7	55.853	44.692	11.161	20.0
Professional Service Contracts	8.131	1.965	6.166	75.8	45.900	12.128	33.772	73.6
Materials & Supplies	11.779	19.043	(7.264)	(61.7)	61.402	60.770	0.632	1.0
Other Business Expenditures	4.077	3.552	0.525	12.9	20.325	15.348	4.977	24.5
Total Non-Labor	**$41.622**	**$46.707**	**($5.085)**	**(12.2)**	**$236.353**	**$180.262**	**$56.091**	**23.7**
Other Adjustments:								
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	**$147.421**	**$153.167**	**($5.746)**	**(3.9)**	**$707.624**	**$647.542**	**$60.082**	**8.5**
Net Cash Deficit (excludes Opening Cash Balance)	**($56.981)**	**($63.097)**	**($6.116)**	**(10.7)**	**($253.933)**	**($222.307)**	**$31.626**	**12.5**
Subsidies								
MTA	46.626	50.483	3.857	8.3	198.279	187.172	(11.107)	(5.6)
CDOT	10.355	11.258	0.903	8.7	55.654	49.992	(5.662)	(10.2)
Total Subsidies	**$56.981**	**$61.741**	**$4.760**	**8.4**	**$253.933**	**$237.164**	**($16.769)**	**(6.6)**
Cash Timing and Availability Adjustment	**$0.000**	**$2.084**	**$2.084**	**-**	**$0.000**	**($14.129)**	**($14.129)**	**-**

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
($ in millions)

$ Detail

	May Month vs Budget			Year-To-Date as of May 31st, 2018		
	Variance Fav (Unfav)			Variance Fav (Unfav)		
Generic Receipt or Expense Category	**$**	**%**	**Reason for Variance**	**$**	**%**	**Reason for Variance**
OTHER OPERATING REVENUE	(0.244)	(4.3%)	Timing of both Amtrak reimbursement and advertising revenues partially offset by timing of GCT and Station revenues.	(4.276)	(11.9%)	Primarily reflects timing of Amtrak PRIIA reimbursements and a delay related to the rescheduling of the New York State Grade Crossing Project partially offset by timing of GCT Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(0.171)	(1.5%)		(25.795)	(33.6%)	Lower capital related project activity partially offset by higher cash receipts than budgeted.
CDOT	(2.130)	(19.8%)	Lower capital related project activity combined with delay in receipts for work performed.	(1.025)	(2.2%)	
OTHER	1.432	*	Higher reimbursable related project activity combined with higher cash receipts than budgeted.	4.009	*	Higher reimbursable related project activity combined with higher cash receipts than budgeted.
PAYROLL	6.781	12.2%	Primarily reflects timing differences related to payroll and calendar cutoff dates.	7.893	3.2%	Primarily reflects timing differences related to payroll and calendar cutoff dates.
HEALTH & WELFARE	(7.275)	(58.5%)	Timing of payments for health insurance premiums.	2.671	4.7%	Timing of payments for dental/vision insurance premiums.
OPEB CURRENT PAYMENT	(2.860)	*	Reflects higher than budgeted number of retirees receiving healthcare premiums as well as timing of payments.	(1.814)	(13.2%)	Reflects higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	0.616	5.9%	Timing of pension contributions made.	(0.279)	(0.6%)	
OTHER FRINGE BENEFITS	2.057	15.9%	Timing of payroll taxes paid combined with lower employee claims.	(4.378)	(7.8%)	Higher payroll taxes than budgeted partially offset by lower employee claims.
GASB ACCOUNT	0.013	100.0%	GASB Cash Contributions were suspended. 2018 July Financial Plan will be updated.	0.067	100.0%	GASB Cash Contributions were suspended. 2018 July Financial Plan will be updated.
ELECTRIC POWER	(0.527)	(8.3%)	Primarily reflects timing of payments partially offset by lower rates.	2.653	7.7%	Primarily reflects lower rates combined with timing of payments.
FUEL	(0.176)	(12.3%)	Reflects higher diesel fuel price per gallon partially offset by timing of payments.	(2.187)	(27.2%)	Reflects timing of payments combined with higher diesel fuel price per gallon.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
($ in millions)

$ Detail

	May Month vs Budget			Year-To-Date as of May 31st, 2018		
	Variance Fav (Unfav)			Variance Fav (Unfav)		
Generic Receipt or Expense Category	**$**	**%**	**Reason for Variance**	**$**	**%**	**Reason for Variance**
INSURANCE	0.443	100.0%	No payments made in May for insurance premiums.	9.613	100.0%	No YTD payments made for insurance premiums.
CLAIMS	(4.862)	*	Primarily reflects a passenger claim payment for a 2009 Hudson Line incident.	(4.531)	*	Primarily reflects a passenger claim payment for a 2009 Hudson Line incident.
MAINTENANCE & OTHER OPERATING CONTRACTS	0.610	6.7%	Lower than budgeted expenses for Maintenance & Repairs partially offset by higher expense for Weed Control & Clearing.	11.161	20.0%	Delay in start of Operating Capital Projects (525 North Broadway Space Consolidation, GCT 7B Restoration, GP 35 Locomotive Overhaul and Hot Box Detector - Wild System) combined with lower than budgeted expenses for various maintenance contracts.
PROFESSIONAL SERVICE CONTRACTS	6.166	75.8%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control, Signal Replacement - Greenwich to South Norwalk, Camera's/Audio for Fleet and Power Control Scada Upgrade) combined with lower expenses for engineering and consulting services.	33.772	73.6%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control, Camera's/Audio for Fleet, Signal Replacement - Greenwich to South Norwalk, Track Geometry Car, 525 North Broadway Space Consolidation, Power Control Scada Upgrade and NYS Maybrook Trailway) combined with lower expenses for engineering and consulting services.
MATERIALS & SUPPLIES	(7.264)	(61.7%)	Timing of payments for Positive Train Control, West of Hudson Track Improvement and Track Geometry Car.	0.632	1.0%	
OTHER BUSINESS EXPENSES	0.525	12.9%	Timing of payments for New Jersey Transit subsidy.	4.977	24.5%	Timing of New Jersey Transit Subsidy payment combined with lower Non-Operating Purchases and Travels, Meetings & Conventions.
MTA SUBSIDY RECEIPTS	3.857	8.3%	Higher cash deficit partially offset by cash timing and higher CDOT subsidy.	(11.107)	(5.6%)	Lower cash deficit partially offset by available cash balance and timing of CDOT payments.
CDOT SUBSIDY RECEIPTS	0.903	8.7%	Higher share of prior months deficit than budgeted.	(5.662)	(10.2%)	Lower share of prior months deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
($ in millions)

	May 2018				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	($1.072)	$0.029	$1.100	*	($5.093)	($3.269)	$1.824	35.8
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.264	2.429	1.165	92.1	8.497	11.423	2.926	34.4
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(3.675)	(2.466)	1.209	32.9	13.659	3.547	(10.112)	(74.0)
CDOT	0.000	(0.666)	(0.666)	-	0.000	11.989	11.989	-
Other	0.000	1.675	1.675	-	0.000	2.016	2.016	-
Total Capital and Other Reimbursements	(3.675)	(1.457)	2.218	60.4	13.659	17.551	3.893	28.5
Total Revenue/Receipts	**($3.482)**	**$1.001**	**$4.484**	*****	**$17.062**	**$25.705**	**$8.643**	**50.7**
Expenditures								
Labor:								
Payroll	($4.698)	$1.158	$5.856	*	($6.130)	($1.995)	$4.135	67.5
Overtime	(1.178)	(0.550)	0.628	53.3	(1.389)	0.268	1.657	*
Health and Welfare	(0.390)	(8.545)	(8.154)	*	(1.770)	(1.255)	0.515	29.1
OPEB Current Payment	0.000	(2.549)	0.000		0.000	(0.223)	(0.223)	-
Pensions	(0.047)	0.133	0.180	*	(0.234)	(1.125)	(0.891)	*
Other Fringe Benefits	(0.881)	0.594	1.475	*	1.178	(5.109)	(6.287)	*
GASB Account	(0.013)	0.000	0.013	100.0	(0.067)	0.000	0.067	100.0
Reimbursable Overhead	(0.256)	(0.343)	(0.086)	(33.7)	(1.266)	(1.603)	(0.337)	(26.6)
Total Labor	**($7.464)**	**($10.101)**	**($2.638)**	**(35.3)**	**($9.677)**	**($11.041)**	**($1.364)**	**(14.1)**
Non-Labor:								
Electric Power	($0.158)	($1.663)	($1.505)	*	($0.792)	($0.244)	$0.548	69.2
Traction Power	0.000	(1.260)	(1.260)	-	0.000	2.502	2.502	-
Non-Traction Power	(0.158)	(0.403)	(0.245)	*	(0.792)	(2.746)	(1.954)	*
Fuel	0.039	0.074	0.035	90.8	0.195	(1.046)	(1.241)	*
Revenue Vehicle Fuel	0.039	0.147	0.108	*	0.195	(0.828)	(1.023)	*
Non-Revenue Fuel	0.000	(0.073)	(0.073)	-	0.000	(0.218)	(0.218)	-
Insurance	1.515	1.967	0.452	29.9	(0.527)	9.047	9.574	*
Claims	(0.212)	(4.562)	(4.350)	*	(0.425)	(0.942)	(0.517)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.016	2.737	1.722	*	(3.542)	3.733	7.275	*
Professional Service Contracts	(0.091)	2.580	2.671	*	(6.946)	6.159	13.105	*
Materials & Supplies	(0.848)	(8.347)	(7.499)	*	(9.576)	(14.438)	(4.862)	(50.8)
Other Business Expenses	(1.183)	(2.334)	(1.151)	(97.3)	(7.753)	(4.588)	3.165	40.8
Total Non-Labor	**$0.077**	**($9.548)**	**($9.625)**	*****	**($29.366)**	**($2.320)**	**$27.046**	**92.1**
Other Adjustments:								
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.	**($7.387)**	**($19.649)**	**($12.262)**	*****	**($39.043)**	**($13.361)**	**$25.683**	**65.8**
Depreciation	20.542	19.144	(1.398)	(6.8)	102.711	96.205	(6.506)	(6.3)
OPEB Obligation	4.833	4.439	(0.394)	8.2	24.167	22.159	(2.008)	8.3
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.925	1.304	0.379	(40.9)
Environmental Remediation	0.000	0.022	0.022	-	1.000	0.754	(0.246)	24.6
Total Expenditures Adjustments	**$17.989**	**$3.956**	**($14.033)**	(78.0)	**$89.759**	**$107.060**	**$17.301**	19.3
Total Cash Conversion Adjustments	**$14.506**	**$4.957**	**($9.549)**	**(65.8)**	**$106.822**	**$132.765**	**$25.943**	**24.3**

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MAY 2018
(in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED[A] BUDGET	2018	2017[B]	ADOPTED BUDGET		2017		ADOPTED[A] BUDGET	2018	2017[B]	ADOPTED BUDGET		2017	
				$	%	$	%				$	%	$	%
FAREBOX REVENUE														
Harlem Line - Commutation	*9.553*	*9.472*	*9.415*	*(0.081)*	*-0.8%*	*0.056*	*0.6%*	*46.548*	*46.729*	*45.879*	*0.181*	*0.4%*	*0.851*	*1.9%*
Harlem Line - Non-Commutation	*8.806*	*8.449*	*8.584*	*(0.356)*	*-4.0%*	*(0.135)*	*-1.6%*	*39.518*	*38.138*	*38.522*	*(1.379)*	*-3.5%*	*(0.384)*	*-1.0%*
TOTAL HARLEM LINE	$18.358	$17.921	$17.999	($0.438)	-2.4%	($0.078)	-0.4%	$86.066	$84.868	$84.401	($1.199)	-1.4%	$0.467	0.6%
Hudson Line - Commutation	*6.268*	*6.206*	*6.186*	*(0.062)*	*-1.0%*	*0.020*	*0.3%*	*30.528*	*30.825*	*30.127*	*0.296*	*1.0%*	*0.697*	*2.3%*
Hudson Line - Non-Commutation	*7.319*	*7.494*	*7.127*	*0.175*	*2.4%*	*0.367*	*5.1%*	*32.012*	*32.107*	*31.172*	*0.094*	*0.3%*	*0.935*	*3.0%*
TOTAL HUDSON LINE	$13.587	$13.700	$13.312	$0.113	0.8%	$0.387	2.9%	$62.541	$62.931	$61.300	$0.391	0.6%	$1.632	2.7%
New Haven Line - Commutation	*13.788*	*13.349*	*13.228*	*(0.438)*	*-3.2%*	*0.121*	*0.9%*	*68.082*	*65.896*	*65.319*	*(2.186)*	*-3.2%*	*0.577*	*0.9%*
New Haven Line - Non-Commutation	*16.348*	*16.807*	*16.142*	*0.459*	*2.8%*	*0.664*	*4.1%*	*73.865*	*73.862*	*72.937*	*(0.003)*	*0.0%*	*0.925*	*1.3%*
TOTAL NEW HAVEN LINE	$30.135	$30.156	$29.371	$0.020	0.1%	$0.785	2.7%	$141.947	$139.759	$138.256	($2.188)	-1.5%	$1.502	1.1%
All Lines - Commutation	***29.608***	***29.027***	***28.829***	***(0.581)***	***-2.0%***	***0.198***	***0.7%***	***145.159***	***143.450***	***141.325***	***(1.709)***	***-1.2%***	***2.125***	***1.5%***
All Lines - Non-Commutation	***32.472***	***32.749***	***31.853***	***0.277***	***0.9%***	***0.896***	***2.8%***	***145.395***	***144.107***	***142.632***	***(1.288)***	***-0.9%***	***1.476***	***1.0%***
TOTAL EAST OF HUDSON LINES	**$62.080**	**$61.776**	**$60.682**	**($0.304)**	**-0.5%**	**$1.094**	**1.8%**	**$290.554**	**$287.557**	**$283.957**	**($2.996)**	**-1.0%**	**$3.601**	**1.3%**
West of Hudson[C]	**$1.227**	**$1.200**	**$1.217**	***(0.027)***	***-2.2%***	***(0.016)***	***-1.4%***	**$5.898**	**$5.834**	**$5.801**	***(0.064)***	***-1.1%***	***0.034***	***0.6%***
TOTAL FAREBOX REVENUE	**$63.307**	**$62.976**	**$61.899**	**($0.331)**	**-0.5%**	**$1.078**	**1.7%**	**$296.452**	**$293.392**	**$289.757**	**($3.060)**	***-1.0%***	**$3.634**	***1.3%***
RIDERSHIP														
Harlem Line - Commutation	*1.470*	*1.462*	*1.468*	*(0.008)*	*-0.6%*	*(0.006)*	*-0.4%*	*7.030*	*7.001*	*7.019*	*(0.029)*	*-0.4%*	*(0.018)*	*-0.3%*
Harlem Line - Non-Commutation	*0.955*	*0.924*	*0.939*	*(0.031)*	*-3.3%*	*(0.015)*	*-1.6%*	*4.399*	*4.200*	*4.321*	*(0.199)*	*-4.5%*	*(0.121)*	*-2.8%*
TOTAL HARLEM LINE	2.426	2.386	2.407	(0.040)	-1.6%	(0.021)	-0.9%	11.429	11.201	11.340	(0.228)	-2.0%	(0.139)	-1.2%
Hudson Line - Commutation	*0.823*	*0.827*	*0.822*	*0.005*	*0.6%*	*0.005*	*0.7%*	*3.931*	*3.939*	*3.927*	*0.008*	*0.2%*	*0.012*	*0.3%*
Hudson Line - Non-Commutation	*0.650*	*0.678*	*0.638*	*0.027*	*4.2%*	*0.040*	*6.2%*	*2.881*	*2.865*	*2.826*	*(0.016)*	*-0.6%*	*0.039*	*1.4%*
TOTAL HUDSON LINE	1.473	1.505	1.460	0.032	2.2%	0.045	3.1%	6.812	6.804	6.753	(0.008)	-0.1%	0.051	0.7%
New Haven Line - Commutation	*1.952*	*1.949*	*1.953*	*(0.003)*	*-0.1%*	*(0.004)*	*-0.2%*	*9.339*	*9.234*	*9.346*	*(0.105)*	*-1.1%*	*(0.112)*	*-1.2%*
New Haven Line - Non-Commutation	*1.520*	*1.567*	*1.504*	*0.047*	*3.1%*	*0.063*	*4.2%*	*6.915*	*6.903*	*6.842*	*(0.012)*	*-0.2%*	*0.061*	*0.9%*
TOTAL NEW HAVEN LINE	3.472	3.516	3.457	0.044	1.3%	0.059	1.7%	16.254	16.137	16.188	(0.117)	-0.7%	(0.051)	-0.3%
Total Ridership East of Hudson														
All Lines - Commutation	***4.245***	***4.238***	***4.243***	***(0.006)***	***-0.2%***	***(0.005)***	***-0.1%***	***20.300***	***20.174***	***20.292***	***(0.126)***	***-0.6%***	***(0.118)***	***-0.6%***
All Lines - Non-Commutation	***3.125***	***3.169***	***3.080***	***0.043***	***1.4%***	***0.088***	***2.9%***	***14.195***	***13.968***	***13.989***	***(0.227)***	***-1.6%***	***(0.021)***	***-0.2%***
TOTAL EAST OF HUDSON LINES	**7.370**	**7.407**	**7.324**	**0.037**	**0.5%**	**0.083**	**1.1%**	**34.495**	**34.142**	**34.281**	**(0.353)**	**-1.0%**	**(0.140)**	**-0.4%**
West of Hudson[C]	**0.141**	**0.137**	**0.141**	**(0.004)**	**-2.9%**	**(0.004)**	**-2.7%**	**0.676**	**0.664**	**0.672**	**(0.012)**	**-1.8%**	**(0.008)**	**-1.3%**
TOTAL EAST & WEST OF HUDSON LINES	**7.511**	**7.544**	**7.464**	**0.033**	**0.4%**	**0.080**	**1.1%**	**35.171**	**34.806**	**34.954**	**(0.365)**	**-1.0%**	**(0.148)**	**-0.4%**

[A] 'The Budgeted Month-to-Date and Year-to-Date Ridership and Farebox Revenue values have been revised to reflect information received after the submission of the 12-month allocation data published in the 2018 February Financial Plan.

[B] 2017 Ridership figures have been restated to simulate the 2018 calendar.

[C] West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
May 31, 2018

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	4	3	1	
Labor Relations	18	15	3	
Safety	58	56	2	
Security	26	22	4	
Office of the Executive VP	10	9	1	
Corporate & Public Affairs	19	19	-	
Customer Service	67	64	3	
Legal	18	11	7	A
Claims	14	12	2	
Environmental Compliance & Svce	8	6	2	
Human Resources	53	46	7	A
Training	94	84	10	A
Employee Relations & Diversity	6	4	2	
VP Planning	2	2	-	
Operations Planning & Analysis	22	20	2	
Capital Planning & Programming	18	13	5	A
Long Range Planning	8	8	-	
VP Finance & Info Systems	9	3	6	A
Controller	84	74	10	A
Budget	23	17	6	A
Procurement & Material Management	38	24	14	A
Total Administration	**599**	**512**	**87**	
Operations				
Operations Admininistration	74	67	7	A
Transportation	1,643	1,637	6	A
Customer Service	285	284	1	
Metro-North West	38	33	5	
Total Operations	**2,039**	**2,021**	**18**	
Maintenance				
Maintenance of Equipment	1,675	1,654	20	
Maintenance of Way	2,286	2,138	148	A
Procurement & Material Mgmt	134	118	16	
Total Maintenance	**4,094**	**3,910**	**184**	
Engineering/Capital				
Construction Management	43	37	6	
Engineering & Design	91	72	19	A
Total Engineering/Capital	**134**	**109**	**25**	
Total Positions	**6,866**	**6,552**	**315**	
Non-Reimbursable	**6,022**	**5,933**	**89**	
Reimbursable	**845**	**619**	**226**	
Total Full-Time	**6,865**	**6,551**	**315**	
Total Full-Time-Equivalents (of part-time positions)	**1**	**1**	**-**	

Notes

(A) Variance reflects delayed hiring of vacant positions.
(B) Variance reflects lower attrition than planned.

MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
May 31, 2018

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	201	176	25
Professional, Technical, Clerical	398	336	62
Operational Hourlies	-	-	-
Total Administration	**599**	**512**	**87**
Operations			
Managers/Supervisors	264	240	23
Professional, Technical, Clerical	187	173	13
Operational Hourlies	1,589	1,607	(18)
Total Operations	**2,039**	**2,021**	**18**
Maintenance			
Managers/Supervisors	609	632	(23)
Professional, Technical, Clerical	560	500	60
Operational Hourlies	2,925	2,778	147
Total Maintenance	**4,094**	**3,910**	**184**
Engineering/Capital			
Managers/Supervisors	48	45	3
Professional, Technical, Clerical	86	64	22
Operational Hourlies	-	-	-
	134	**109**	**25**
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	**-**	**-**	**-**
Total Positions			
Managers/Supervisors	1,121	1,093	28
Professional, Technical, Clerical	1,231	1,073	158
Operational Hourlies	4,514	4,385	129
Total Positions	**6,866**	**6,552**	**315**

MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
May 31, 2018

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Functional Classification:				
Operations	2,039	2,021	18	Primarily reflects delayed hiring of vacant positions.
Maintenance	4,094	3,910	184	Reflects delayed hiring of vacant positions.
Administration	599	512	87	Vacancies primarily reflects current hiring restrictions.
Engineering / Capital	134	109	25	
Total Agency-wide Headcount	**6,866**	**6,552**	**315**	
Non-Reimbursable	6,022	5,933	89	
Reimbursable	845	619	226	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS (A)
MAY 2018

	MONTH			VARIANCE Fav/(Unfav)	
	BUD	2018	2017	BUD	2017
Farebox Operating Ratio					
Standard (B)	54.7%	57.2%	57.6%	2.5%	-0.3%
Adjusted (C)	60.5%	62.3%	63.9%	1.8%	-1.6%
Cost per Passenger					
Standard (B)	$15.42	$14.59	$14.41	$0.83	($0.17)
Adjusted (C)	$15.07	$14.20	$14.12	$0.87	($0.08)
Passenger Revenue/Passenger	$8.43	$8.35	$8.30	($0.08)	$0.05

	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	BUD	2018	2017	BUD	2017
Farebox Operating Ratio					
Standard (B)	50.5%	53.6%	55.7%	3.1%	-2.1%
Adjusted (C)	57.0%	59.6%	62.6%	2.5%	-3.1%
Cost per Passenger					
Standard (B)	$16.71	$15.73	$14.95	$0.98	($0.78)
Adjusted (C)	$16.34	$15.31	$14.57	$1.03	($0.74)
Passenger Revenue/Passenger	$8.43	$8.43	$8.33	($0.00)	$0.10

(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.

Ridership Report

Michael Shiffer
Vice President, Planning

A beautiful morning captured on MTA Metro-North's Hudson Line.
Photo courtesy of Linda Morris

Metro-North Railroad

July 2018 Highlights: Ridership Report

May 2018 vs. 2017

- East of Hudson ridership increased 1.1% vs. May 2017 and was 0.5% above Budget
  - Commutation ridership decreased 0.1%
  - Non-Commutation ridership increased 2.9%
- Harlem Line non-commutation decrease by 1.6% may be partly attributable to the upper Harlem busing between Goldens Bridge and Southeast on weekends, to accommodate recovery efforts after the March storms. Hudson Line non-commutation ridership increased by 6.2%, some of this large increase was a shifting of Harlem Line customers diverting to the Hudson Line due to weekend track work.
- East of Hudson ridership by line:
  - Hudson Line ridership increased 3.1%
  - Harlem Line ridership decreased 0.9%
  - New Haven Line ridership increased 1.7%

2018 vs. 2017 YTD

- Total YTD rail ridership is 0.4% below 2017 and 1.0% below Budget
  - YTD Commutation ridership is 0.6% below 2017
  - YTD Non-Commutation ridership is 0.2% below 2017

Michael Shiffer
Vice President
Planning

MAY 2018 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD

RIDERSHIP SUMMARY

May Ridership and Revenue (millions)

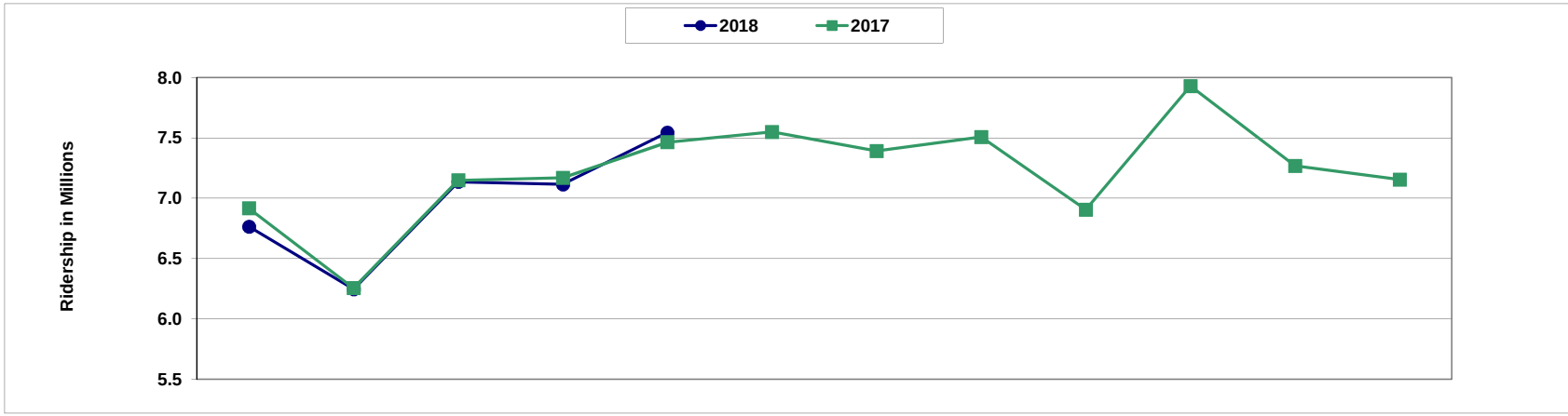
	May 2018	% Change vs. 2017
Total Rail Ridership	7.544	+1.1% ▲
Commutation Ridership	4.317	-0.2% ▼
Non-Commutation Ridership	3.227	+2.8% ▲
Connecting Service Ridership	0.051	-2.8% ▼
Total MNR System Ridership	7.595	+1.0% ▲
Rail Revenue	$63.0	+1.7% ▲

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

	YTD 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	34.806	-0.4% ▼	-1.0% ▼
Commutation Ridership	20.557	-0.6% ▼	-0.6% ▼
Non-Commutation Ridership	14.249	-0.2% ▼	-1.6% ▼
Connecting Service Ridership	0.235	-3.8% ▼	-4.5% ▼
Total MNR System Ridership	35.041	-0.4% ▼	-1.1% ▼
Rail Revenue	$293.4	+1.3% ▲	-1.0% ▼

MAY RAIL RIDERSHIP (1)

- May's Total Rail Ridership was 1.1% above 2017 and 0.4% above budget.

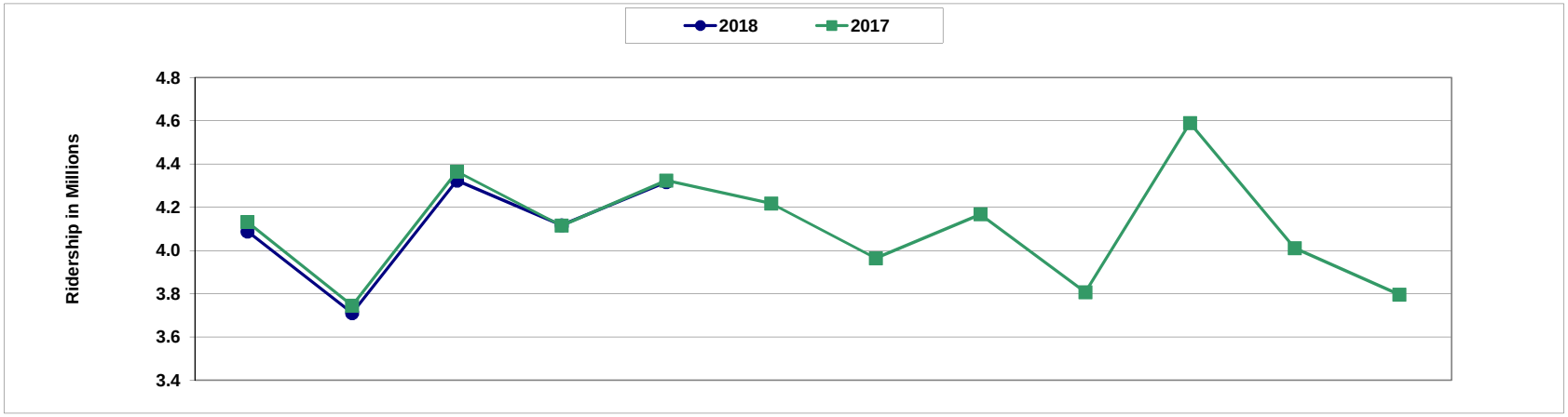


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.8	6.2	7.1	7.1	7.5								34.8
2017	6.9	6.3	7.1	7.2	7.5	7.5	7.4	7.5	6.9	7.9	7.3	7.2	35.0
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%	1.1%								-0.4%

1) Includes East and West of Hudson.

MAY RAIL COMMUTATION RIDERSHIP (1)

- May's Rail Commutation Ridership was 0.2% below 2017 and budget.

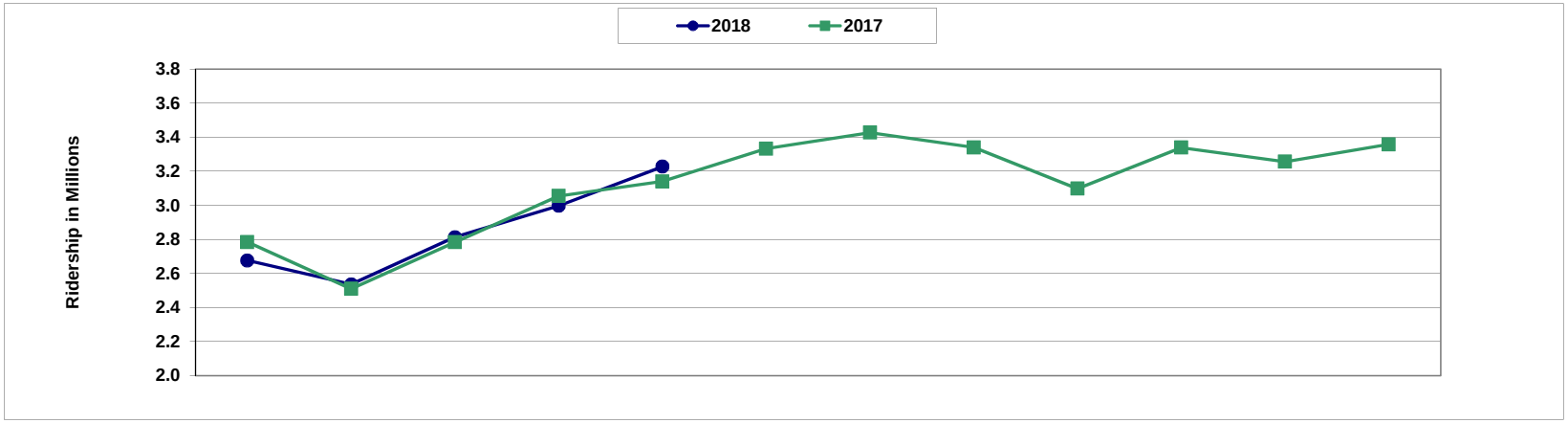


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1	4.3								20.6
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	20.7
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%	-0.2%								-0.6%

1) Includes East and West of Hudson.

MAY RAIL NON-COMMUTATION RIDERSHIP (1)

- May's Rail Non-Commutation Ridership was 2.8% above 2017 and 1.3% above budget.

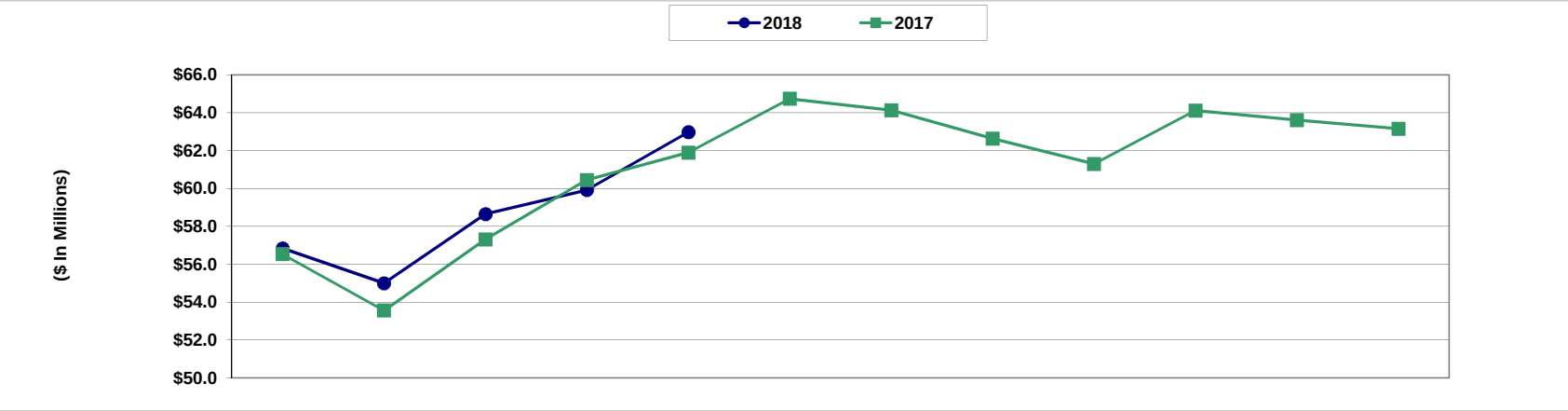


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0	3.2								14.2
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	14.3
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%	2.8%								-0.2%

1) Includes East and West of Hudson.

MAY RAIL REVENUE (1)

- May's Total Rail Revenue was 1.7% above 2017 and 0.5% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	$56.8	$55.0	$58.6	$59.9	$63.0								$293.4
2017	$56.5	$53.6	$57.3	$60.4	$61.9	$64.7	$64.1	$62.6	$61.3	$64.1	$63.6	$63.2	$289.8
PCT CHG.	0.5%	2.7%	2.3%	-0.9%	1.7%								1.3%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MAY 2018

TICKET TYPE/SERVICE	MAY 2018 ACTUAL	MAY 2018 BUDGET	VARIANCE VS. BUDGET AMOUNT	VARIANCE VS. BUDGET PERCENT	MAY 2017 RESTATED (1)	CHANGE FROM 2017 AMOUNT	CHANGE FROM 2017 PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,238,330	4,244,787	(6,457)	-0.2%	4,243,278	(4,948)	-0.1%
West of Hudson	78,211	81,030	(2,819)	-3.5%	80,862	(2,651)	-3.3%
Total Rail Commutation Ridership	**4,316,541**	**4,325,817**	**(9,276)**	**-0.2%**	**4,324,140**	**(7,599)**	**-0.2%**
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,168,613	3,125,418	43,195	1.4%	3,080,257	88,356	2.9%
West of Hudson	58,851	60,131	(1,280)	-2.1%	59,998	(1,147)	-1.9%
Total Rail Non-Commutation Ridership	**3,227,464**	**3,185,549**	**41,915**	**1.3%**	**3,140,255**	**87,209**	**2.8%**
TOTAL RAIL RIDERSHIP							
East of Hudson	7,406,943	7,370,205	36,738	0.5%	7,323,535	83,408	1.1%
West of Hudson (2)	137,062	141,161	(4,099)	-2.9%	140,860	(3,798)	-2.7%
TOTAL RAIL RIDERSHIP	**7,544,005**	**7,511,366**	**32,639**	**0.4%**	**7,464,395**	**79,610**	**1.1%**
CONNECTING SERVICES RIDERSHIP (3)	**50,965**	**52,629**	**(1,664)**	**-3.2%**	**52,423**	**(1,458)**	**-2.8%**
TOTAL MNR SYSTEM RIDERSHIP	**7,594,970**	**7,563,995**	**30,975**	**0.4%**	**7,516,818**	**78,152**	**1.0%**

Notes:

1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.
2) West of Hudson ridership figures are preliminary.
3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2018 YEAR-TO-DATE

TICKET TYPE/SERVICE	2018 YTD ACTUAL	2018 YTD BUDGET	VARIANCE VS. BUDGET AMOUNT	VARIANCE VS. BUDGET PERCENT	2017 YTD RESTATED (1)	CHANGE FROM 2017 AMOUNT	CHANGE FROM 2017 PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	20,173,880	20,299,906	(126,026)	-0.6%	20,292,211	(118,331)	-0.6%
West of Hudson	382,998	389,832	(6,834)	-1.8%	389,046	(6,048)	-1.6%
Total Rail Commutation Ridership	**20,556,878**	**20,689,738**	**(132,860)**	**-0.6%**	**20,681,257**	**(124,379)**	**-0.6%**
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	13,968,014	14,194,650	(226,636)	-1.6%	13,989,273	(21,259)	-0.2%
West of Hudson	280,803	286,433	(5,630)	-2.0%	283,213	(2,410)	-0.9%
Total Rail Non-Commutation Ridership	**14,248,817**	**14,481,083**	**(232,266)**	**-1.6%**	**14,272,486**	**(23,669)**	**-0.2%**
TOTAL RAIL RIDERSHIP							
East of Hudson	34,141,894	34,494,556	(352,662)	-1.0%	34,281,484	(139,590)	-0.4%
West of Hudson	663,801	676,265	(12,464)	-1.8%	672,259	(8,458)	-1.3%
TOTAL RAIL RIDERSHIP	**34,805,695**	**35,170,821**	**(365,126)**	**-1.0%**	**34,953,743**	**(148,048)**	**-0.4%**
CONNECTING SERVICES RIDERSHIP (2)	**234,977**	**245,971**	**(10,994)**	**-4.5%**	**244,337**	**(9,360)**	**-3.8%**
TOTAL MNR SYSTEM RIDERSHIP	**35,040,672**	**35,416,792**	**(376,120)**	**-1.1%**	**35,198,080**	**(157,408)**	**-0.4%**

Notes:
1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
MAY 2018

LINE	MAY 2018 ACTUAL	MAY 2017 RESTATED (1)	CHANGE FROM 2017 AMOUNT	CHANGE FROM 2017 PERCENT
EAST OF HUDSON				
Harlem Line	2,385,749	2,406,553	(20,804)	-0.9%
Hudson Line	1,505,105	1,459,859	45,246	3.1%
New Haven Line	3,516,089	3,457,123	58,966	1.7%
Total East of Hudson	**7,406,943**	**7,323,535**	**83,408**	**1.1%**
WEST OF HUDSON				
Port Jervis Line	84,917	84,459	458	0.5%
Pascack Valley Line	52,145	56,401	(4,256)	-7.5%
Total West of Hudson (2)	**137,062**	**140,860**	**(3,798)**	**-2.7%**
TOTAL RAIL RIDERSHIP	**7,544,005**	**7,464,395**	**79,610**	**1.1%**
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	35,595	36,138	(543)	-1.5%
Haverstraw-Ossining Ferry (3)	10,352	10,749	(397)	-3.7%
Newburgh-Beacon Ferry	5,018	5,536	(518)	-9.4%
Total Connecting Services	**50,965**	**52,423**	**(1,458)**	**-2.8%**
TOTAL MNR SYSTEM	**7,594,970**	**7,516,818**	**78,152**	**1.0%**

Notes:

1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.

2) West of Hudson ridership figures are preliminary.

3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2018 YEAR-TO-DATE

TICKET TYPE/SERVICE	2018 YTD ACTUAL	2017 YTD RESTATED (1)	CHANGE FROM 2017 AMOUNT	CHANGE FROM 2017 PERCENT
EAST OF HUDSON				
Harlem Line	11,201,089	11,340,344	(139,255)	-1.2%
Hudson Line	6,803,893	6,753,345	50,548	0.7%
New Haven Line	16,136,912	16,187,795	(50,883)	-0.3%
Total East of Hudson	**34,141,894**	**34,281,484**	**(139,590)**	**-0.4%**
WEST OF HUDSON				
Port Jervis Line	391,210	399,191	(7,981)	-2.0%
Pascack Valley Line	272,591	273,068	(477)	-0.2%
Total West of Hudson	**663,801**	**672,259**	**(8,458)**	**-1.3%**
TOTAL RAIL RIDERSHIP	**34,805,695**	**34,953,743**	**(148,048)**	**-0.4%**
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	170,821	169,319	1,502	0.9%
Haverstraw-Ossining Ferry	45,928	50,493	(4,565)	-9.0%
Newburgh-Beacon Ferry	18,228	24,525	(6,297)	-25.7%
Total Connecting Services	**234,977**	**244,337**	**(9,360)**	**-3.8%**
TOTAL MNR SYSTEM	**35,040,672**	**35,198,080**	**(157,408)**	**-0.4%**

Notes:
1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.

Capital Programs Report

John Kennard
Vice President, Capital Program

Design-Build Replacement of the 14th Avenue Bridge, Mount Vernon

Timber Deck Demolition at the North Abutment

Metro-North Railroad

June 2018 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North's Capital Program including a brief discussion of the current month's project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is John Kennard, Vice President, Capital Program Management.

In the month of June, Metro-North awarded project tasks totaling $22.3 million, including the OCIP Premium Insurance. Also, Metro-North substantially completed projects totaling $23.6 million including the 2016 Cyclical Track Program. Metro-North had no closeouts scheduled for the month of June.

Metro-North's performance against its 2018 Capital Project Goal was:

($ in Millions)

	Annual Planned	Planned thru 6/30	Achieved thru 6/30	% thru 6/30
Design Awards*	$4.5	$4.5	$4.3	96%
Construction Awards*	$535.1	$128.6	$113.0	88%
Substantial Completions	$463.5	$335.7	$27.0	8%
Closeouts*	$14.5	$5.8	$5.8	100%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

June 30, 2018

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. An additional 6 cars of an up to 34 car option were ordered in June 2018 under the last option which brings the total of additional cars to 66 – 33 "A" Cars and 33 "B" Cars and no Café Cars. The new cars will begin to arrive in the fourth quarter 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. Continued review and approval of obsolete components replacement to ensure specification and performance compliance and backward compatibility with existing M8 fleet.

GRAND CENTRAL TERMINAL (GCT)

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

Lower Level – Commenced installation of seismic bracing for sprinkler piping across the lower level tracks. Continued installation of fire hose valve cabinets along tracks 113, 114 and 115.

Pipe Tunnel – Commenced installation of seismic bracing at 45th Street Tunnel. Continued installation of heat tracing conduits at Carey's Hole.

Upper Level – Continued installation of zone control assemblies, fire stand pipes and heat tracing conduits along upper level tracks.

Overall project completion is anticipated in January 2019.

GCT Leaks Remediation Phase II

Installation of architectural panels and restoration continues at the 45th Street Bridge. Overall project completion is anticipated in August 2018.

Grand Central Terminal Public Address and Visual Information and Real Time Train Database System (RTTDS) 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 GCT contracts (PA/VIS & RTTDS, Cable Plant, and Big Boards & Gate Boards) which are critical to the implementation of the global Customer Service Initiative Project. Continued concept development for RTTDS

(Real-Time Train Detection System) and preliminary design for PA/VIS. Continued design development of Customer Service Equipment Room 7C and various other locations for the GCT cable plant. Design development continues for the Information/Big Boards and Gate Boards, with site surveys for the Gate Boards underway.

STATIONS/PARKING/FACILITIES

Harlem-125th Street Improvements

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II)* – Completed installation of the west stairs and opened it for public use. The replacement of the east stair has commenced and is scheduled to be completed by September 2018.

- *Exterior lighting improvements & art work on the viaduct (Small Business Mentoring Program Tier I)* – Completed installation of new exterior station lights and removal of the existing lighting on the Park Avenue Viaduct. Installation of the art work lighting mock-up is complete. Procurement of remaining light fixtures is ongoing.

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) Metro-North 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.

To date the Design Builder has submitted 100% drawings for the first group of four stations (Mt. Vernon East, Larchmont, Pelham and Riverdale) and 75% drawings for the second group of stations (Harlem-125th St., Rye, Harrison and New Rochelle). Site work is expected to commence at Mt. Vernon East in July followed by additional stations until there are four to five stations in construction at any given time.

Installation of node houses (48 VDC power plants) at Woodlawn and Fordham Stations is complete and installation commenced at several other stations. Design development for facility enhancements continue and surveys at Riverdale, Pelham, Larchmont and Mt. Vernon East Stations are complete. Preliminary design development continues for: video, access control, elevator & escalator management and security systems.

Station Improvement Initiatives at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester

The purpose of this project is to develop and improve 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. White Plains Station improvements will include a renovated and expanded waiting room including new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance. The Crestwood, Port Chester and Riverdale

Stations will receive a new canopy, waiting plaza, and improvements in station overpasses (Riverdale and Crestwood). Harlem-125th Street will receive station building and platform improvements, as well as, an enhanced lighting installation under the viaduct.

The design portion of the contract is progressing with various packages under review by key stakeholders. Site work is also underway as follows:

- White Plains Station – Continued with the removal of brick around the island platform columns and the ceiling on the south end of the platform. The Hamilton Avenue and Main Street stairs are temporarily closed until September 2018.

- Port Chester Station – Installed maintenance and protection of traffic and continued with painting the Westchester Avenue Bridge in Port Chester.

- Riverdale Station – Test pit for canopy foundations, utilities, and overpass ceiling removals continues.

- Harlem-125th Street Station – Survey scanning has commenced.

- Crestwood Station – Topography survey continues.

There are various interim milestone completion dates at each station, with overall project completion in December 2020.

POWER

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

- *Phase I* – The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (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 CP 19 (Greystone) to CP 35 (Croton-Harmon). Continued work to install medium voltage signal power precast ductbank and trough, rigid conduits for signal power and communication cables underneath the passenger platforms and prep work for placement of concrete for foundations and columns at various platforms under the Track 4 continuous outage from CP 25 (Tarrytown) to CP 19 (Greystone). In the out-of-outage work area (outside the track limits for a power outage), continued test pit excavations.

- *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 CP 5 (Bronx) to CP 19 (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 pit excavations and borings. 90% design review by key stakeholders continues.

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

Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Miscellaneous painting (fence posts and catwalk steel) and punchlist work are underway.

- *Croton-Harmon* – Installation and testing of AC breakers continues as well as testing of the rectifier and auxiliary transformers. Punchlist work is underway.

- *Riverdale* – Continued installation of tiles, painting, plumbing and ventilation and air conditioning units at the Crew Quarters building. Punchlist work is underway.

Substantial completion for the three substations is forecasted for September 2018.

Harlem & Hudson Lines Power Improvements

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

    - *110th St. (replacement of negative return reactors in the substation under the viaduct)* – Operating as of July 2016.

    - *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Installation of the 5KV switchgear building's foundation at the west platform is underway as well as for new column footings on the east platform.

AC and DC Switchgear equipment are currently in storage. Set-up of AC switchgear equipment is planned for the third quarter 2018 with the DC switchgear equipment to follow in the fourth quarter 2018. Overall project completion in the first quarter of 2019.

- *The Brewster Substation* – Continued with ductbank and control wire installation, cable pulls, splicing and high potential testing of transformer feeds, and inspection of substation vault. Substantial completion is anticipated in the fourth quarter 2018.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Signal substation was delivered to site and assembly is underway. Final testing and commissioning continues.

- *Catenary work between Mount Vernon and New Rochelle* - Testing and commissioning is nearing completion.

- *New Rochelle* – Control work of transfer trip for non-outage Integrated Communications Optical Network (ICON) testing is complete. Follow-up ICON control testing requiring power outage is tentatively scheduled to begin third quarter 2018, pending availability of power outage.

Overall project completion is anticipated in the fourth quarter 2018.

TRACK AND STRUCTURES

Inspection and Load Rating of Select Undergrade Bridges in New York State

Various Load Rating reports continue to be submitted and reviewed by key stakeholders and is at 94% completion.

Project completion is anticipated in March 2019.

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

The design portion of the project is nearing completion. Bridge structural steel erection was completed. Construction of retaining walls and building up the roadway at both east and west approaches are on-going and scheduled for completion in September 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 Bridge, Mt. Vernon, NY (Design-Build contract) – Various design packages are under review by key stakeholders. Completed removal of roadway's wooden deck and wood stringers, and commenced removal of existing paint from cut line of fascia panels and truss of the bridge. The preparatory work for signal power cable swing over at the catenary structures along track 2 and 4 is underway. The bridge will be opened for vehicular traffic by February 2019.

Harlem River Lift Bridge (HRLB) Security Upgrades

Construction submittal phase is underway. Continued with lead abatement and the installation of standpipe conduit risers on both the Bronx and Manhattan sides.

Harlem River Lift-Bridge Power Cable Tie

The purpose of this project is to furnish and install a new Bronx-Manhattan power cable tie system to provide back-up power between the two sides of the Harlem River Lift Bridge. The new power cable will be installed in the existing duct bank/manhole system of the existing micro tunnel that spans across the Harlem River. Construction submittal phase continues. Continued installation of conduit between the Bronx and Manhattan AC houses.

Harlem Line Wayside Communications and Signal System Infrastructure Improvements

The purpose of the project is for the engineering, procurement, installation and the testing of fiber optic and copper cables and related installation materials, enclosures, equipment, conduits and hardware along CP 112 (Woodlawn) to CP 154 (Southeast).

Construction submittals phase is underway. Field survey, soil testing and call before you dig is on-going; construction is scheduled to commence in July 2018.

Cyclical Track Program

Cyclical Track Program consists of the replacement of 14,600 wood ties, 10 miles of continuous welded rail, and surfacing of 140 miles of track. To date, Metro-North forces have installed approximately 22,630 ties, 4.36 miles of rail, and surfaced 35.63 miles of track on the Hudson, Harlem, and New Haven Lines.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Subsystem designs being finalized. On-Board, office and integrated software is in development. Pre-Factory Acceptance Testing (FAT) for sub-system level software for On-Board and Office continues. FAT for integrated system software continues. Surveys and Federal Communications Commission (FCC) / Tribal applications completed for communication site locations, with site approvals by the FCC nearing completion. Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. Wayside subsystem deliveries and installations continue on all lines. All M7A on-board PTC equipment installation has been completed. M8, M3A, P32 and Cab Car on-board PTC hardware installations are ongoing. 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. Metro-North forces are continuing to work on installations in preparation for a series of cut overs. Cut over from CP-Harriman to CP-Valley was complete in June 2018. The next cutover, for CP-Hudson Junction, is scheduled for October 2018.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility/Building 6 (CSF)* –Continued interior mechanical, electrical & plumbing related installation including: duct work, plumbing, fire suppression, insulation, conduit installation and wire pulling for various systems, equipment/panel boards, interior partitions, doors & windows hardware, kitchen cabinet installation, flooring materials, bathroom accessories, fire suppression system and application of fire stopping to all refrigerant and condensate drainage piping. Continued pipe identification and application of final paint coating of exposed electric conduit, compressed air piping, foundation wall and steel columns. Commenced cleanup of all floors.

- *EMU (Electric Multiple Unit) Annex Building* – Continued installation of BMS throughout the building, continued interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, conduits and wiring for PA system, voice & data lines, lighting controls, bathroom accessories, equipment/panel boards, , metal stairs, final testing for passenger and freight elevators, wiring of switchgear and panels inside the electrical room and installation of various industrial equipment. Continued painting of exposed electric conduits, compressed air lines and commenced cleanup of all floors

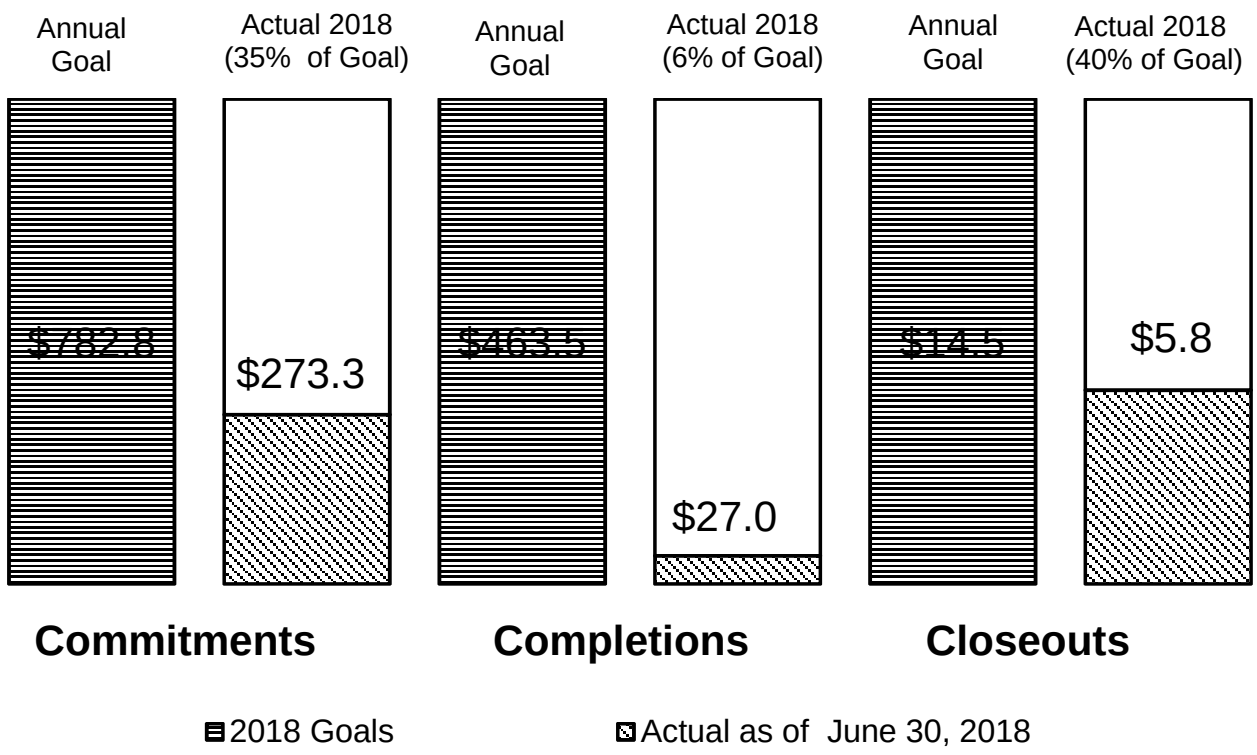
- *Yard Utilities and Miscellaneous* – Continued installation of underground utilities at CSF and EMU Annex.

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

Phase V, Stage II Preliminary Design

Procurement process is underway with design-build proposals received and under review, plan to award in fourth quarter 2018.

2018 MNR Capital Program Goals

As of June 30, 2018

In Millions