



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

September 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

**2 Broadway
20th floor Board Room
New York, NY**

**Monday, 9/24/2018
8:30 - 9:30 AM ET**

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Next Meeting: Joint meeting with LIRR on Monday, October 22, 2018 at 8:30 a.m.

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 23, 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. Randy Glucksman
Hon. Charles G. Moerdler
Hon. Veronica Vanterpool

Not Present:

Hon. Norman Brown
Hon. Andrew Saul
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Also Present:

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
Joseph McGrann – Chief of Operations, MTA Police Department
Andrew Paul – Vice President, Labor Relations
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steve Weiss – Executive Director Management and Budget

Chair Metzger called the meeting to order.

PUBLIC COMMENT

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, stated that he is pleased that Metro-North is considering the purchase of 15 new locomotives for use on the Port Jervis Line. He noted that the current locomotives are between 40 and 50 years old. The new locomotives will have 4400 horse power, be able to pull longer trains, will be tier four compliant and have a top speed of 125 miles per hour, bringing the railroad into the 21st century. He stated that

Metro-North should consider acquiring new passenger cars for the planned increase in service on the Port Jervis Line. He suggested that the railroad buy new multi-level coaches of the same type as those that comprise a major part of the New Jersey Transit fleet. Mr. Getz commented on a June 12, 2018 meeting between Metro-North senior staff and Rockland County Executive Ed Day during which there was a discussion regarding restoration of the second Pascack Valley Line express train and a review of the operating agreement with New Jersey Transit, repair of the Nanuet Station and improvements to the Suffern Station. Mr. Getz stated that Metro-North should work toward constructing a new station at Woodbury Commons. Mr. Getz noted that he attended the New Jersey Transit Board meeting with Board member Glucksman, and stated that New Jersey Transit is behind on the installation of Positive Train Control (PTC) and may not make the deadlines.

Jason Pinero stated that he is glad to see that PTC is on the Committee agenda. He stated that there is a lack of transit options on the northwestern side of the Bronx. He would like the Committee to consider the petition for a Hudson ticket, stating that it would be cost effective and could benefit commuters between Grand Central Terminal and Riverdale.

Murray Bodin expressed his opinion that the issues he has commented on in past, including, the red box painted on the roadway at the Roaring Brook Road crossing, would be better addressed by a consultant.

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

Upon motion duly made and seconded, the Committee approved the minutes of the June 18, 2018 Metro-North Committee meeting.

METRO-NORTH 2018 WORK PLAN

There are no changes to the Metro-North's 2018 Work Plan.

PRESIDENT'S REPORT

President Rinaldi gave a report on service delivery. She noted that the railroad has faced many challenges that affected service in the months of May and June and that service has not improved much in July. She discussed the challenges the railroad is facing and the steps the railroad is taking to address those challenges. She noted that in 2014, the railroad participated in Operation Deep Dive and the Blue Ribbon Panel on Safety. In addition, former President Giulietti and Glen Hayden returned to Metro-North. President Rinaldi noted that at that time, there was a lot of discussion regarding the trade-offs between on-time performance and safety. She noted that on-time performance is important, however, the railroad is always committed to safety. There were also discussions regarding how the railroad had neglected the infrastructure and had not given the Track Department the time they needed to perform cyclical maintenance. President Rinaldi stated that the railroad promised never to go back to the time when the infrastructure was neglected and the railroad lives up to that promise today.

President Rinaldi stated that the railroad is experiencing the after effects of that promise, noting that a great deal of work is being done throughout Metro-North's territory. On the Hudson Line, the Sandy Project and cyclical track maintenance are being performed. President Rinaldi reported that an aggressive schedule change was instituted on the Harlem Line to enable the White Plains Station rehabilitation to be completed as quickly as possible. She noted that an

enormous amount of work is being done on the New Haven Line, including undercutting. Because of this work, the railroad has lost the ability to bounce back if a problem arises because so many tracks have been taken out of service. President Rinaldi noted that a sustained effort is needed to get the railroad back to where it should be. The railroad remains committed to performing the work necessary to bring the infrastructure back into a state of good repair. President Rinaldi noted that it will take more than five years to accomplish the necessary work.

President Rinaldi reported that to address poor service performance, the railroad is halting the undercutting work and is redeploying its resources to address drainage and infrastructure issues on the New Haven Line, noting that once these issues are resolved, there should be an improvement in the railroad's running times. She noted that the undercutter will be brought back at a later date. President Rinaldi stated that having two tracks out of service in the heart of the New Haven Line has too much of an effect on performance. She stated that the railroad needs to continue with the infrastructure work as that work and the safety of Metro-North's customers is too important. She stated that the railroad needs to balance the work being done with the impact the work is having on customers and the railroad will continue to monitor customer feedback regarding their experiences. President Rinaldi noted that customer complaints have risen with most complaints related to late and cancelled trains.

President Rinaldi reported that the railroad has seen declining performance of the Genesis locomotive fleet which has affected Metro-North's upper Hudson Line customers. At a prior Committee meeting, the railroad indicated that it wanted to defer replacing the M-3 fleet and decided not to exercise its option on the M-9 contract. President Rinaldi noted an item to be voted on later in this meeting is a request to use the Request for Proposal (RFP) process to replace that fleet. President Rinaldi noted that the railroad needs to do two things: (1) bridge the gap by improving the performance of the locomotive fleet until the new locomotives arrive on Metro-North property and can be put into service and (2) obtain new locomotives on its property as soon as possible.

President Rinaldi stated that the PTC Report is in the Committee book as an information item and will be discussed in detail at the CPOC meeting to be held this day. She noted that the PTC project has also had an impact on performance this summer because equipment has been taken out of service for PTC installation, cutting into the railroad's spare margin. The railroad has also encountered service problems on equipment that has been equipped with PTC.

President Rinaldi reported that the railroad is in the process of instituting a customer based strategic plan called "Way Ahead." This plan will be unveiled in the first week of October during National Customer Service Week. President Rinaldi stated that the railroad's customers are the reason the railroad exists and providing excellent customer service is at the heart of what the railroad does. She outlined two programs that currently exist to offer excellent customer service and will be part of "Way Ahead." The first of these programs is the "Connect with Us" program that was put in place in about 2014, which conducts customer forums with senior management at a different station every month. During the forums, senior management meet and greet customers and listen to their comments and concerns, take notes and respond to customer comments. A forum was held at Yonkers Station in July, at Fordham Station in June, at Chappaqua Station in May and will be at Grand Central Terminal in August and at Nanuet Station in September. President Rinaldi noted that the railroad tries to schedule these forums at a time that people will stop and participate. She noted that the railroad seems to get a better response in the morning, especially in Grand Central Terminal, because people have already reached their destination. The railroad will try to expand the program so that two to three forums are held per year in Grand Central Terminal.

President Rinaldi noted that the second program Metro-North has had for about 18 years is the "Call-Ahead" program for the Americans with Disabilities population. The program is set up so that customers with disabilities can call 511 as late as 15 minutes before their train arrives to arrange for assistance navigating the system. President Rinaldi noted that the railroad is always looking to improve this program. The program has been very successful in assisting the Americans with Disabilities population navigate the railroad environment. The Call-Ahead customer service program receives approximately 140 calls from customers per month and the railroad has gotten positive feedback regarding the program.

President Rinaldi turned the meeting over to Mr. Kesich who will provide more details on the railroad's operations.

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.

SENIOR VICE PRESIDENT OF OPERATIONS REPORT

Mr. Kesich reported on the service issues faced by the railroad. He noted that the Executive Team understands that the railroad is not providing customers with the level of service the railroad wants to deliver and customers expect. He stated that this is not due to neglect on the railroad's part but rather from the hard decisions that needed to be made regarding how to catch up on deferred infrastructure maintenance. Mr. Kesich stated that it is incumbent on the railroad to leave a better foundation for the future than was present in the recent past. Mr. Kesich reported that service delivery has been challenging on all three lines and across all time periods due to extensive and increased infrastructure work resulting in reduced track capacity, especially in off peak periods. Service on the Harlem Line is somewhat better than on the Hudson and New Haven Lines because the Harlem Line schedule was modified to increase running times for trains to accommodate one out of two tracks being removed from service during off peak periods at White Plains Station. There have been no adjustments to the Hudson and New Haven Line schedules to provide for additional running time and there is very little margin on these lines so that any problem results in delays. As a result, there have been a significant amount of six to 10 minute delays on these lines.

Mr. Kesich noted that the installation of PTC represents the most significant work being performed on all three lines. He noted that the railroad is in the final stages of the installation of wayside hardware for PTC implementation. To accommodate the hardware installation, one track is taken out of service in off peak periods. Tracks are also taken out of service for capital and maintenance work. As a result, there are not enough tracks in service to provide timely rail service.

Mr. Kesich reported that while the New Haven Line has four tracks, 75% of New Haven Line is taken out of service during the overnight and weekend hours leaving one track available for service between Woodlawn and New Haven. In addition, to accommodate the capital and construction work in New York State and, more significantly, in Connecticut, trains need to zig zag several times to operate on the New Haven Line during those times. The hurricane that occurred in Puerto Rico led to additional delays in catenary work since employees went to Puerto Rico to provide assistance. Mr. Kesich noted that tracks are taken out of service on all three lines every evening, these tracks are put back into service at 4 a.m. until approximately 10 a.m. when tracks are taken out of service from 10 a.m. to 2 p.m. to accommodate mid-day work. During the p.m. rush hours, 50% - 70% of tracks are placed back in service. Mr. Kesich noted service delivery during the weekends is a bit easier because fewer trains are in service and the railroad added running time to the weekend schedules to accommodate the work being performed.

Mr. Kesich noted that it has been approximately 30 years since undercutting was performed. Undercutting is required over time because when the railroad does track resurfacing, the track raises up little by little, limiting the vertical clearance to the catenary at overhead bridges. As a result, freight trains did not have the ability to traverse on some segments of the New Haven Line without grounding the electrical overhead and the railroad had to deenergize the catenary for those trains to operate. The undercutter has been in operation since Memorial Day and one of the two tracks on that line have been lowered to allow freight trains to operate. Undercutting has been suspended and will be resumed along with schedule modifications in 2019 or 2020.

Mr. Kesich reported that the State of Connecticut is replacing the Walk Bridge with a scheduled completion date of five to seven years. The State of Connecticut will also begin work on the replacement of the Atlantic Street Undergrade Bridge to allow for a bus loop in the City of Stamford. That work will require taking two tracks out of service on the weekends for the remainder of this summer. The railroad will also begin jump span installations, requiring one out of the four tracks to be taken out of service through Stamford Station for 10 consecutive days. This work will place additional stress on New Haven Line service.

Mr. Kesich noted that the Hudson Line is experiencing similar issues as those on the New Haven Line. Hudson Line trains operate on diesel locomotives north of Croton Harmon Station to Poughkeepsie. During the early 1990's the railroad purchased Genesis locomotives with the first five locomotives delivered in 1995. These locomotives have a 25-year life span and are due to be replaced from 2020 through 2025. There are significant concerns related to the long-term reliability of the Genesis locomotives due to fatigue of the car body and trucks and obsolescence of the 1980's technology used on the AC traction systems. As a result, General Electric's ability to support the electronic components on these locomotives is dwindling. When the railroad does obtain these components their quality is lacking, resulting in a short life span of that product. Mr. Kesich noted that although the M-3 fleet is performing fairly reliably, this fleet needs to be replaced as its technology is becoming unsupported from vendors who are not able to supply components from the 1960's and 1970's. There is also ongoing Sandy work being performed on the Hudson Line.

Mr. Kesich reported that, if the infrastructure work is not performed, the railroad would become as unreliable and unsafe as it was in 2013. The railroad cannot allow this to happen as the service it provides is too important to its customers and the railroad needs to ensure that the service it provides is as safe and reliable as possible.

Mr. Kesich reported on the railroad's on-time performance in the month of June 2018. He noted that the Hudson Line operated at 88.7%, 95.5% of trains arrived within 10 minutes of schedule and 9 trains were cancelled or terminated. The Harlem Line was almost at goal operating at 92.9%, 97.4% of trains arrived within 10 minutes of schedule and 7 trains were cancelled or terminated. The New Haven Line operated at 85.6%, 94.2% of trains arrived within 10 minutes of schedule and 27 trains were cancelled or terminated. Overall system-wide, 6.8% of trains arrived 6-10 minutes late and 43 trains were cancelled or terminated. Even though the railroad increased the amount of infrastructure work in 2018, the average train delay decreased from the month of June 2017 by 20% from 14.8 minutes in the month of June 2017 to 11.9 minutes in the month of June 2018. Cancelled and terminated trains decreased from the month of June 2017 by 63% from 116 in the month of June 2017 to 43 in the month of June 2018.

Mr. Kesich reported on west of Hudson service reliability. He reported that in June 2018, overall west of Hudson Service operated below goal at 90.6%. The Port Jervis Line operated at 83.4% and the Pascack Valley Line operated 96.0%. On June 6, Pascack Valley Line service

was delayed due to a power failure on New Jersey Transit locomotive 4209. Service was also delayed on June 20 when train 1635 struck an individual between River Edge and Oradell. Signal system problems on leased telephone lines on the Port Jervis Line led to additional running time. Metro-North is working with New Jersey Transit which has a lack of engineers to run trains. In June, six trains were cancelled on the Pascack Valley Line and two were cancelled on the Port Jervis Line due to a lack of engineer availability. All but one of these cancellations occurred on a weekend.

Mr. Kesich reported that consist compliance on all three lines was effected by the number of cars that were out of service for the installation of PTC. The installation will be completed by the end of 2018. However, once that work is completed the railroad will still face car availability challenges. The railroad has purchased 66 M-8 cars to supplement the 405 cars that are in service on the New Haven Line. These cars are scheduled for delivery in New Haven during the third quarter of 2019, 16 cars will be available for revenue service by the end of 2019 and the remaining cars will be available during the second quarter of 2010. Due to the increased ridership on the New Haven Line, there will be standing conditions on New Haven Line trains until the cars are placed in service.

Mr. Kesich reported on equipment performance. He reported that the fleet Mean Distance Between Failure in May 2018 operated below goal at 168,477 miles and year-to-date May 2018 at 184,015 miles. The annual Mean Distance Between Failure goal is 200,000. Many failures are due to mechanical issues related to implementation of new PTC equipment, Civil Speed Enforcement equipment and, in some cases, software issues. The railroad is working with the System Integrator to resolve issues related to PTC implementation and performance is improving. Genesis locomotives operated 32% below goal through May. The railroad is proceeding with an RFP for their replacement. Mr. Kesich noted that it is important that this RFP be expedited.

Mr. Kesich noted that the Metro-North team is working diligently to keep the infrastructure safe, the cost of which is a decline in on-time performance. He noted that, with ridership at record levels, the railroad has little opportunity to cancel trains to accommodate this work resulting in delays.

Board member Vanterpool thanked President Rinaldi for addressing delays and on-time performance issues. She applauded President Rinaldi and the railroad's team for thinking ahead to mitigate the delays and addressing on-time performance before it becomes a more significant problem. Board member Vanterpool stated that, while the roots of the performance issues have been addressed, she noted that there has been no significant investment in expansion in Metro-North's service territory in decades. She noted that the existing Capital Program of \$33 billion allots \$2.5 billion to Metro-North. She further noted that none of the \$7.7 billion allotted to expansion is going to the service territory with most of the money allotted for East Side Access, a Long Island Rail Road third track and the Second Avenue Subway. Board member Vanterpool stated that she has supported these projects which she believes are needed since this infrastructure has not been updated since the 1850's. She stated that there has not been that level of service expansion in Metro-North's territory north of New York City. Board member Vanterpool noted that Penn Station Access is in the Capital Program for design and study and that investment is expected to happen. She stated that as we begin to prepare for the next Capital Program, the time has come to make a case for expansion projects, such as, a third track from Crestwood Station to North White Plains which would address problems associated with congestion and increased ridership on the Harlem Line. Board member Vanterpool stated that the Committee should begin turning its attention to expansion projects in Metro-North's service territory, noting that the Metro-North staff has been making a case for expansion and should continue to do so in its presentations. President Rinaldi noted that the upcoming Capital Program

contains investments to increase power systems, and for new yards that are necessary to support expansion. She stated that investments need to be made in and around Grand Central Terminal, noting that the Park Avenue Viaduct needs to be replaced and investments are needed in the train shed. President Rinaldi stated that the railroad needs to prioritize where capital funds are allocated and she will be advocating strongly for the necessary investments in and around Grand Central Terminal and the Park Avenue Viaduct which are critical investments for the entire system.

Board member Moerdler stated that he finds it troubling that there are so many vacant positions in critical areas for an extended period. President Rinaldi noted that the hiring restrictions that were put into place limit the railroad's ability to hire new employees except for critical operating positions and safety-related positions. She noted that the railroad has been able to focus on filling the operating positions. President Rinaldi stated that it has always been a challenge to hire individuals in the public sector, noting that compensation can be an issue with respect to filling certain positions because people can earn more in the private sector and the railroad is challenged in attracting and retaining employees in those positions. President Rinaldi indicated that once hired, some employees will obtain experience working for the railroad and leave because they can make more money elsewhere. She noted that the railroad needs to be nimble in creating pathways for individuals to go into certain positions, such as, signal maintainer. The railroad is engaged in trying to fill these positions and in getting people to understand that these positions are well paying positions with a future. President Rinaldi stated that the railroad is also focusing on the number of employees who are close to retirement. She noted that since 2012, the railroad has lost one-third of its workforce and will lose another third of the workforce in the next five years. The railroad is losing many very experienced employees in the rank and file, as well as in, management. President Rinaldi stated that the railroad needs to be focused on succession planning, knowledge transfer and being competitive in the workplace so that the railroad can replace the expertise it is losing. She noted that this is a concern that the entire railroading industry is currently experiencing. President Rinaldi stated that the railroad is working with Headquarters to address this issue. She believes Board member Moerdler's concerns are well placed and that the railroad needs to attract more employees that it can retain. Board member Moerdler noted that there are 184 open maintenance positions. He asked that the Committee be provided with a written presentation regarding the issue and what is being done to address it. President Rinaldi will provide the Committee with this information, noting that Metro-North's Human Resources is very engaged in trying to fill vacancies as soon as possible.

Board member Moerdler asked when the infrastructure work is performed. Mr. Hayden noted that the work is performed around the clock between rush hours, in the evenings and on weekends. Board member Moerdler asked to be provided with a written report that outlines the problem, what the railroad is going to do to address the problem, when the railroad will begin to address the problem, and what the railroad needs to address the problem. He stated that the beginnings of that plan are contained in the reports given by President Rinaldi and Mr. Kesich earlier in the meeting. Board member Moerdler stated that he supports a Hudson ticket which he believes is necessary and appropriate.

Chair Metzger appreciates the reports given by President Rinaldi and Mr. Kesich. She believes that it would be helpful for the railroad to inform the Committee of its plan of attack. She stated that the staff should provide the Committee with a wish list for expansion. She stated that support for Americans with Disabilities through 511 is invaluable and she believes the railroad should publicize its program. President Rinaldi stated that the railroad will publicize the program.

The details of Mr. Kesich's report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains Board members comments regarding Mr. Kesich's report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate is 25% lower than the previous 12 months and the employee lost time injury rate is 10% lower than the previous 12 months. He reported that Metro-North's TRACKS program reached over 29,000 individuals in May 2018 bringing the total for the year to over 58,000. Mr. Vonashek reported that Waze, a GPS traffic navigation mobile application, has launched a grade crossing safety initiative that urges drivers to use caution as they approach all Metro-North grade crossings. It features voice notification to instruct drivers not to turn on to the tracks at the grade crossings as the driver approaches.

Chair Metzger stated that receipt of the highest safety award from the American Public Transportation Association (APTA) is commendable.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains Chair Metzger's comments regarding the APTA award.

MTA POLICE DEPARTMENT (MTAPD) REPORT

Chief McGrann reported on crime statistics, noting that system-wide the total number of major felonies decreased by six in June 2018 versus June 2017, 20 versus 26 or a decrease of 23%. Year-to-date June 2018, system-wide the total number of major felonies decreased by six, a decrease of four percent. In June 2018, total major felonies on the Metro-North system decreased by one versus June 2017, 11 versus 12 or a decrease of eight percent. Year-to-date June 2018 on the Metro-North system, the total number of burglaries increased by nine versus the comparable period of 2017, 14 versus five. Of the 14 burglaries, nine occurred in Grand Central Terminal with seven of the nine related to Rite Aid barring notices for repeat shoplifters. While the burglaries show a substantial increase, that increase is a reflection in the change of Rite Aid policies. Three of the burglaries were related to tools stolen from the Hopewell Yard, copper taken from the Mount Vernon East Yard and a cash register stolen from the Croton-Harmon station coffee shop. Year-to-date June 2018, the total number of grand larcenies increased by two which were related to unattended property left on the platform and on trains.

Chief McGrann reported that MTA's Homeless Outreach, with the support of city agencies, has been successful in rendering permanent solutions to individuals who were chronically homeless, reducing the population of homeless individuals. Board member Moerdler asked about the increase in hate crimes. Chief McGrann reported that the increase in hate crimes against African Americans were graffiti related and one involved a customer cursing at an MTA employee. Chief McGrann noted that a number of highly publicized U-tube videos have come out regarding that event and an individual has been identified. The MTAPD is working with the District Attorney to determine if charges are to be brought against that individual. The MTAPD has instructed staff to contact them whenever they encounter an aggressive individual.

Board member Moerdler voiced his concern regarding hate crimes. He noted that one year ago on New York City Transit there was an increase in anti-Semitic incidents which were addressed and stopped by Chief Monaghan after officers were deployed in a variety of settings, including restrooms. He stated that had a dramatic impact on decreasing these incidents. Board

member Moerdler stated that hate crimes are hateful, dangerous and, he believes, are an indicator of things to come. He asked the MTAPD to pay attention to hate crimes.

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, which recording contains Board member Moerdler's comments regarding the MTAPD report.

INFORMATION ITEMS:

Four information items were presented the Committee.

- Grand Central Terminal Retail Development. President Rinaldi noted that the report is in the Committee book and Leah Bassknight, Director, Retail Leasing and Management, MTA is available to respond to any questions from the Committee.
- Environmental Audit. Mr. Gans acknowledged Karen Timko who recently retired as Director of Environmental Compliance, noting that Ms. Timko changed the paradigm at Metro-North. She worked with communities and groups, such as, the Hudson Riverkeeper and had a distinguished career at Metro-North, making the railroad a safer environment. Mr. Gans introduced Joanne Reilly, Metro-North's new Deputy Director of Environmental Compliance who has a great deal of experience with the railroad's operating departments and in environmental compliance. With respect to the Audit Report, there were no new violations that have not been remediated. In addition, the report highlights Metro-North's accomplishments, such as, enhanced training for Metro-North's Capital Department and new fuel leak detection systems.
- Track Program Quarterly Update. President Rinaldi noted that the report is in the Committee book and Mr. Hayden is available to respond to any questions from the Committee.
- PTC Status Report. President Rinaldi noted that the PTC Status Report is on the CPOC agenda and will be discussed at their meeting to be held this date.
- Acquisition of property from CSX Transportation, Inc. (CSX) on the Hudson Line in Poughkeepsie, New York. President Rinaldi reported that this item will be brought before the Finance Committee for a vote. The CSX property is adjacent to Metro-North's Poughkeepsie Yard and North Water Street. The acquisition will ease congestion in Metro-North's yard and will support future growth.

In response to Board member Glucksman's question, Mr. Kesich noted that in his reports, M-3 and M-7 married pairs are discussed as one car.

Board member Moerdler had questions regarding elevator performance in Grand Central Terminal. Mr. Hayden noted that the low performance in Grand Central Terminal is due to some of the machinery taken out of service for construction projects and one taken out of service for East Side Access work. Mr. Kennard noted that MTA Capital Construction has taken the ADA elevator at the 47th Street cross passageway out of service and is lowering it down to the East Side Access concourse so that people using the concourse can take the elevator to the street. That elevator will be out of service for approximately one year as Capital Construction encountered rock in the shaft way, causing delays. Board member Moerdler asked if there were any entrapments in the Grand Central Terminal elevators. Mr. Hayden stated that he is not aware of any entrapments. He noted that there are occasional elevator malfunctions that require that the elevator be taken out of service for repairs. Mr. Hayden noted that the escalators outside of Grand Central Terminal are maintained pursuant to a contract, the elevators outside of Grand Central Terminal are maintained by Metro-North but inspected by contractors, and in Grand

Central Terminal the inspections are done pursuant to contract and Metro-North forces maintain them.

Board member Pally discussed delays in New Jersey Transit's implementation of PTC. He asked how those delays would impact Metro-North's west of Hudson service. President Rinaldi noted that Metro-North is waiting for New Jersey Transit to provide Metro-North with the equipment Metro-North will install west of Hudson. Metro-North believes that New Jersey Transit will provide that equipment and all the hardware will be installed on the Port Jervis Line to comply with the mandate. She stated that New Jersey Transit has been pursuing alternative criteria and made a submission to the Federal Railroad Administration (FRA) that will permit them to satisfy the Revenue Service Demonstration piece of the compliance requirement in a different manner. It is President Rinaldi's understanding that the FRA has accepted New Jersey Transit's submission. She stated that New Jersey Transit is making every effort possible to be in compliance before the end of 2018. Metro-North is concerned with obtaining the hardware for the Port Jervis Line and remains confident that the hardware will be delivered. President Rinaldi noted that there are interoperability issues that will need to be resolved by the end of 2020.

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 Board members' discussion regarding the above items.

Chair Metzger noted that there are no Action Items on the agenda. The Committee will subsequently receive a briefing on the Long Island Rail Road and Metro-North Rules of Conduct. Board member Moerdler asked that counsel render an opinion on those rules prior to that briefing.

PROCUREMENTS:

Two 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 therefore in the public interest to use the competitive Request for Proposal process, pursuant to Public 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.
- Board approval to award a five-year competitively negotiated, miscellaneous service contract in the not-to-exceed amount of \$6,000,000 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.

Chair Metzger asked that the RFP process for the new locomotives be expedited. 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 Chair Metzger's comment regarding the procurement of the locomotives.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

Board member Vanterpool asked about the number of standees on the Harlem Line noting that the number of standees for the month of June 2018 is higher than those year-to-

date June 2018. Mr. Kesich noted that the number of standees year-to-date June 2018 represents the average monthly number of standees. Board member Vanterpool asked how many trains on the Harlem Line have 12 car consists. Mr. Kesich noted that four Harlem Line trains run with 12 car consists. He noted that the railroad would like to run more trains with longer consists but there are not enough electric cars to support those consists. In addition, additional yard space is necessary for longer consists and the current third rail substation cannot support the power needed for an increased level of service.

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

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

2018 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2018 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

II. SPECIFIC AGENDA ITEMS

Responsibility

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<u>September 2018</u>	
2019 Preliminary Budget (Public Comment)	Finance
2018 Mid-Year Forecast	Finance
2018 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
<u>October 2018 (Joint meeting with LIRR)</u>	
2019 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
Diversity/EEO Report – 2 nd Quarter 2018	Diversity and EEO
<u>November 2018</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
PTC Status Report	Engineering
<u>December 2018 (Joint meeting with LIRR)</u>	
2019 Final Proposed Budget	Finance
2019 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2018	Diversity and EEO
LIRR/MNR PTC Project Update	President

January 2019

Approval of 2019 Committee Work Plan
Track Program Quarterly Update
PTC Status Report

Committee Chairs & Members
Engineering
Engineering

February 2019 (Joint meeting with LIRR)

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

Finance
Operations
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2019

Annual Strategic Investments & Planning Studies
Annual Elevator & Escalator Report
Customer Satisfaction Survey Report
PTC Status Report

Capital Planning
Engineering
Operations Planning & Analysis
Engineering

April 2019 (Joint meeting with LIRR)

Final Review of 2018 Operating Budget Results
2018 Annual Ridership Report
Annual Inventory Report
Track Program Quarterly Update
MTA Homeless Outreach
LIRR/MNR PTC Project Update

Finance
Operations Planning & Analysis
Procurement
Engineering
MTA
President

May 2019

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

Diversity and EEO
Engineering

June 2019 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update

President

July 2019

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

MTA Real Estate
Environmental Compliance
Engineering
Engineering

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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.

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.

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.

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.

JULY 2019

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 2018 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.

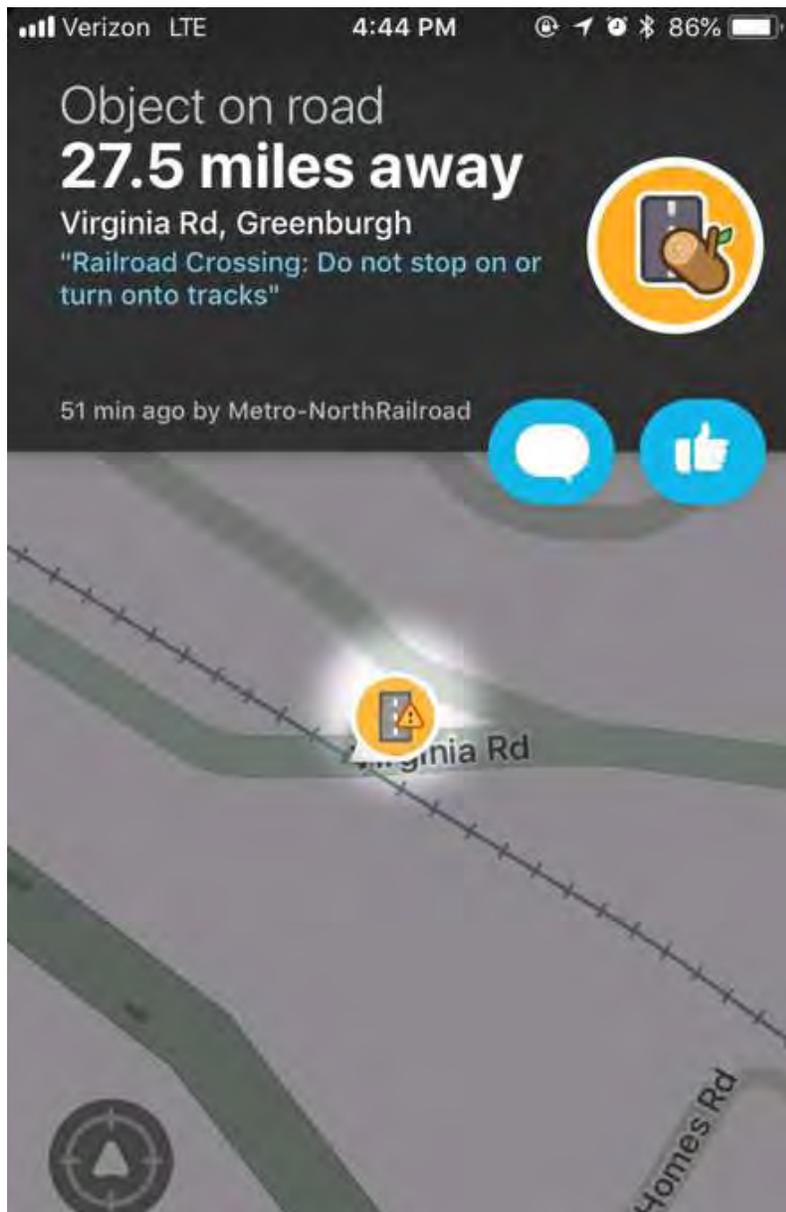
PTC Status Report

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

Safety Report

Justin R. Vonashek

Vice President, Office of System Safety



Metro-North WAZE initiative was launched in 2018 to notify drivers to use caution as they approach grade crossings. (Application image as seen by users of Virginia Rd, Grade Crossing).



Metro-North Railroad

July 2018 Highlights: Safety Report

MNR through its TRACKS (Together Railroads and Communities Keeping Safe) program will participate in the second national Rail Safety Week, scheduled for September 23-29, 2018. Rail Safety Week aligns with our mission to promote rail safety awareness and education to reduce incidents around trains, at grade crossings and prevent trespassing on or around railroad tracks.

MNR has collaborated with the American Foundation for Suicide Prevention to raise awareness about mental health issues by participating in Westchester County Out of the Darkness Walk, scheduled on October 13th, 2018.

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 a visual and audible notification to instruct drivers not to turn on to the tracks when approaching a grade crossing.

MNR continues to see positive trends in reducing employee lost time injuries. Overall, for the current 12-month period (August 17 – July 18) versus the previous 12-month period (August 16 – July 17), lost time were reduced by 12%. 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 (August 17 – July 18), the customer reportable injury rate per million customers decreased by 14% compared to the previous 12-month period (August 16 – July 17). Although customer injuries continue trend downwards, MNR continue to maintain a strong effort to promote safe behaviors around trains, tracks, grade crossings and station platforms.

And finally, MNR continues 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

July 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	August 2015 -July 2016	August 2016 -July 2017	August 2017 -July 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.26	0.94	0.81	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.65	3.06	2.68	
	2017		2018	
	July	Year to Date	July	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	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	
	July	Year to Date	July	Year to Date
First Responders Trained	58	958	165	1,343
Employee Safety Training Courses	107	272	128	302
Employees Trained	1,369	5,407	1,340	5,263
Employee Safety Training Hours	17,799	149,073	13,225	168,362
Customer and Community: Focus on Grade Crossings	2017		2018	
	July	Year to Date	July	Year to Date
Broken Gates	3	16	2	15
MTA Police Details	99	764	121	808
Summons	56	392	60	374
Warnings	9	89	11	36
Community Education and Outreach	1,560	39,510	6,295	73,650
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	626	65.48%	
Passenger Compartment Cameras	1,086	607	55.89%	

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.

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

June 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	July 2015 -June 2016	July 2016 -June 2017	July 2017 -June 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.24	1.00	0.78	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.61	3.02	2.77	
	2017		2018	
	June	Year to Date	June	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	
	June	Year to Date	June	Year to Date
First Responders Trained	53	900	284	1,178
Employee Safety Training Courses	122	256	129	292
Employees Trained	1,353	4,941	1,026	4,694
Employee Safety Training Hours	19,989	125,656	22,001	152,526
Customer and Community: Focus on Grade Crossings	2017		2018	
	June	Year to Date	June	Year to Date
Broken Gates	3	16	1	13
MTA Police Details	99	764	126	687
Summons	23	88	10	70
Warnings	9	89	5	25
Community Education and Outreach	11,995	37,950	8,910	67,335
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	579	60.56%	
Passenger Compartment Cameras	1,086	559	51.47%	

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

August 2018 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in major felonies (7 vs 13) for the month of August compared to the same period last year.
- Year to date Metro-North Railroad is up 1 crime (95 vs 94).
- There were no hate crimes to report on Metro-North Railroad for the month of August

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	3	9	-6	-67%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	7	13	-6	-46%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	11	9	2	22%
Felony Assault	13	11	2	18%
Burglary	15	5	10	200%
Grand Larceny	56	62	-6	-10%
Grand Larceny Auto	0	7	-7	-100%
Total Major Felonies	95	94	1	1%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

August 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	3	2	67%
Felony Assault	3	4	-1	-25%
Burglary	0	0	0	0%
Grand Larceny	6	13	-7	-54%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	14	21	-7	-33%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	20	32	-12	-38%
Felony Assault	28	26	2	8%
Burglary	17	6	11	183%
Grand Larceny	101	105	-4	-4%
Grand Larceny Auto	1	9	-8	-89%
Total Major Felonies	167	178	-11	-6%



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 8/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	30	27
Felony Assault	32	33
Burglary	17	4
Grand Larceny	42	40
Grand Larceny Auto	1	2
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	14	14
Assault-Misdemeanor	58	39
Breach of Peace	13	7
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	34	44
Criminal Possession Stolen Property	10	14
Criminal Tampering	0	8
Criminal Trespass	34	26
Disorderly Conduct	2	2
Drug Offenses	84	66
DUI Offenses	9	7
Failure to Appear	0	1
Falsely Reporting an Incident	5	3
Forgery	40	38
Fraud	1	1
Graffiti	13	23
Harassment	1	2
Make Terrorist Threat	3	0
Menacing	14	6
NYC Admin Code	2	0
Obstruct Government	7	8
Petit Larceny	117	92
Public Lewdness	16	15
Reckless Endangerment	2	4
Resisting Arrest	35	26
Sex Offenses	20	13
Stalking	1	1
Theft of Services	142	132
Warrant Arrest	90	27
Weapons Offenses	10	5
Unauthorized Use Vehicle	1	0
Total Arrests	915	748



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - August 2018)

Motivation	2018	2017	Diff	% Change
Asian	0	0	0	0 %
Black	5	3	2	66 %
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	11	13	-2	-15 %
Sexual Orientation	1	0	1	0 %
White	0	0	0	0 %
Motivation Total	20	17	3	17 %

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	1	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	17	16	1	6 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	20	17	3	17 %

INDEX CRIME REPORT
Per Day Average
August 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	1	2	2
Fel. Assault	3	1	2	0
Burglary	0	0	0	0
Grand Larceny	6	3	3	0
GLA	0	0	0	0
Total	14	5	7	2
Crimes Per Day	0.45	0.16	0.23	0.06



Metro-North Railroad

July 2018 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in major felonies (16 vs 11) for the month of July compared to the same period last year.
- Year to date Metro-North Railroad is up 8 crimes (89 vs 81).
- There were no hate crimes to report on Metro-North Railroad for the month of July

Owen Monaghan
Chief of Police



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

July 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	2	0	2	100%
Burglary	1	0	1	100%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	11	5	45%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	7	2	29%
Felony Assault	11	10	1	10%
Burglary	15	5	10	200%
Grand Larceny	54	53	1	2%
Grand Larceny Auto	0	6	-6	-100%
Total Major Felonies	89	81	8	10%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

July 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	5	1	4	400%
Burglary	1	0	1	100%
Grand Larceny	18	16	2	13%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	26	22	4	18%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	29	-14	-48%
Felony Assault	25	22	3	14%
Burglary	17	6	11	183%
Grand Larceny	95	92	3	3%
Grand Larceny Auto	1	8	-7	-88%
Total Major Felonies	153	157	-4	-3%

INDEX CRIME REPORT
Per Day Average
July 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	0	2	0
Fel. Assault	5	3	2	0
Burglary	1	0	1	0
Grand Larceny	18	7	11	0
GLA	0	0	0	0
Total	26	10	16	0
Crimes Per Day	0.84	0.32	0.52	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 7/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	27	25
Felony Assault	27	27
Burglary	16	4
Grand Larceny	39	37
Grand Larceny Auto	1	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	14	11
Assault-Misdemeanor	52	39
Breach of Peace	11	7
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	30	33
Criminal Possession Stolen Property	10	10
Criminal Tampering	0	8
Criminal Trespass	27	22
Disorderly Conduct	2	2
Drug Offenses	58	56
DUI Offenses	9	7
Failure to Appear	0	1
Falsely Reporting an Incident	5	3
Forgery	34	33
Fraud	1	1
Graffiti	13	17
Harassment	1	2
Make Terrorist Threat	3	0
Menacing	12	6
NYC Admin Code	2	0
Obstruct Government	6	7
Petit Larceny	104	78
Public Lewdness	13	13
Reckless Endangerment	1	4
Resisting Arrest	30	26
Sex Offenses	15	9
Stalking	1	1
Theft of Services	124	115
Warrant Arrest	72	24
Weapons Offenses	8	5
Unauthorized Use Vehicle	1	0
Total Arrests	784	652

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January-July 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	9	11	-2	-18%
SEXUAL ORIENTATION	1	0	1	0%
WHITE	0	0	0	0%
TOTAL	18	13	5	38%

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	15	12	3	25%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	18	13	5	38%



Metro-North Railroad

Information Items



JULY FINANCIAL PLAN – 2018 MID-YEAR FORECAST

BY MONTH

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$56.845	\$55.000	\$58.649	\$59.894	\$63.307	\$66.199	\$65.573	\$64.079	\$63.302	\$64.951	\$65.302	\$67.911	\$751.013
Other Operating Revenue	4.890	4.655	2.904	5.065	4.415	4.220	4.541	4.284	4.398	5.519	4.461	4.685	54.036
Total Revenues	\$61.735	\$59.655	\$61.553	\$64.959	\$67.722	\$70.419	\$70.114	\$68.363	\$67.700	\$70.470	\$69.762	\$72.596	\$805.049
Operating Expenses													
Labor:													
Payroll	\$45.701	\$39.694	\$44.249	\$41.024	\$45.686	\$41.632	\$43.405	\$44.851	\$40.990	\$44.257	\$42.485	\$42.890	\$516.864
Overtime	9.281	9.062	7.896	6.639	7.642	7.296	7.943	8.292	7.620	6.837	7.831	5.871	92.210
Health and Welfare	10.216	7.952	8.905	7.941	9.237	8.151	8.730	9.186	8.057	8.815	8.567	8.282	104.039
OPEB Current Payments	2.874	3.004	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	34.000
Pension	9.164	7.659	9.119	8.389	9.332	8.579	8.962	9.259	8.509	8.977	8.773	8.630	105.352
Other Fringe Benefits	10.447	9.128	10.596	9.877	10.835	10.016	10.443	10.773	9.935	10.479	10.282	10.090	122.900
Reimbursable Overhead	(3.752)	(4.404)	(4.302)	(4.553)	(5.113)	(4.890)	(5.705)	(6.113)	(5.370)	(5.884)	(5.359)	(4.126)	(59.572)
Total Labor Expenses	\$83.930	\$72.095	\$79.274	\$72.129	\$80.431	\$73.597	\$76.591	\$79.060	\$72.553	\$76.293	\$75.392	\$74.450	\$915.794
Non-Labor:													
Electric Power	\$6.620	\$6.868	\$5.564	\$6.236	\$5.598	\$6.071	\$6.521	\$6.136	\$6.216	\$5.809	\$5.782	\$6.730	\$74.150
Fuel	1.978	2.010	1.736	1.710	1.765	1.331	1.854	1.855	1.815	1.842	1.654	1.242	20.790
Insurance	1.423	1.425	1.444	1.444	1.463	1.480	1.455	1.454	1.454	1.454	1.473	1.524	17.494
Claims	0.006	0.050	0.096	3.808	0.096	0.092	0.096	0.092	0.096	0.096	0.092	0.096	4.716
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.941	8.373	10.728	9.727	9.724	11.474	11.274	10.220	11.974	11.804	10.541	11.281	124.061
Professional Services Contracts	1.941	2.752	3.173	3.449	3.284	3.522	3.382	4.079	3.382	3.517	3.537	4.087	40.106
Materials and Supplies	7.694	8.205	7.785	7.841	8.023	7.859	8.149	8.038	8.033	8.204	8.037	10.152	98.020
Other Business Expenses	2.065	1.735	2.718	2.181	3.044	2.719	2.673	2.831	2.256	2.756	2.436	2.100	29.512
Total Non-Labor Expenses	\$28.668	\$31.418	\$33.244	\$36.395	\$32.997	\$34.547	\$35.404	\$34.704	\$35.226	\$35.482	\$33.552	\$37.211	\$408.850
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$112.598	\$103.512	\$112.517	\$108.525	\$113.428	\$108.145	\$111.995	\$113.764	\$107.779	\$111.775	\$108.944	\$111.661	\$1,324.644
Depreciation	\$19.112	\$19.102	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$243.636
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	13.000
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
Total Expenses After Non-Cash Liability Adjs.	\$136.543	\$127.447	\$142.143	\$133.900	\$138.803	\$137.770	\$137.371	\$139.140	\$137.405	\$137.151	\$134.320	\$141.287	\$1,643.280
Net Surplus/(Deficit)	(\$74.808)	(\$67.793)	(\$80.589)	(\$68.941)	(\$71.082)	(\$67.351)	(\$67.257)	(\$70.777)	(\$69.705)	(\$66.681)	(\$64.557)	(\$68.690)	(\$838.231)
Cash Conversion Adjustments:													
Depreciation	\$19.112	\$19.102	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$243.636
Operating/Capital	(0.189)	(1.435)	(7.264)	(6.431)	(5.139)	(5.390)	(0.644)	(9.616)	(5.627)	(7.450)	(6.948)	(10.112)	(66.247)
Other Cash Adjustments	29.954	3.697	6.872	29.237	(17.149)	(6.130)	42.838	0.801	11.333	19.745	(3.349)	(26.080)	91.768
Total Cash Conversion Adjustments	\$48.876	\$21.364	\$20.150	\$43.348	(\$1.746)	\$9.021	\$62.736	\$11.727	\$26.248	\$32.837	\$10.245	(\$15.650)	\$269.157
Net Cash Surplus/(Deficit)	(\$25.932)	(\$46.429)	(\$60.440)	(\$25.593)	(\$72.827)	(\$58.329)	(\$4.521)	(\$59.049)	(\$43.457)	(\$33.844)	(\$54.313)	(\$84.340)	(\$569.074)

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	8.981	8.579	9.844	11.224	12.669	12.558	12.829	14.309	11.846	13.438	11.824	11.103	139.205
MNR - CDOT	3.625	5.321	9.584	12.791	12.660	13.161	14.597	14.612	13.742	14.531	14.516	12.688	141.827
MNR - Other	0.847	0.736	0.379	0.679	0.815	0.775	0.735	0.750	0.752	0.825	0.693	0.652	8.639
Capital and Other Reimbursements	13.453	14.637	19.807	24.694	26.145	26.495	28.162	29.671	26.340	28.793	27.033	24.443	289.671
Total Revenues	\$13.453	\$14.637	\$19.807	\$24.694	\$26.145	\$26.495	\$28.162	\$29.671	\$26.340	\$28.793	\$27.033	\$24.443	\$289.671
Operating Expenses													
Labor:													
Payroll	\$3.520	\$3.534	\$3.744	\$4.033	\$4.611	\$4.427	\$4.723	\$5.190	\$4.534	\$5.236	\$4.452	\$3.562	\$51.565
Overtime	1.595	1.804	1.335	1.915	2.274	2.133	2.619	2.799	2.432	2.487	2.285	1.631	25.308
Health and Welfare	1.144	1.503	1.179	1.356	1.563	1.491	1.654	1.809	1.576	1.765	1.524	1.179	17.744
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.805	0.998	0.816	0.932	1.076	1.027	1.134	1.236	1.078	1.209	1.049	0.819	12.177
Other Fringe Benefits	0.875	1.127	0.883	1.019	1.175	1.122	1.245	1.360	1.185	1.325	1.145	0.885	13.346
Reimbursable Overhead	3.695	4.292	3.428	4.311	4.893	4.664	5.470	5.913	5.197	5.563	5.091	3.880	56.397
Total Labor Expenses	\$11.634	\$13.258	\$11.384	\$13.566	\$15.592	\$14.864	\$16.845	\$18.305	\$16.003	\$17.584	\$15.547	\$11.955	\$176.537
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.257	0.449	0.372	0.461	0.541	0.515	0.602	0.658	0.571	0.620	0.527	0.378	5.950
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.305	(1.110)	1.043	1.267	1.149	1.193	1.391	1.068	1.216	2.501	1.282	1.859	13.165
Professional Services Contracts	0.188	0.185	4.945	5.197	5.197	5.238	5.253	5.253	5.155	5.155	6.005	6.292	54.065
Materials and Supplies	1.031	1.817	2.051	4.190	3.653	4.658	4.043	4.359	3.366	2.905	3.645	3.931	39.650
Other Business Expenses	0.037	0.037	0.012	0.012	0.012	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.304
Total Non-Labor Expenses	\$1.819	\$1.378	\$8.424	\$11.128	\$10.553	\$11.631	\$11.316	\$11.365	\$10.337	\$11.209	\$11.486	\$12.488	\$113.134
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$13.453	\$14.637	\$19.807	\$24.694	\$26.145	\$26.495	\$28.162	\$29.671	\$26.340	\$28.793	\$27.033	\$24.443	\$289.671
Net Surplus/(Deficit)	\$0.000												

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$56.845	\$55.000	\$58.649	\$59.894	\$63.307	\$66.199	\$65.573	\$64.079	\$63.302	\$64.951	\$65.302	\$67.911	\$751.013
Other Operating Revenue	4.890	4.655	2.904	5.065	4.415	4.220	4.541	4.284	4.398	5.519	4.461	4.685	54.036
MNR - MTA	8.981	8.579	9.844	11.224	12.669	12.558	12.829	14.309	11.846	13.438	11.824	11.103	139.205
MNR - CDOT	3.625	5.321	9.584	12.791	12.660	13.161	14.597	14.612	13.742	14.531	14.516	12.688	141.827
MNR - Other	0.847	0.736	0.379	0.679	0.815	0.775	0.735	0.750	0.752	0.825	0.693	0.652	8.639
Capital and Other Reimbursements	13.453	14.637	19.807	24.694	26.145	26.495	28.162	29.671	26.340	28.793	27.033	24.443	289.671
Total Revenues	\$75.188	\$74.291	\$81.361	\$89.653	\$93.867	\$96.914	\$98.276	\$98.034	\$94.040	\$99.263	\$96.795	\$97.039	\$1,094.720
Operating Expenses													
Labor:													
Payroll	\$49.221	\$43.228	\$47.992	\$45.057	\$50.297	\$46.059	\$48.128	\$50.041	\$45.524	\$49.493	\$46.937	\$46.452	\$568.429
Overtime	10.875	10.866	9.231	8.554	9.916	9.429	10.562	11.091	10.052	9.324	10.116	7.502	117.518
Health and Welfare	11.360	9.456	10.083	9.297	10.800	9.643	10.385	10.994	9.634	10.580	10.091	9.461	121.784
OPEB Current Payments	2.874	3.004	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.812	34.000
Pension	9.969	8.656	9.934	9.321	10.408	9.606	10.096	10.494	9.587	10.186	9.822	9.448	117.529
Other Fringe Benefits	11.322	10.255	11.479	10.896	12.010	11.137	11.688	12.132	11.121	11.803	11.427	10.975	136.246
Reimbursable Overhead	(0.057)	(0.112)	(0.875)	(0.241)	(0.220)	(0.226)	(0.235)	(0.200)	(0.173)	(0.322)	(0.268)	(0.246)	(3.175)
Total Labor Expenses	\$95.564	\$85.353	\$90.657	\$85.695	\$96.023	\$88.461	\$93.436	\$97.365	\$88.557	\$93.877	\$90.938	\$86.405	\$1,092.331
Non-Labor:													
Electric Power	\$6.620	\$6.868	\$5.564	\$6.236	\$5.598	\$6.071	\$6.521	\$6.136	\$6.216	\$5.809	\$5.782	\$6.730	\$74.150
Fuel	1.978	2.010	1.736	1.710	1.765	1.331	1.854	1.855	1.815	1.842	1.654	1.242	20.790
Insurance	1.680	1.874	1.816	1.905	2.003	1.994	2.057	2.113	2.026	2.074	2.000	1.902	23.444
Claims	0.006	0.050	0.096	3.808	0.096	0.092	0.096	0.092	0.096	0.096	0.092	0.096	4.716
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.246	7.263	11.771	10.994	10.873	12.667	12.665	11.288	13.190	14.305	11.823	13.140	137.226
Professional Services Contracts	2.130	2.937	8.118	8.646	8.482	8.760	8.634	9.332	8.538	8.672	9.542	10.379	94.171
Materials and Supplies	8.725	10.022	9.836	12.031	11.676	12.517	12.193	12.397	11.400	11.109	11.682	14.083	137.670
Other Business Expenses	2.102	1.772	2.730	2.193	3.056	2.746	2.700	2.858	2.283	2.783	2.464	2.127	29.816
Total Non-Labor Expenses	\$30.487	\$32.796	\$41.667	\$47.523	\$43.550	\$46.178	\$46.721	\$46.070	\$45.563	\$46.692	\$45.038	\$49.699	\$521.984
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$126.050	\$118.149	\$132.325	\$133.218	\$139.573	\$134.639	\$140.157	\$143.435	\$134.120	\$140.568	\$135.977	\$136.104	\$1,614.315
Depreciation	\$19.112	\$19.102	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$243.636
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	13.000
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
Total Expenses After Non-Cash Liability Adjs.	\$149.996	\$142.084	\$161.950	\$158.594	\$164.948	\$164.265	\$165.533	\$168.811	\$163.745	\$165.944	\$161.352	\$165.729	\$1,932.951
Net Surplus/(Deficit)	(\$74.808)	(\$67.793)	(\$80.589)	(\$68.941)	(\$71.082)	(\$67.351)	(\$67.257)	(\$70.777)	(\$69.705)	(\$66.681)	(\$64.557)	(\$68.690)	(\$838.231)
Cash Conversion Adjustments:													
Depreciation	\$19.112	\$19.102	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$243.636
Operating/Capital	(0.189)	(1.435)	(7.264)	(6.431)	(5.139)	(5.390)	(0.644)	(9.616)	(5.627)	(7.450)	(6.948)	(10.112)	(66.247)
Other Cash Adjustments	29.954	3.697	6.872	29.237	(17.149)	(6.130)	42.838	0.801	11.333	19.745	(3.349)	(26.080)	91.768
Total Cash Conversion Adjustments	\$48.876	\$21.364	\$20.150	\$43.348	(\$1.746)	\$9.021	\$62.736	\$11.727	\$26.248	\$32.837	\$10.245	(\$15.650)	\$269.157
Net Cash Surplus/(Deficit)	(\$25.932)	(\$46.429)	(\$60.440)	(\$25.593)	(\$72.827)	(\$58.329)	(\$4.521)	(\$59.049)	(\$43.457)	(\$33.844)	(\$54.313)	(\$84.340)	(\$569.074)

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$58.994	\$53.200	\$56.625	\$58.299	\$62.196	\$65.050	\$64.347	\$63.070	\$62.344	\$64.065	\$64.239	\$65.540	\$737.969
Other Operating Revenue	6.896	6.671	5.287	7.378	6.025	5.866	35.368	6.084	5.936	8.370	5.943	5.206	105.029
MNR - MTA	6.703	6.909	12.372	12.157	9.323	10.115	11.385	12.833	12.487	12.890	14.060	19.109	142.343
MNR - CDOT	17.512	4.267	10.705	4.036	12.660	13.161	14.597	14.612	13.742	14.531	14.516	7.489	141.827
MNR - Other	2.292	0.721	1.214	0.927	0.815	0.775	0.735	0.750	0.752	0.825	0.693	(1.862)	8.639
Capital and Other Reimbursements	26.507	13.897	24.291	17.120	22.798	24.052	26.717	28.195	26.981	28.245	29.269	24.736	292.809
Total Receipts	\$92.397	\$73.768	\$86.203	\$82.797	\$91.019	\$94.968	\$126.433	\$97.350	\$95.261	\$100.680	\$99.451	\$95.482	\$1,135.808
Expenditures													
Labor:													
Payroll	\$43.741	\$41.963	\$58.737	\$42.539	\$55.569	\$44.131	\$43.919	\$55.183	\$45.924	\$39.239	\$57.724	\$52.519	\$581.188
Overtime	12.019	8.953	9.517	9.312	11.195	8.854	9.364	12.371	10.133	10.641	8.911	8.710	119.980
Health and Welfare	10.931	10.999	11.121	2.146	20.951	9.965	10.735	11.334	9.963	10.948	10.428	8.591	128.113
OPEB Current Payments	2.945	3.367	2.812	0.483	2.812	2.812	2.812	2.812	2.812	2.812	2.812	2.379	31.671
Pension	9.846	9.830	9.924	9.826	10.446	9.649	10.138	10.532	9.620	10.245	9.871	8.081	118.008
Other Fringe Benefits	12.294	10.333	14.279	12.803	12.744	10.128	10.132	12.826	10.657	9.508	12.739	3.735	132.179
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$91.776	\$85.445	\$106.390	\$77.109	\$113.718	\$85.539	\$87.100	\$105.059	\$89.110	\$83.394	\$102.486	\$84.014	\$1,111.139
Non-Labor:													
Electric Power	\$2.928	\$5.536	\$5.536	\$9.860	\$5.772	\$6.244	\$6.695	\$6.310	\$6.389	\$5.983	\$5.955	\$9.003	\$76.211
Fuel	1.659	3.405	2.099	1.687	1.726	1.292	1.815	1.816	1.776	1.803	1.615	(0.370)	20.323
Insurance	0.000	0.000	0.000	0.000	2.160	1.696	2.260	1.314	2.518	1.850	4.104	6.451	22.353
Claims	(0.108)	0.125	0.079	0.165	4.825	0.592	0.096	0.092	0.599	0.096	0.592	(0.432)	6.722
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.717	7.869	13.611	6.986	10.299	23.843	6.913	15.063	14.783	16.071	12.201	28.181	163.536
Professional Services Contracts	1.724	2.629	3.191	2.619	9.238	17.015	8.317	9.456	7.998	7.797	11.479	29.834	111.298
Materials and Supplies	9.258	11.555	12.244	8.670	11.840	13.149	13.846	12.898	11.907	12.971	11.611	16.945	146.895
Other Business Expenses	3.375	3.633	3.494	1.294	4.267	3.925	3.911	4.392	3.638	4.559	3.720	6.195	46.404
Total Non-Labor Expenditures	\$26.553	\$34.752	\$40.253	\$31.281	\$50.128	\$67.758	\$43.854	\$51.340	\$49.608	\$51.130	\$51.278	\$95.808	\$593.743
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	(7.883)	1.070	6.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$118.329	\$120.197	\$146.643	\$108.390	\$163.846	\$153.297	\$130.953	\$156.399	\$138.718	\$134.524	\$153.763	\$179.822	\$1,704.882
Net Cash Balance	(\$25.932)	(\$46.429)	(\$60.440)	(\$25.593)	(\$72.827)	(\$58.329)	(\$4.521)	(\$59.049)	(\$43.457)	(\$33.844)	(\$54.313)	(\$84.340)	(\$569.074)
Subsidies													
MTA Subsidy	\$37.021	\$21.620	\$46.677	\$16.387	\$62.599	\$48.950	\$0.000	\$48.924	\$33.496	\$24.041	\$52.395	\$59.779	\$451.889
CDOT Subsidy	16.619	12.345	13.763	9.206	10.228	9.379	9.858	10.125	9.961	9.803	1.918	3.980	117.185
Total Subsidies	\$53.640	\$33.965	\$60.440	\$25.593	\$72.827	\$58.329	\$9.858	\$59.049	\$43.457	\$33.844	\$54.313	\$63.759	\$569.074

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$2.149	(\$1.800)	(\$2.024)	(\$1.595)	(\$1.111)	(\$1.149)	(\$1.226)	(\$1.009)	(\$0.958)	(\$0.886)	(\$1.063)	(\$2.371)	(\$13.043)
Other Operating Revenue	2.006	2.016	2.383	2.313	1.610	1.645	2.799	29.829	1.538	2.851	1.482	0.521	50.993
MNR - MTA	(2.278)	0.330	2.528	0.933	(3.347)	(2.443)	(1.444)	(1.475)	0.641	(0.548)	2.236	8.005	3.138
MNR - CDOT	13.887	(1.054)	1.121	(8.755)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.199)	0.000
MNR - Other	1.445	(0.015)	0.835	0.248	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.513)	0.000
Capital and Other Reimbursements	13.054	(0.740)	4.484	(7.574)	(3.347)	(2.443)	(1.444)	(1.475)	0.641	(0.548)	2.236	0.293	3.138
Total Receipts	\$17.209	(\$0.523)	\$4.842	(\$6.856)	(\$2.848)	(\$1.947)	\$0.129	\$27.344	\$1.221	\$1.417	\$2.656	(\$1.557)	\$41.088
Expenditures													
Labor:													
Payroll	\$5.480	\$1.265	(\$10.745)	\$2.518	(\$5.272)	\$1.928	\$4.208	(\$5.142)	(\$0.400)	\$10.254	(\$10.787)	(\$6.067)	(\$12.760)
Overtime	(1.144)	1.913	(0.286)	(0.758)	(1.280)	0.575	1.198	(1.280)	(0.081)	(1.317)	1.205	(1.208)	(2.462)
Health and Welfare	0.429	(1.543)	(1.038)	7.151	(12.480)	(0.322)	(0.351)	(0.340)	(0.329)	(0.368)	(0.337)	0.870	(8.658)
OPEB Current Payments	(0.071)	(0.363)	0.000	2.329	2.329	0.000	0.000	0.000	0.000	0.000	0.000	0.434	4.658
Pension	0.123	(1.174)	0.011	(0.505)	(0.039)	(0.043)	(0.042)	(0.038)	(0.033)	(0.059)	(0.049)	1.368	(0.479)
Other Fringe Benefits	(0.972)	(0.078)	(2.800)	(1.907)	(0.734)	1.009	1.557	(0.694)	0.463	2.295	(1.311)	7.240	4.068
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.057)	(0.112)	(0.875)	(0.241)	(0.220)	(0.226)	(0.235)	(0.200)	(0.173)	(0.322)	(0.268)	(0.246)	(3.175)
Total Labor Expenditures	\$3.788	(\$0.092)	(\$15.732)	\$8.586	(\$17.695)	\$2.922	\$6.336	(\$7.693)	(\$0.553)	\$10.483	(\$11.547)	\$2.391	(\$18.808)
Non-Labor:													
Electric Power	\$3.692	\$1.332	\$0.028	(\$3.624)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$2.273)	(\$2.061)
Fuel	0.319	(1.395)	(0.363)	0.023	0.039	0.039	0.039	0.039	0.039	0.039	0.039	1.611	0.467
Insurance	1.680	1.874	1.816	1.905	(0.157)	0.298	(0.204)	0.799	(0.493)	0.224	(2.104)	(4.549)	1.091
Claims	0.114	(0.075)	0.017	3.643	(4.729)	(0.500)	0.000	0.000	(0.502)	0.000	(0.501)	0.528	(2.006)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.471)	(0.606)	(1.840)	4.009	0.574	(11.176)	5.753	(3.775)	(1.593)	(1.766)	(0.378)	(15.041)	(26.310)
Professional Services Contracts	0.406	0.308	4.927	6.027	(0.756)	(8.256)	0.317	(0.125)	0.540	0.875	(1.937)	(19.455)	(17.127)
Materials and Supplies	(0.533)	(1.533)	(2.408)	3.361	(0.164)	(0.632)	(1.653)	(0.501)	(0.508)	(1.861)	0.071	(2.862)	(9.224)
Other Business Expenses	(1.273)	(1.861)	(0.764)	0.899	(1.211)	(1.179)	(1.211)	(1.534)	(1.355)	(1.776)	(1.256)	(4.068)	(16.588)
Total Non-Labor Expenditures	\$3.934	(\$1.956)	\$1.414	\$16.243	(\$6.578)	(\$21.580)	\$2.867	(\$5.271)	(\$4.045)	(\$4.438)	(\$6.239)	(\$46.109)	(\$71.759)
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	7.883	(1.070)	(6.813)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7.721	(\$2.048)	(\$14.318)	\$24.829	(\$24.273)	(\$18.657)	\$9.204	(\$12.964)	(\$4.599)	\$6.045	(\$17.786)	(\$43.719)	(\$90.567)
Total Cash Conversion before Non-Cash Liability Adjs.	\$24.931	(\$2.572)	(\$9.476)	\$17.973	(\$27.121)	(\$20.604)	\$9.332	\$14.380	(\$3.378)	\$7.462	(\$15.131)	(\$45.275)	(\$49.479)
Depreciation	\$19.112	\$19.102	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$243.636
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	0.000	0.000	3.250	13.000
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
Total Cash Conversion Adjustments	\$48.876	\$21.364	\$20.150	\$43.348	(\$1.746)	\$9.021	\$34.708	\$39.756	\$26.248	\$32.837	\$10.245	(\$15.650)	\$269.157

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$4.153	\$2.623	\$3.149	\$2.512	\$3.142	\$2.808	\$3.281	\$2.830	\$3.174	\$2.535	\$3.283	\$4.153	\$37.643
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Programmatic/Routine Maintenance	2.606	2.544	2.841	2.533	2.864	2.854	2.837	3.629	2.889	3.102	2.966	0.303	31.968
Unscheduled Maintenance	0.000	0.000	0.023	0.020	0.194	0.099	0.020	0.026	0.019	0.018	0.020	0.002	0.439
Vacancy/Absentee Coverage	1.329	1.205	1.566	1.412	1.424	1.495	1.512	1.718	1.301	1.138	1.451	1.415	16.965
Weather Emergencies	1.923	0.886	0.317	0.162	0.018	0.041	0.292	0.090	0.238	0.044	0.112	(0.006)	4.116
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	(0.730)	1.804	0.000	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005	1.078
<i>NON-REIMBURSABLE OVERTIME</i>	\$9.281	\$9.062	\$7.896	\$6.639	\$7.642	\$7.296	\$7.943	\$8.292	\$7.620	\$6.837	\$7.831	\$5.871	\$92.210
<i>REIMBURSABLE OVERTIME</i>	\$1.595	\$1.804	\$1.335	\$1.915	\$2.274	\$2.133	\$2.619	\$2.799	\$2.432	\$2.487	\$2.285	\$1.631	\$25.308
TOTAL OVERTIME	\$10.875	\$10.866	\$9.231	\$8.554	\$9.916	\$9.429	\$10.562	\$11.091	\$10.052	\$9.324	\$10.116	\$7.502	\$117.518

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
RIDERSHIP													
<i>Harlem Line Ridership - Commutation</i>	1.396	1.270	1.475	1.398	1.470	1.437	1.357	1.410	1.297	1.546	1.360	1.306	16.723
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.811</u>	<u>0.760</u>	<u>0.831</u>	<u>0.874</u>	<u>0.955</u>	<u>1.001</u>	<u>1.000</u>	<u>0.982</u>	<u>0.963</u>	<u>1.010</u>	<u>1.001</u>	<u>1.060</u>	<u>11.248</u>
Total Harlem Line	2.207	2.030	2.306	2.272	2.426	2.437	2.357	2.393	2.260	2.556	2.361	2.366	27.971
<i>Hudson Line Ridership - Commutation</i>	0.776	0.711	0.832	0.792	0.823	0.793	0.746	0.797	0.725	0.858	0.762	0.730	9.344
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.521</u>	<u>0.491</u>	<u>0.556</u>	<u>0.620</u>	<u>0.650</u>	<u>0.692</u>	<u>0.737</u>	<u>0.709</u>	<u>0.660</u>	<u>0.707</u>	<u>0.680</u>	<u>0.704</u>	<u>7.727</u>
Total Hudson Line	1.297	1.201	1.388	1.412	1.473	1.485	1.483	1.506	1.386	1.564	1.442	1.434	17.071
<i>New Haven Line Ridership - Commutation</i>	1.842	1.658	1.937	1.848	1.952	1.913	1.795	1.885	1.736	2.068	1.811	1.702	22.147
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.292</u>	<u>1.231</u>	<u>1.366</u>	<u>1.446</u>	<u>1.520</u>	<u>1.626</u>	<u>1.666</u>	<u>1.630</u>	<u>1.502</u>	<u>1.552</u>	<u>1.587</u>	<u>1.726</u>	<u>18.144</u>
Total New Haven Line	3.135	2.889	3.304	3.294	3.472	3.539	3.462	3.515	3.238	3.620	3.399	3.428	40.292
Total Commutation (East of Hudson)	4.014	3.638	4.245	4.038	4.245	4.143	3.898	4.092	3.758	4.471	3.933	3.738	48.215
Total Non-Commutation (East of Hudson)	<u>2.624</u>	<u>2.482</u>	<u>2.753</u>	<u>2.940</u>	<u>3.125</u>	<u>3.318</u>	<u>3.404</u>	<u>3.321</u>	<u>3.125</u>	<u>3.269</u>	<u>3.268</u>	<u>3.489</u>	<u>37.119</u>
Total East of Hudson Ridership	6.638	6.120	6.998	6.979	7.370	7.461	7.302	7.413	6.883	7.740	7.202	7.227	85.334
West of Hudson Ridership	0.126	0.126	0.138	0.132	0.141	0.141	0.136	0.147	0.131	0.121	0.125	0.126	1.590
Total Ridership	6.765	6.246	7.136	7.110	7.511	7.602	7.438	7.560	7.014	7.861	7.326	7.353	86.924

FAREBOX REVENUE

<i>Harlem Line Revenue - Commutation</i>	9.321	9.285	9.415	9.237	9.553	9.819	9.303	9.036	9.483	9.596	9.532	9.110	112.690
<i>Harlem Line Revenue - Non Commutation</i>	<u>7.425</u>	<u>6.912</u>	<u>7.520</u>	<u>7.832</u>	<u>8.806</u>	<u>9.377</u>	<u>9.445</u>	<u>9.270</u>	<u>8.806</u>	<u>9.139</u>	<u>9.240</u>	<u>9.877</u>	<u>103.648</u>
Total Harlem Line Revenue	\$16.745	\$16.197	\$16.935	\$17.069	\$18.358	\$19.196	\$18.747	\$18.305	\$18.289	\$18.735	\$18.773	\$18.987	\$216.337
<i>Hudson Line Revenue - Commutation</i>	6.083	6.104	6.236	6.195	6.268	6.334	5.921	5.916	6.233	6.256	6.258	5.981	73.785
<i>Hudson Line Revenue - Non Commutation</i>	<u>5.890</u>	<u>5.528</u>	<u>6.297</u>	<u>6.898</u>	<u>7.319</u>	<u>7.680</u>	<u>8.338</u>	<u>7.935</u>	<u>7.448</u>	<u>8.091</u>	<u>7.789</u>	<u>8.084</u>	<u>87.297</u>
Total Hudson Line Revenue	\$11.973	\$11.632	\$12.533	\$13.093	\$13.587	\$14.014	\$14.259	\$13.851	\$13.681	\$14.347	\$14.046	\$14.066	\$161.082
<i>New Haven Line Revenue - Commutation</i>	13.146	12.951	13.264	13.185	13.788	14.167	13.390	13.138	13.863	14.045	13.904	13.614	162.456
<i>New Haven Line Revenue - Non Commutation</i>	<u>13.809</u>	<u>13.131</u>	<u>14.670</u>	<u>15.445</u>	<u>16.348</u>	<u>17.550</u>	<u>17.909</u>	<u>17.483</u>	<u>16.220</u>	<u>16.759</u>	<u>17.404</u>	<u>20.053</u>	<u>196.782</u>
Total New Haven Line Revenue	\$26.955	\$26.083	\$27.934	\$28.630	\$30.135	\$31.717	\$31.299	\$30.621	\$30.082	\$30.804	\$31.308	\$33.668	\$359.238
Total Commutation Revenue	\$28.550	\$28.341	\$28.915	\$28.617	\$29.608	\$30.321	\$28.614	\$28.090	\$29.578	\$29.897	\$29.694	\$28.706	\$348.931
Total Non-Commutation Revenue	<u>27.124</u>	<u>25.571</u>	<u>28.487</u>	<u>30.176</u>	<u>32.472</u>	<u>34.607</u>	<u>35.691</u>	<u>34.688</u>	<u>32.474</u>	<u>33.989</u>	<u>34.433</u>	<u>38.015</u>	<u>387.727</u>
Total East of Hudson Revenue	\$55.674	\$53.912	\$57.403	\$58.793	\$62.080	\$64.927	\$64.305	\$62.778	\$62.052	\$63.886	\$64.128	\$66.721	\$736.658
West of Hudson Revenue	\$1.171	\$1.088	\$1.246	\$1.101	\$1.227	\$1.272	\$1.268	\$1.302	\$1.250	\$1.065	\$1.174	\$1.190	\$14.355
Total Farebox Revenue	\$56.845	\$55.000	\$58.649	\$59.894	\$63.307	\$66.199	\$65.573	\$64.079	\$63.302	\$64.951	\$65.302	\$67.911	\$751.013

* Reflects East of Hudson Service

Notes: West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	2	2	3	3	3	3	3	3	3	3	3	3
Labor Relations	17	17	17	17	17	17	17	17	17	18	18	20
Safety	55	54	55	56	56	56	56	56	56	56	58	58
Security	22	22	22	22	22	23	23	23	23	25	25	26
Office of the Executive VP	10	9	8	8	9	9	9	9	9	9	10	10
Corporate & Public Affairs	19	19	19	19	19	19	19	20	20	19	19	19
Customer Service	64	66	67	67	67	67	67	67	67	67	67	69
Legal	13	14	13	11	11	11	11	12	12	12	13	19
Claims	12	12	12	12	12	12	12	12	12	12	12	14
Environmental Compliance & Svce	7	6	6	7	6	6	6	6	6	6	6	8
VP Human Resources	48	49	48	48	47	47	48	49	49	49	49	51
Training	83	82	82	84	84	85	85	85	85	85	86	101
Employee Relations & Diversity	6	5	5	4	4	4	4	5	6	6	6	7
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	20	20	20	20	20	20	20	20	22	22	21	22
Capital Planning & Programming	12	12	13	13	13	13	13	13	13	13	13	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	4	4	4	4	4	4	4	4	4	4	4	9
Controller	76	74	75	75	75	75	75	75	75	75	75	82
Budget	18	18	18	17	17	17	17	17	17	17	17	23
Procurement & Material Management	24	24	24	24	25	25	25	25	25	25	25	39
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	522	519	521	521	521	523	524	528	531	533	537	608
Operations												
Operations Admin	66	66	68	68	68	68	69	69	69	70	70	76
Transportation	1,623	1,612	1,610	1,612	1,606	1,612	1,618	1,628	1,624	1,648	1,643	1,522
Customer Service	283	277	280	281	281	284	290	291	291	291	291	294
Metro-North West	26	25	25	25	25	25	25	25	25	25	25	46
Total Operations	1,998	1,980	1,983	1,986	1,980	1,989	2,002	2,013	2,009	2,034	2,029	1,938
Maintenance												
Maintenance of Equipment	1,666	1,673	1,659	1,668	1,657	1,670	1,674	1,679	1,685	1,688	1,686	1,764
Maintenance of Way	2,120	2,119	2,112	2,126	2,148	2,152	2,178	2,185	2,204	2,237	2,237	2,438
Procurement & Material Mgmt	118	119	120	121	121	121	121	121	121	121	121	134
Total Maintenance	3,904	3,910	3,891	3,915	3,926	3,943	3,973	3,985	4,010	4,046	4,044	4,336
Engineering/Capital												
Construction Management	40	39	39	39	39	39	39	41	41	42	42	44
Engineering & Design	70	71	71	70	70	72	74	76	79	79	85	92
Total Engineering/Capital	110	110	110	109	109	111	113	117	120	121	127	136
Total Positions	6,534	6,519	6,505	6,531	6,536	6,566	6,612	6,643	6,670	6,734	6,737	7,018
<i>Non-Reimbursable</i>	5,936	5,934	5,957	5,883	5,848	5,849	5,833	5,850	5,877	5,978	6,020	6,339
<i>Reimbursable</i>	599	584	548	648	688	717	779	793	793	756	717	679
<i>Total Full-Time</i>	6,533	6,518	6,504	6,530	6,535	6,565	6,611	6,642	6,669	6,733	6,736	7,017
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	181	180	180	179	179	179	179	183	185	185	186	206
Professional/Technical/Clerical	341	339	341	342	342	344	345	345	346	348	351	402
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	522	519	521	521	521	523	524	528	531	533	537	608
Operations												
Managers/Supervisors	235	232	233	233	237	244	246	251	252	258	263	223
Professional/Technical/Clerical	176	175	177	178	178	176	181	181	183	184	184	218
Operational Hourlies	1,588	1,573	1,573	1,575	1,565	1,569	1,575	1,581	1,574	1,592	1,582	1,497
Total Operations Headcount	1,998	1,980	1,983	1,986	1,980	1,989	2,002	2,013	2,009	2,034	2,029	1,938
Maintenance												
Managers/Supervisors	618	629	628	627	625	633	636	636	635	633	633	682
Professional/Technical/Clerical	500	501	501	502	503	503	514	517	518	521	522	588
Operational Hourlies	2,787	2,781	2,762	2,786	2,798	2,807	2,823	2,832	2,857	2,892	2,889	3,066
Total Maintenance Headcount	3,904	3,910	3,891	3,915	3,926	3,943	3,973	3,985	4,010	4,046	4,044	4,336
Engineering / Capital												
Managers/Supervisors	46	45	45	44	44	44	45	45	45	46	46	47
Professional/Technical/Clerical	64	65	65	65	65	67	68	72	75	75	81	89
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	110	110	110	109	109	111	113	117	120	121	127	136
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0											
Total Positions												
Managers/Supervisors	1,080	1,086	1,086	1,083	1,085	1,100	1,106	1,115	1,117	1,122	1,128	1,158
Professional, Technical, Clerical	1,080	1,079	1,084	1,087	1,088	1,090	1,108	1,115	1,122	1,128	1,138	1,297
Operational Hourlies	4,374	4,354	4,335	4,361	4,363	4,376	4,398	4,413	4,431	4,484	4,471	4,563
Total Positions	6,534	6,519	6,505	6,531	6,536	6,566	6,612	6,643	6,670	6,734	6,737	7,018

Memorandum



Date September 12, 2018

To Metro-North Committee

From Catherine Rinaldi

CAR

Re Fall 2018 Schedule Changes

For your information, schedules will change on the Hudson, Harlem and New Haven lines effective Sunday, September 30, 2018. The Port Jervis and Pascack Valley Line timetables will incorporate minor changes that New Jersey Transit made to connecting trains at Secaucus Junction on September 9, 2018.

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

Details of the changes by line are as follows:

- **Hudson Line**
 - Extra "Fall Foliage" trains will operate between New York, Beacon and Poughkeepsie on Saturday, October 13, 20 and 27.
- **Harlem Line**
 - Five trains have schedule adjustments of 1 or 2 minutes to provide consistent trip times and to provide standard connection times.
- **New Haven Line**
 - Train 1573 departs New Haven 2 minutes earlier and adds a stop at Green's Farms to accommodate a change in the school day at Green's Farms Academy.
 - Connecticut DOT has approved the modification to New Haven Line schedules.
- **Pascack Valley Line**
 - Trains 1622 and 1624 have connecting trains from Secaucus Junction to New York Penn Station that arrive at Penn Station 4 and 5 minutes later.
- **Port Jervis Line**
 - Trains 56 and 62 have connecting trains from Secaucus Junction to New York Penn Station that arrives at Penn Station 4 and 11 minutes later.
- **Holiday Services**
 - Shoppers' Specials will be operated on Saturdays and Sundays between November 17 and December 23, 2018. There will be 10 additional New Haven Line and two

additional Hudson Line trains on Saturdays and four additional New Haven Line trains on Sundays.

- Christmas Day we will operate an amended service with hourly local trains to and from Croton/Harmon, North White Plains and Stamford and hourly trains to and from Poughkeepsie, Southeast and New Haven
- New Year's Eve we will operate a Sunday schedule, with additional trains and capacity added inbound in the afternoon and evening and additional trains outbound overnight into New Year's Day
- New Year's Day we will operate an amended schedule with hourly local trains to and from Croton/Harmon, North White Plains and Stamford and hourly trains to and from Poughkeepsie, Southeast and New Haven, with an additional six mid-day outer New Haven Line trains to accommodate heavy ridership
- On Martin Luther King Day we will operate an expanded Saturday service, with 14 additional Harlem Line trains, 13 additional New Haven Line trains and three additional Hudson Line trains.
- The half-hourly Harlem Line trains which were truncated to Crestwood in support of the White Plains Enhanced Station Initiative will be reinstated to North White Plains on the Friday after Thanksgiving, Christmas Eve, Martin Luther King Day and Presidents' Day. These are days of heavy travel on the Lower Harlem Line.

Impact on the Operating Budget

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

Upcoming Schedule Changes

The next schedule change for the Hudson, Harlem and New Haven lines will be effective April 14, 2019.

New Jersey Transit plans to issue a new schedule for the Pascack Valley and Port Jervis Lines effective October 14, 2018. There are no changes to schedule times at New York State stations or Hoboken on either the Pascack Valley or Port Jervis Lines. One Port Jervis Line train will have its stopping pattern changed at stations within New Jersey, and there will be minor adjustments to schedules of connecting trains on the Northeast Corridor between Secaucus Junction and New York Penn Station.

cc: J. Lhota
V. Hakim
S. Doering
R. Gans
Y. Hill-Donald
J. Kennard
J. Kesich
M. Shiffer
M. Mannix

September 2018 MNR Committee Meeting Monthly PTC Project Update

September 24, 2018

(Data through 8/31/2018)



MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="583 427 1644 475">❑ <u>RSD application submitted on September 11, 2018.</u> <li data-bbox="583 540 1913 703">❑ Integrated System Factory Acceptance Testing (FAT) is in progress. Several core variances required for Revenue Service Demonstration (RSD) are developed and undergoing testing. <li data-bbox="583 768 1854 816">❑ Start of RSD on the pilot line expected in early November 2018 <li data-bbox="583 881 1707 930">❑ On target to meet all federal compliance requirements.
Overall Completion	82%
Budget	\$546M (Including CDOT Share)

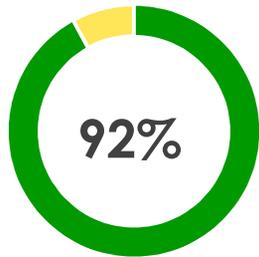


MNR PTC Project Progress Dashboard

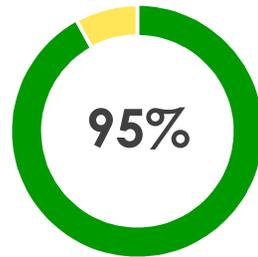
Radio Spectrum



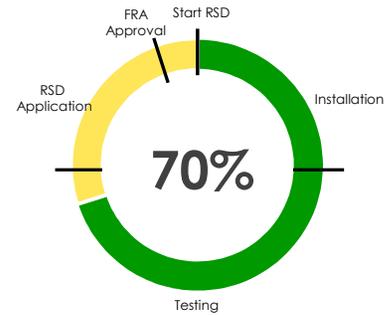
Installation of Hardware



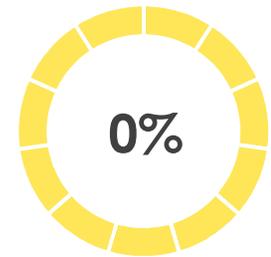
Employees Trained



PTC Operations (RSD) Pilot Line



Extended RSD (ERSD) 11 Non-Pilot Segments



MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Aug 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Aug		18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast
Transponders	2931	2931	2700	92%	231	77	0	77	100	54	0
WIUs	84	84	83	99%	1	0	0	0	1	0	0
Radio Cases	107	107	99	93%	8	6	5	3	3	2	0
M7	167	167	167	100%	0	0	0	0	0	0	0
M3	69	32	47	100%	0	10	14	12	10	0	0
P32	31	23	18 Complete	78%/100%	5	3	2	3	3	3	4
			31 Partial (OBC)								
Cab Cars	51	35	29 Complete	83%/100%	6	6	8	6	8	8	0
			41 Partial (OBC)								
M8	190	106	122 Complete	100%	0	24	28	24	24	20	0
			190 Partial (OBC)								
BL20	12	9	1 Complete	11%/100%	8	2	0	1	3	4	3
			12 Partial								
GP35	8	4	1 Complete	25%/100%	3	2	1	1	2	2	2
			7 Partials								

 Month when FRA goal is met



MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Aug 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Aug		18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast
Transponders	254	254	62	24%	192	60	62	90	102	0	0
WIUs	10	10	0	0%	10	2	0	3	5	2	0
Radio Cases	11	11	2	18%	9	2	2	4	5	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

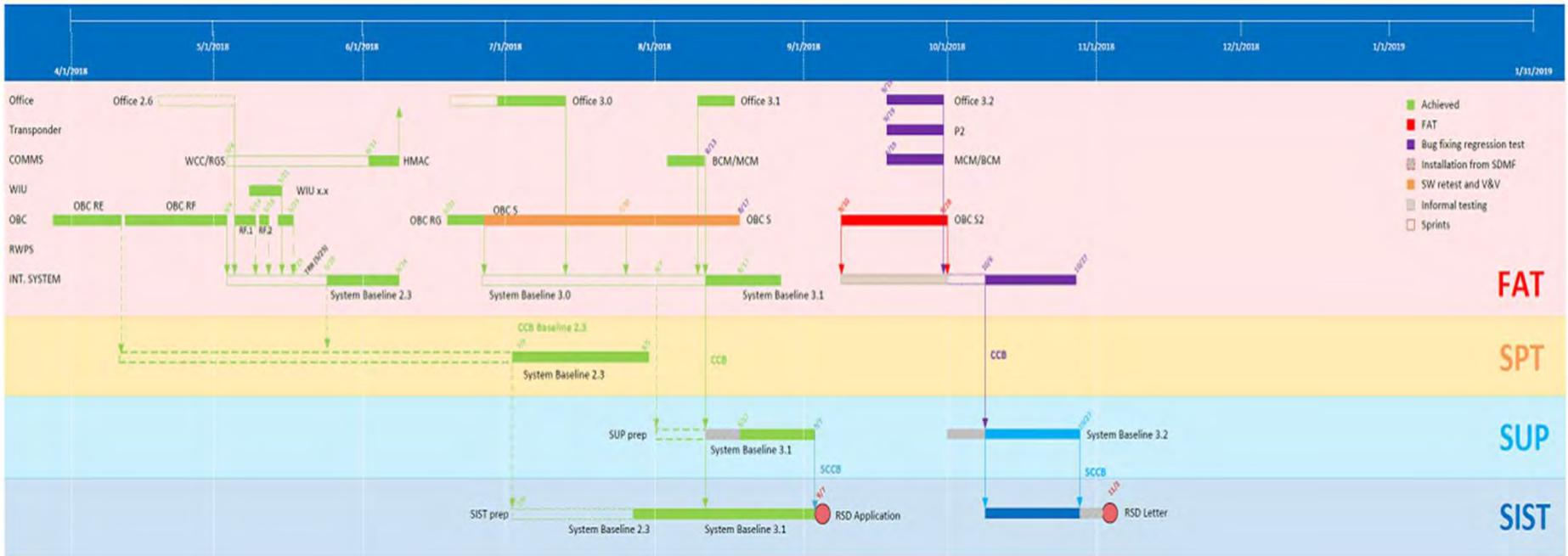
MNR Project Update

(Accomplishments since last update)

- CSE continues with M8, M7, M3, P32s, BL20s and Cab Cars.
- Site Performance Testing (SPT) on the RSD segment:
 - Completed testing w/ System Baseline release 2.3
 - Started regression testing w/ System Baseline release 3.1
- Integrated System FAT ongoing to resolve critical PTC variances:
 - OBC software release S.2
 - System Baseline Release 3.2
- Onboard and Wayside equipment installation at 92%.
- Commenced installation of Transponders and Radio Cases on the Port Jervis Line.
- Performed Repeatable Demonstration with the FRA onboard.
- Performed 2nd RSD Application page turn with the FRA.
- Attended the 3rd and final FRA Symposium for PTC Safety Plan.
- Developed a Substitute Criteria application.
- **RSD application submitted on September 11, 2018.**



MNR Software Development Schedule



MNR Project Concerns

- MNR continues to have issues with late equipment deliveries from the SI
 - Weekly conference calls to coordinate and expedite the deliveries
- The SI continues to have resource limitations to support both Railroads
- Concerns with the current schedule on OBC S2 and Integrated 3.2 release.
 - Regression testing requires additional testing/resources on both sides
 - Technical and operational concerns could affect segments outside RSD.
- FRA Review and Approval of RSD Application
- Completion of the project depends on solving Interoperability issues with Amtrak



MNR PTC Timeline and Look-ahead

August 2018

- ✓ MNR to complete Integrated System FAT (Baseline 3.1) for RSD.
- ✓ MNR to complete Site Update and Regression testing for the RSD segment.

September 2018

- ✓ MNR to submit RSD application for pilot line.
- ❑ MNR to complete all required training to employees.
- ❑ Complete uploading updated M8 CSE E5 Software

October 2018

- ❑ Complete regression testing for system baseline software 3.2.
- ❑ MNR to continue to perform interoperability testing with MNR tenants.
- ❑ Complete uploading updated CSE QL Software to all the on-board equipment.
- ❑ Complete retrofitting of M3s at Arch Street
- ❑ Update the PTCIP

November 2018

- ❑ MNR to begin RSD on Tarrytown to Croton-Harmon pilot segment (Hudson Line).
- ❑ MNR to complete all onboard and wayside installations of PTC hardware.

December 2018

- ❑ MNR to start Site Acceptance/Performance Testing on non-pilot segments.
- ❑ MNR submit Notification to FRA it has met all statutory criteria for an Alternative Schedule
- ❑ Submit an Request Alternative Schedule

After January 2019

- ❑ MNR to submit PTC Safety Plan to FRA for approval
- ❑ MNR to placing non-pilot segments in PTC Operations (ERSD).



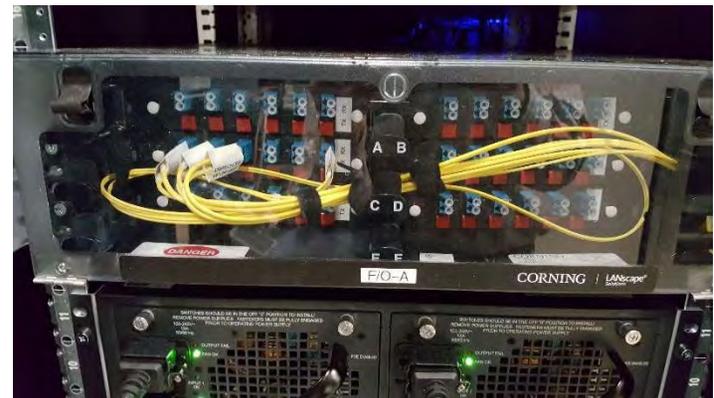
PTC Equipment



Performing Environmental Testing (Temp/Humidity) On-Board Filter



PTC Equipment



Office Safety Servers located at MNR ECC





Metro-North Railroad

Action Item

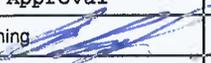
Staff Summary

Subject NYSDOT Grant for Connecting Services	
Department Operations Planning and Analysis	
Department Head Name James McCormack	
Department Head Signature 	
Project Manager Name Edilma Jarvis	Program Manager Name

Date August 24, 2018
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9/24	X		
2	MTA Finance Mtg	9/24	X		
3	MTA Board Mtg.	9/26	X		

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

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

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2018 through September 30, 2019.

DISCUSSION:

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

Over the past fifteen years, Metro-North has received over \$4 million from similar NYSDOT (CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

BUDGET IMPACT:

No budget impact. These monies allow for projects that would not otherwise be implemented.

RECOMMENDATION:

That the MTA Board grant approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2018 through September 30, 2019.

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



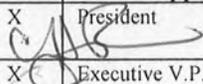
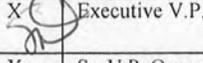
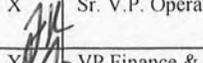
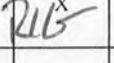
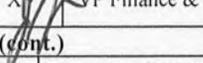
Metro-North Railroad

Procurements

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

Date	September 10, 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.	9-24-18	X		
2	MTA Board Mtg.	9-26-18	X		

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

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

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

DISCUSSION:

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A:	Non-Competitive Purchases and Public Work Contracts	1	\$76,000,000
	• Wabtec Corporation		\$76,000,000
<u>Schedules Requiring Majority Vote</u>			
Schedule E:	Miscellaneous Procurement Contracts	1	\$1,373,000
	• Aspen Aerials, Inc.		\$1,373,000
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$2,412,000
	• Dayton T. Brown, Inc.		\$2,412,000
SUB TOTAL:		3	\$79,785,000

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$367,968,000
	<ul style="list-style-type: none"> • Skanska-ECCO III Joint Venture \$367,968,000 		

<u>Schedules Requiring Majority Vote</u>	NONE		
SUB TOTAL:	1	\$367,968,000	

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE		
<u>Schedules Requiring Majority Vote</u>	NONE		
SUB TOTAL:			
TOTAL:	4	\$447,753,000	

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.

SEPTEMBER 2018

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

**1. Wabtec Corporation \$76,000,000 (not-to-exceed) Staff Summary Attached
Various OEM Railcar and Locomotive Parts for MNR and LIRR Fleets**

Metro-North Railroad, on behalf of itself and the Long Island Rail Road (LIRR) requests approval to award a three-year non-competitive purchasing agreement in the not-to-exceed amount of \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000) to Wabtec Corporation for the purchase of various parts and components for MNR's M-3, M-7 and M-8 railcars and locomotives and LIRR's M-3 and M-7 railcars. Wabtec is the Original Equipment Manufacturer (OEM), sole source and a common material supplier to MNR and LIRR.

Under this new agreement, both LIRR and MNR will continue to support its Life Cycle Maintenance (LCM) and Reliability Centered Maintenance (RCM) programs, which maintain high car reliability, improve customer service through on-time performance, and parts replacement at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the railcars are needed to insure safe, reliable and maintainable operation.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265- a(3) and PAL §1265- a(4)(b) and with the MTA All-Agency General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge, El Diario and posted on Metro-North's website, which did not yield interest from other sources.

This purchase agreement is requirements-based for MNR and LIRR in that the Railroads are not obligated to generate any minimum amount of purchase orders. A review of the proposed pricing against the historical data favorably compares with an average price increase of 2% per year. The Agencies are committed to ensuring that through the use of joint procurements, Wabtec and its business units are offering each agency more beneficial and consistent pricing. The purchase agreement with Wabtec will eliminate the need and expense of individually advertising prospective procurements, procurement lead times for separate purchase orders and will expedite material delivery.

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

These replacement parts, components, assemblies and subassemblies from Wabtec and its business units will be purchased on an as-needed basis and negotiated on an individual parts basis prior to their purchase as necessary. Pricing is deemed fair and reasonable. The total award for the three-year period is not-to-exceed \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000), and is to be funded by each Agency's Operating Budget.

Schedules Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

**2. Aspen Aerials, Inc. \$1,373,000 (not-to-exceed) Staff Summary Attached
Purchase of Two Undergrade Bridge Inspection Units (UBIU)**

Approval is requested to award a non-competitive miscellaneous procurement in the not-to-exceed amount of \$1,373,000 to Aspen Aerials, Inc. (Aspen) for the purchase of two Undergrade Bridge Inspection Units (UBIU) with Hi-Rail. Aspen is the Original Equipment Manufacturer (OEM) of the UBIUs. Metro-North currently owns one UBIU. By federal regulations, the unit will reach the end of its useful life in April 2019 when its safety certification expires. The purchase of two new UBIUs replaces the existing machine, while adding a second unit to allow Metro-North to keep pace with the growing undergrade bridge program inspection needs, which is a safety priority.

In support of MNR's current and planned maintenance and rehabilitation programs for tall bridges, and for bridges over difficult terrain, Metro-North requires the use of UBIUs. These machines allow Metro-North workers to safely and efficiently access the undersides of bridges in locations where it would be either impractical or impossible to erect scaffolding, requiring them to be lowered by ropes to their work location. There are no alternate types of equipment which can perform a similar function. Rebuilding Metro-North's current UBIU was determined not to be economically viable as it requires nearly the same amount of time as building a new unit and would be in excess of 60% of the cost of a new UBIU.

Aspen Aerials, Inc. has been identified as the OEM supplier and therefore has unique qualifications or capabilities to fabricate and deliver these two Undergrade Bridge Inspection Units.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265-a(3) and PAL §1265- a(4)(b) and with MTA All-Agency General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge, El Diario and posted on Metro-North's website, which did not yield interest from other sources.

Aspen's price of \$1,373,000 is 8.4% less than the engineer's estimate and the pricing is deemed to be fair and reasonable. The UBIUs will be delivered by end of 1st quarter 2019 to complete the April 2019 mandatory undergrade bridge inspection.

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

The total cost for this procurement is not-to-exceed \$1,373,000 and is to be funded by the MNR Operating Budget.

**H. Modifications to Personal /Miscellaneous Service Contracts
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval)**

**3. Dayton T. Brown, Inc. \$2,412,000 (not-to-exceed) Staff Summary Attached
Engineering Support Services for Positive Train Control (PTC)**

Approval is requested for additional funding in the not-to-exceed amount of \$2,412,000 to the firm, Dayton T. Brown, Inc. (DTB), to provide engineering services required to prepare documentation (including the Revenue Service Demonstration (RSD) Report) to satisfy Federal Railroad Administration (FRA) requirements for Positive Train Control (PTC) certification on the new Advanced Civil Speed Enforcement System (ACSES). This funding will be added to the current 36-month contract providing engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing with no anticipated schedule impacts.

In March 2018, additional funding was requested and approved by the Board for the development and integration of an RSD application and RSD Report. This includes review and assimilation of the safety plan providing recommendations based on the requirements as defined in 49 CFR Part 236.1015; serving as the central repository for the monthly FRA report generation; managing the source data and report deliverables (Content Hosting) and providing engineering support on an as-needed basis. These tasks are all ongoing.

In August 2018, it was determined that in addition to the above tasks approved in March, it will be necessary to add two more tasks to supplement Metro-North forces and support the aggressive deployment of PTC across Metro-North territory. DTB will be responsible for establishing two teams consisting of Network, Radio Frequency and Electro-Mechanical Engineers to perform setup and verification of PTC Radio Cases. The tasks listed below are above and beyond the scope of the previously approved modification by the Board in March. The specific tasks are as follows:

- (1) Provide equipment and personnel to perform configuration, setup and verification of PTC Radio Cases.
- (2) Provide Outsourced Engineering support for the Base Communications Equipment for one year.

Metro-North is in the process of developing a schedule for deploying PTC beyond the initial pilot segment (Tarrytown to Croton-Harmon on the Hudson Line). Failure to secure these additional resources from DTB will necessarily delay the implementation of PTC once the RSD period concludes and Metro-North receives FRA authorization to extend full PTC across the remainder of its territory. MNR will initially develop with DTB two tiger teams to address the

setup and verification of the PTC radio cases. Additional DTB technical staff (6-8 Engineers) will be used for the configuration, testing and commissioning at each site. Once efficiencies have been achieved in the commissioning process, additional teams will be dispatched to reduce the commissioning period as the FRA authorizes the approximately 90 remaining control points.

As indicated in the original non-competitive award to DTB in November 2017, DTB has all the necessary experience in providing engineering support in both heavy rail and transit environments. In addition, DTB is the only company available in the Northeast region, and the only qualified company with available resources to immediately support this vital effort. Further, DTB has become an integral part of the MNR team whose knowledge of the current program provides an immediate benefit in the accomplishment of these two new tasks.

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

MNR will receive the benefit of pricing negotiated by the U.S. General Services Administration (GSA) under its contract GS-230-0038K. The total not-to-exceed amount of \$2,412,000 is to be funded by the 2015-2019 MNR Capital Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: **A**

Vendor Name (& Location) Wabtec Corporation, (Pittsburgh, PA)
Description Various OEM Railcar and Locomotive Parts for MNR and LIRR Fleets
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$76,000,000 (\$36,000,000 – MNR and \$36,500,000 – LIRR) (not-to- exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director 	
Contract Manager: Omar Messado – Assistant Deputy Director, Operations Procurement	

Discussion:

Metro-North Railroad, on behalf of itself and the Long Island Rail Road (LIRR) requests approval to award a three-year non-competitive purchasing agreement in the not-to-exceed amount of \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000) to Wabtec Corporation for the purchase of various parts and components for MNR's M-3, M-7 and M-8 railcars and locomotives and LIRR's M-3 and M-7 railcars. Wabtec is the Original Equipment Manufacturer (OEM), sole source and a common material supplier to MNR and LIRR.

Under this new agreement, both LIRR and MNR will continue to support its Life Cycle Maintenance (LCM) and Reliability Centered Maintenance (RCM) programs, which maintain high car reliability, improve customer service through on-time performance, and parts replacement at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the railcars are needed to insure safe, reliable and maintainable operation.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265- a(3) and PAL §1265- a(4)(b) and with the MTA All-Agency General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge, El Diario and posted on Metro-North's website, which did not yield interest from other sources.

The chart below provides the respective Wabtec business units and the estimated not-to-exceed dollar amounts anticipated to be expended over the new contract term. The total dollars identified for LIRR are based upon historical data and projected usage derived from its LCM program. MNR has implemented the use of SMART Software which is a forecasting tool that allows MNR to refine its estimated usage and project the net effect of its current operating fleet. MNR's application of this forecasting system coupled with fleet decommissioning over the last five years and fleet expansion due to the M-8 railcar fleet has resulted in some reduction in material usage for some materials while increasing on others.

Schedule A: Non-Competitive Purchases and Public Work Contracts

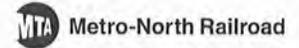
Supplier	System	MNR	LIRR	Estimated Purchase Agreement Total
Wabtec Passenger Transit	Braking Systems	\$8,450,000	\$10,500,000	\$18,950,000
Wabtec Global	Mechanical/Electrical Couplers	\$11,415,000	\$8,000,000	\$19,415,000
Vapor Stone Rail Systems	Door Components and Assemblies	\$9,100,000	\$8,200,000	\$17,300,000
Graham White	Air Brake Dryer, Railcar and Diesel Electrical Parts	\$820,000	\$800,000	\$1,620,000
Faiveley Transport	Door Control and AC Parts	\$5,450,000	\$7,000,000	\$12,450,000
Mors Smitt	Relays, Safety Critical Electronics	\$765,000	\$5,500,000	\$6,265,000
Totals:		\$36,000,000	\$40,000,000	\$76,000,000

This purchase agreement is requirements-based for MNR and LIRR in that the Railroads are not obligated to generate any minimum amount of purchase orders. A review of the proposed pricing against the historical data favorably compares with an average price increase of 2% per year. The Agencies are committed to ensuring that through the use of joint procurements, Wabtec and its business units are offering each agency more beneficial and consistent pricing. The purchase agreement with Wabtec will eliminate the need and expense of individually advertising prospective procurements, procurement lead times for separate purchase orders and will expedite material delivery.

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

These replacement parts, components, assemblies and subassemblies from Wabtec and its business units will be purchased on an as-needed basis and negotiated on an individual parts basis prior to their purchase as necessary. Pricing is deemed fair and reasonable. The total award for the three-year period is not-to-exceed \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000), and is to be funded by each Agency's Operating Budget.

Schedule E: Miscellaneous Procurement Contracts



Item Number: E

Vendor Name (& Location) Aspen Aerials, Inc. (Duluth, MN)
Description Purchase of Two Undergrade Bridge Inspection Units (UBIU)
Contract Term (including Options, if any) Immediate
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number 229366	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$1,373,000 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director	

Discussion:

Approval is requested to award a non-competitive miscellaneous procurement in the not-to-exceed amount of \$1,373,000 to Aspen Aerials, Inc. (Aspen) for the purchase of two Undergrade Bridge Inspection Units (UBIU) with Hi-Rail. Aspen is the Original Equipment Manufacturer (OEM) of the UBIUs. Metro-North currently owns one UBIU. By federal regulations, the unit will reach the end of its useful life in April 2019 when its safety certification expires. The purchase of two new UBIUs replaces the existing machine, while adding a second unit to allow Metro-North to keep pace with the growing undergrade bridge program inspection needs, which is a safety priority.

In support of MNR's current and planned maintenance and rehabilitation programs for tall bridges, and for bridges over difficult terrain, Metro-North requires the use of UBIUs. These machines allow Metro-North workers to safely and efficiently access the undersides of bridges in locations where it would be either impractical or impossible to erect scaffolding, requiring them to be lowered by ropes to their work location. There are no alternate types of equipment which can perform a similar function. Rebuilding Metro-North's current UBIU was determined not to be economically viable as it requires nearly the same amount of time as building a new unit and would be in excess of 60% of the cost of a new UBIU.

Aspen Aerials, Inc. has been identified as the OEM supplier and therefore has unique qualifications or capabilities to fabricate and deliver these two Undergrade Bridge Inspection Units.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265-a(3) and PAL §1265- a(4)(b) and with MTA All-Agency General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge, El Diario and posted on Metro-North's website, which did not yield interest from other sources.

Aspen's price of \$1,373,000 is 8.4% less than the engineer's estimate and the pricing is deemed to be fair and reasonable. The UBIUs will be delivered by end of 1st quarter 2019 to complete the April 2019 mandatory undergrade bridge inspection.

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

The total cost for this procurement is not-to-exceed \$1,373,000 and is to be funded by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item	H	Page 1 of 2	
Vendor Name (& Location) Dayton T. Brown, Inc. (Bohemia, NY)		Contract Number: 88157	AWO/Modification # 2
Description Engineering Support Services for Positive Train Control (PTC)		Original Amount:	\$500,000
Contract Term (including Options, if any) 36 Months		Prior Modifications:	\$1,000,000
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount:	\$1,500,000
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		This Request:	\$2,412,000 (not to exceed)
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current	161%
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director		% of Modifications (including This Request) to Original Amount:	682%

Approval is requested for additional funding in the not-to-exceed amount of \$2,412,000 to the firm, Dayton T. Brown, Inc. (DTB), to provide engineering services required to prepare documentation (including the Revenue Service Demonstration (RSD) Report) to satisfy Federal Railroad Administration (FRA) requirements for Positive Train Control (PTC) certification on the new Advanced Civil Speed Enforcement System (ACSES). This funding will be added to the current 36-month contract providing engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing with no anticipated schedule impacts.

In March 2018, additional funding was requested and approved by the Board for the development and integration of an RSD application and RSD Report. This includes review and assimilation of the safety plan providing recommendations based on the requirements as defined in 49 CFR Part 236.1015; serving as the central repository for the monthly FRA report generation; managing the source data and report deliverables (Content Hosting) and providing engineering support on an as-needed basis. These tasks are all ongoing.

In August 2018, it was determined that in addition to the above tasks approved in March, it will be necessary to add two more tasks to supplement Metro-North forces and support the aggressive deployment of PTC across Metro-North territory. DTB will be responsible for establishing two teams consisting of Network, Radio Frequency and Electro-Mechanical Engineers to perform setup and verification of PTC Radio Cases. The tasks listed below are above and beyond the scope of the previously approved modification by the Board in March. The specific tasks are as follows:

- (1) Provide equipment and personnel to perform configuration, setup and verification of PTC Radio Cases.
- (2) Provide Outsourced Engineering support for the Base Communications Equipment for one year.

Metro-North is in the process of developing a schedule for deploying PTC beyond the initial pilot segment (Tarrytown to Croton-Harmon on the Hudson Line). Failure to secure these additional resources from DTB will necessarily delay the implementation of PTC once the RSD period concludes and Metro-North receives FRA authorization to extend full PTC across the remainder of its territory. MNR will initially develop with DTB two tiger teams to address the setup and verification of the PTC radio cases. Additional DTB technical staff (6-8 Engineers) will be used for the configuration, testing and commissioning at each site. Once efficiencies have been achieved in the commissioning process, additional teams will be dispatched to reduce the commissioning period as the FRA authorizes the approximately 90 remaining control points.

As indicated in the original non-competitive award to DTB in November 2017, DTB has all the necessary experience in providing engineering support in both heavy rail and transit environments. In addition, DTB is the only company available in the Northeast region, and the only qualified company with available resources to

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

immediately support this vital effort. Further, DTB has become an integral part of the MNR team whose knowledge
Page 2 of 2
of the current program provides an immediate benefit in the accomplishment of these two new tasks.

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

MNR will receive the benefit of pricing negotiated by the U.S. General Services Administration (GSA) under its contract GS-230-0038K. The total not-to-exceed amount of \$2,412,000 is to be funded by the 2015-2019 MNR Capital Budget.

SEPTEMBER 2018

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

1. Skanska-ECCO III Joint Venture \$367,968,000 (not-to-exceed) Staff Summary Attached
Design/Build Harmon Yard Shop Improvements Phase V Stage 2

Approval is requested to award a 48-month competitively solicited design-build contract (RFP process; 2 proposals received) in the not-to-exceed amount of \$367,968,000 to Skanska-ECCO III Joint Venture (Skanska-ECCO) for the design and construction of Harmon Phase V, Stage 2 of the complete replacement of Metro-North's Harmon Yard Main Shop including a new Running Repair and Support Shop Building in Croton-Harmon, New York.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$250,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$250,000 to Hi-Rail Constructors Joint Venture (Hi-Rail).

In February 2017, Metro-North received Board approval to use the Request for Proposal (RFP) process. For this Harmon Phase V Stage 2 project, it was decided to use a two-phase selection process. In Phase 1, the design-build teams submitted their qualifications. Metro-North reviewed the proposers and then short-listed for the next round. In Phase 2, the remaining proposers submitted detailed technical proposals, including cost. The proposers were then invited for presentations and further negotiations from which the final selection was made.

In accordance with MTA Procurement Guidelines, a RFP dated June 8, 2017 was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on the Metro-North website.

Twenty-two firms were provided the RFP and on August 3, 2017, two proposals were received from design-build firms. Nine "no bid" response forms were received stating that they were either unable to meet the RFP requirements or were incapable of completing such a large sized Design Build project.

On May 10, 2018, Best-and-Final-Offer (BAFO) instructions were issued to the teams. On May 23, 2018, Skanska-ECCO submitted a BAFO in the amount of \$378,760,000 and Hi-Rail submitted a BAFO in the amount of \$393,810,000. The prices included all options and cost saving measures.

Metro-North held further discussions with Skanska-ECCO to discuss which options and cost saving measures would be included in the award. These discussions resulted in a final negotiated price of \$365,093,000. The final agreed upon not-to-exceed amount reflects the election of several options including the acceptance of a credit of \$4,890,000 for cost saving measures proposed by the Skanska-ECCO team. MNR is reserving its right to elect option 7 to procure and install work stations and furniture within two years of the award date. The value of this option is \$2,875,000. MNR will reevaluate this option in the future to determine if this work should be competitively solicited. The total contract amount for approval, including option 7, is \$367,968,000. The final cost is 2% below the in-house estimate and deemed to be fair and reasonable.

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

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE and a 15% WBE goals for this project. The contract will not be awarded until DDCR requirements have been satisfied.

Board approval is requested in the not-to-exceed amount of \$367,968,000 which includes option 7 in the amount of \$2,875,000. A stipend of \$250,000 will be paid to Hi-Rail Constructors Joint Venture (Hi-Rail). This procurement is to be funded 100% by the 2015-2019 MNR Capital Program.

Staff Summary

Item Number C					
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.	9-24-18	x		
2	MTA Board Mtg.	9-26-18	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. Vice President				
X	V.P. Finance & IT				
X	V.P. Capital				

SUMMARY INFORMATION	
Vendor Name Skanska-ECCO III Joint Venture	Contract Number 81933
Description Design/Build Harmon Yard Shop Improvements Phase V Stage 2	
Total Amount \$367,968,000 (not-to-exceed) Includes option 7 = \$2,875,000	
Contract Term (including Options, if any) 48 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 48-month competitively solicited design-build contract (RFP process; 2 proposals received) in the not-to-exceed amount of \$367,968,000 to Skanska-ECCO III Joint Venture (Skanska-ECCO) for the design and construction of Harmon Phase V, Stage 2 of the complete replacement of Metro-North's Harmon Yard Main Shop including a new Running Repair and Support Shop Building in Croton-Harmon, New York.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$250,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$250,000 to Hi-Rail Constructors Joint Venture (Hi-Rail).

II. DISCUSSION:

Harmon Yard is, and remains, the center of Metro-North's fleet maintenance activities. The current Main Shop was built in 1909, expanded in 1928 and remains in use over 100 years later. In the Harmon Phase V Stage 1 project, half of the Main Shop was demolished and replaced with a new facility. During that project, the remaining half of the original Main Shop was sealed off and continued to operate as an active facility. This Harmon Phase V Stage 2 project will complete the demolition of the original structure and replace it with a new shop that is integrally connected to the Stage 1 building. Stage 1 is scheduled to be substantially completed in November 2018, with Stage 2 projected to begin immediately following. This project is the final stage of Metro-North's multi-phase Harmon Shop Replacement project.

The major elements of the Design-Build Harmon Yard Shop Improvements Phase V Stage 2 include:

- The complete demolition of the remaining portion of the Main Shop and the attached Building 5.
- Construction of a new Running Repair and Support Shop Facility along with all required site and track work.

The new Running Repair and Support Shop will include a ground floor with ten Electric Multiple Units (EMU) married pair vehicle repair positions, and a partial second floor, which includes component repair workshops and multiple office areas. The structure will be constructed adjacent to the Consist Shop constructed in Harmon Phase V Stage 1. Once complete, the Stage 1 and Stage 2 projects will form a single unified structure.

In February 2017, Metro-North received Board approval to use the Request for Proposal (RFP) process. For this Harmon Phase V Stage 2 project, it was decided to use a two-phase selection process. In Phase 1, the design-build teams submitted their qualifications. Metro-North reviewed the proposers and then short-listed for the next round. In Phase 2, the remaining proposers submitted detailed technical proposals, including cost. The proposers were then invited for presentations and further negotiations from which the final selection was made.

In accordance with MTA Procurement Guidelines, a RFP dated June 8, 2017 was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on the Metro-North website.

The criteria for selection established in the RFP for Phase 1 was as follows:

1. Past experience on similar projects
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services and Proposer's demonstrated capability and financial resources to perform the work in the time projected
3. Demonstrated understanding of the Work Scope requirements, including but not limited to the quality and completeness of the Work Plan and any required submissions
4. Proposed staging plan and effective use of Railroad support personnel
5. Diversity practices of each Proposer

Twenty-two firms were provided the RFP and on August 3, 2017, two proposals were received from design-build firms. Nine "no bid" response forms were received stating that they were either unable to meet the RFP requirements or were incapable of completing such a large sized Design Build project.

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, Transportation, and Maintenance of Equipment departments. The Committee met to evaluate the two proposals received from Hi-Rail Constructors Joint Venture (Hi-Rail) and Skanska-ECCO III Joint Venture (Skanska-ECCO) in accordance with the above criteria and found both proposers met the qualifications and short-listed both to participate in Phase 2 of the selection process.

The selection criteria established in the RFP for Phase 2 was as follows:

1. Cost
2. Confidence Level
3. Demonstrated Understanding of the Work Scope
4. Quality & Innovativeness of Design
5. Proposed Staging Plan and Schedule

The Phase 2 technical proposals, which included cost, were received on March 9, 2018. Skanska-ECCO's proposal was in the amount of \$396,600,000 and Hi-Rail's proposal was in the amount of \$390,400,000. The cost proposals included the following eight options identified in the contract documents:

1. Blow-Shed Building
2. Coach Shop Elevator & Roof Access
3. 2nd Floor General Office Space Buildout
4. Running Repair & Support Shop Workshop Space Buildout
5. Design & Construct Building Columns Between Shop Tracks 45 & 46
6. Design & Construct additional Office space between Column lies F, H
7. Furnish and Install office work stations and furniture
8. Proposed Cost-Saving Alternatives

After reviewing the proposal packages, the Committee invited both firms in for oral presentations. Following oral presentations conducted on April 10 and 16, the Selection Committee deemed both teams to be technically competent, capable, and compliant with the contract terms and conditions.

On April 25 and 27 technical meetings were held with Metro-North and the proposers. The purpose of these discussions was to discuss the scope of work, clarify items identified in the technical proposals and presentations, and discuss Contractor proposed cost saving measures.

On May 10, 2018, Best-and-Final-Offer (BAFO) instructions were issued to the teams. On May 23, 2018, Skanska-ECCO submitted a BAFO in the amount of \$378,760,000 and Hi-Rail submitted a BAFO in the amount of \$393,810,000. The prices included all options and cost saving measures.

The Selection Committee met on June 8, 2018 to discuss the technical proposals, oral presentations, and BAFO and unanimously recommended the contract be awarded to Skanska-ECCO based upon the Phase 2 selection criteria. Skanska-ECCO not only offered the lowest proposal price but proposed viable design alternatives and construction concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. The Skanska-ECCO proposal was deemed to be the best value for MNR. Metro-North has a high confidence level in Skanska-ECCO's ability to perform given their past experience with building maintenance facilities in rail yards, including the design-build of the Harmon Phase V Stage 1. Hi-Rail's proposal did not include the same level of innovation of design, particularly with cost saving measures, as Skanska-ECCO's did.

Metro-North held further discussions with Skanska-ECCO to discuss which options and cost saving measures would be included in the award. These discussions resulted in a final negotiated price of \$365,093,000. The final agreed upon not-to-exceed amount reflects the election of several options including the acceptance of a credit of \$4,890,000 for cost saving measures proposed by the Skanska-ECCO team. MNR is reserving its right to elect option 7 to procure and install work stations and furniture within two years of the award date. The value of this option is \$2,875,000. MNR will reevaluate this option in the future to determine if this work should be competitively solicited. The total contract amount for approval, including option 7, is \$367,968,000. The final cost is 2% below the in-house estimate and deemed to be fair and reasonable.

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

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE and a 15% WBE goals for this project. The contract will not be awarded until DDCR requirements have been satisfied.

IV. IMPACT ON FUNDING:

Board approval is requested in the not-to-exceed amount of \$367,968,000 which includes option 7 in the amount of \$2,875,000. A stipend of \$250,000 will be paid to Hi-Rail Constructors Joint Venture (Hi-Rail). This procurement is to be funded 100% by the 2015-2019 MNR Capital Program.

V. ALTERNATIVES:

MNR does not have the expertise and capability to perform the required design and construction services as specified.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

July/August 2018 Highlights: Operations Report

July/August service delivery was consistent with June and operated below goal at 88.8% and 86.4%. YTD OTP is below goal at 90.9% against a goal of 93%.

Service delivery continues to be challenged by extensive and increased infrastructure work across all three lines resulting in reduced track capacity, especially in off peak periods. This results 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 – 88.3 / 81.0% 90.3% YTD

91.3% of trains arrived within 10" of schedule in Aug with 20 (0.4%) cancelled or terminated

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

Harlem Line – 91.7 / 91.6% 92.8% YTD

96.4% of trains arrived within 10" of schedule in Aug with 10 (0.2%) cancelled or terminated

Additional work: PTC Implementation
 White Plains Station Rehabilitation

New Haven Line – 82.2 / 85.8% 89.7% YTD

94.3% of trains arrived within 10" of schedule in Aug with 41 (0.5%) 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

In August 7.8% of trains arrived 6-10" late with 71 (0.4%) cancelled or terminated.

Overall, 94.2% of trains arrived within 10" of schedule.

Cancelled and terminated trains have been at consistent levels June thru August.

Consist Compliance: 98.8 / 98.2% overall with 97.5 / 96.4% during Peak. 98.7% YTD

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 90.1 / 88.9% due to the PVL operating significantly below goal; PVL is operating closer to goal. Overall YTD is **91.1%**

Pascack Valley – 92.5 / 93.3% 94.4% YTD

07/28: Engineer Shortage cancelled trains

08/18: Engineer Shortage cancelled trains

Port Jervis – 86.7 / 82.9% 86.3% YTD

08/03-04: Signal Failures resulted in 33 late trains

08/18: Engineer Shortage cancelled trains

Cancelled Trains: 71

Jul: 37 (2.2%) PVL: 18, PVL: 19

22 trains (60%) were cancelled due to lack of NJT Engineers; 12 PVL and 10 PVL.

11 trains (30%) were cancelled due to equipment shortage; 5 PVL and 6 PVL.

Aug: 34 (2.0%) PVL: 13, PVL: 21

8 trains (24%) were cancelled due to lack of NJT Engineers; 4 PVL and 4 PVL.

19 trains (56%) were cancelled due to equipment shortage; 7 PVL and 12 PVL.

Equipment Performance

Fleet Availability was under target due to ongoing PTC Installations with a consist compliance of 98.2%

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

Fleet MDBF in July operated below goal at 99,888 with YTD at 157,474.

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

Excluding PTC System failures adjusted MDBF for July is 202,803 adjusted YTD is 229,124.

Genesis locomotives operated 35% below goal thru July. 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

Performance Summary			2018 Data			2017 Data		
			Annual Goal	August	YTD thru August	August	YTD thru August	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	86.4%	90.9%	94.1%	94.2%	
		AM Peak	93.0%	86.9%	90.3%	95.9%	95.1%	
		AM Reverse Peak	93.0%	91.5%	94.1%	96.3%	95.9%	
		PM Peak	93.0%	88.6%	90.3%	94.7%	94.5%	
		Total Peak	93.0%	88.3%	90.9%	95.5%	95.0%	
		Off Peak Weekday	93.0%	83.5%	88.6%	91.9%	92.5%	
		Weekend	93.0%	89.8%	95.1%	96.4%	96.1%	
		Hudson Line	Overall	93.0%	81.0%	90.3%	93.8%	95.1%
		AM Peak	93.0%	79.7%	88.1%	97.1%	95.3%	
		AM Reverse Peak	93.0%	85.4%	95.6%	97.6%	97.9%	
		PM Peak	93.0%	90.6%	91.9%	93.6%	96.6%	
		Total Peak	93.0%	85.0%	90.7%	95.7%	96.2%	
		Off Peak Weekday	93.0%	76.5%	87.4%	91.7%	93.7%	
		Weekend	93.0%	82.4%	94.9%	94.4%	96.0%	
		Harlem Line	Overall	93.0%	91.6%	92.8%	96.6%	95.8%
		AM Peak	93.0%	92.6%	92.6%	97.9%	96.8%	
		AM Reverse Peak	93.0%	95.4%	94.1%	98.2%	97.4%	
		PM Peak	93.0%	88.3%	90.2%	94.9%	94.9%	
		Total Peak	93.0%	91.3%	91.9%	96.7%	96.1%	
		Off Peak Weekday	93.0%	90.7%	92.5%	95.8%	94.9%	
		Weekend	93.0%	94.7%	95.1%	98.3%	97.1%	
		New Haven Line	Overall	93.0%	85.8%	89.7%	92.4%	92.4%
		AM Peak	93.0%	87.0%	90.0%	93.5%	93.7%	
		AM Reverse Peak	93.0%	91.1%	93.3%	94.0%	93.5%	
		PM Peak	93.0%	87.6%	89.4%	95.3%	92.7%	
		Total Peak	93.0%	87.9%	90.2%	94.3%	93.3%	
		Off Peak Weekday	93.0%	82.1%	86.5%	89.2%	90.1%	
	Weekend	93.0%	90.9%	95.1%	96.4%	95.5%		
Operating Statistics	Trains Scheduled		20,188	154,268	20,206	154,027		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.3	12.9	11.4	12.7		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	567	2,787	1,723		
	Trains Canceled		230	33	521	6		
	Trains Terminated		230	38	281	19		
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.5%	99.9%		
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.0%	98.2%	98.7%	99.5%	99.2%	
		AM Peak	98.0%	95.7%	97.1%	99.1%	98.4%	
		AM Reverse Peak	99.5%	99.8%	99.9%	100.0%	99.8%	
		PM Peak	98.0%	96.0%	96.9%	99.0%	98.2%	
		Total Peak	98.0%	96.4%	97.5%	99.2%	98.1%	
		Off Peak Weekday	99.5%	99.4%	99.4%	99.6%	99.5%	
		Weekend	99.5%	99.3%	99.6%	99.9%	99.8%	
		Hudson Line	AM Peak	99.5%	99.4%	99.4%	99.4%	99.8%
		PM Peak	99.5%	99.6%	98.7%	99.9%	99.9%	
		Harlem Line	AM Peak	98.5%	95.7%	96.1%	99.7%	98.7%
		PM Peak	98.5%	94.7%	97.3%	99.3%	98.5%	
		New Haven Line	AM Peak	97.5%	93.1%	96.3%	98.3%	97.2%
		PM Peak	97.5%	94.7%	95.2%	98.1%	96.8%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	2018 Data			2017 Data		YTD 2018 Vs 2017
		July	August	YTD thru August	August	YTD thru August	
Engineering (Scheduled)	16.1%	1,334	881	4,841	623	3,041	1,800
Engineering (Unscheduled)	23.8%	1,324	1,305	8,711	541	4,770	3,941
Maintenance of Equipment	17.0%	634	934	4,463	266	2,640	1,823
Transportation	1.2%	172	69	767	79	625	142
Capital Projects	15.0%	85	825	1,114	0	6	1,108
Weather and Environmental	5.3%	512	288	4,118	22	1,758	2,360
Police	4.7%	230	258	1,598	142	2,078	-480
Customers	3.2%	266	176	1,095	107	658	437
Other	12.6%	343	691	1,826	445	2,418	-592
3rd Party Operations	1.0%	66	58	156	2	21	136
TOTAL	100.0%	4,964	5,482	28,687	2,226	18,014	10,673

HUDSON LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2018 Vs 2017
Engineering (Scheduled)	23.7%	288	482	1,297	176	762	535
Engineering (Unscheduled)	26.5%	186	540	2,302	139	845	1,457
Maintenance of Equipment	9.2%	186	187	1,264	67	601	663
Transportation	1.2%	12	25	206	16	88	118
Capital Projects	18.7%	65	381	621	0	0	621
Weather and Environmental	10.5%	35	213	752	5	442	310
Police	1.5%	36	31	242	22	443	-201
Customers	3.9%	116	79	414	38	233	181
Other	4.2%	29	85	258	86	261	-3
3rd Party Operations	0.6%	17	13	44	2	4	40
TOTAL	100.0%	970	2,036	7,400	551	3,679	3,721

HARLEM LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2018 Vs 2017
Engineering (Scheduled)	9.6%	144	104	800	116	541	259
Engineering (Unscheduled)	28.3%	355	306	2,566	146	1,192	1,374
Maintenance of Equipment	13.2%	124	143	958	93	656	302
Transportation	1.7%	35	18	208	10	144	64
Capital Projects	7.4%	12	80	107	0	0	107
Weather and Environmental	4.8%	97	52	1,522	12	682	840
Police	5.9%	58	64	416	30	626	-210
Customers	3.1%	59	34	268	23	123	145
Other	25.3%	55	274	468	7	329	139
3rd Party Operations	0.7%	14	8	25	0	0	25
TOTAL	100.0%	953	1,083	7,338	437	4,293	3,045

NEW HAVEN LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2018 Vs 2017
Engineering (Scheduled)	12.5%	902	296	2,744	331	1,738	1,006
Engineering (Unscheduled)	19.5%	783	460	3,845	255	2,733	1,112
Maintenance of Equipment	25.6%	324	604	2,241	106	1,382	859
Transportation	1.1%	125	26	354	53	393	-39
Capital Projects	15.4%	8	363	386	0	6	380
Weather and Environmental	1.0%	380	23	1,843	5	634	1,209
Police	6.9%	136	162	940	90	1,008	-68
Customers	2.7%	90	63	412	46	302	110
Other	14.0%	260	331	1,099	352	1,827	-728
3rd Party Operations	1.5%	36	35	86	0	17	69
TOTAL	100.0%	3,044	2,363	13,950	1,238	10,040	3,910

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/01	Wed	Deadhead train 1186 was disabled on track 1 at CP261.	8	1	0	1	0	0	0	0	0	4	0	0	13	1	0
08/01	Wed	Track Car ME4001 disabled at CP 58.	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
08/02	Thu	Track circuits were down on track 1 between CP137 and CP143.	0	0	0	0	0	0	8	0	0	16	0	0	24	0	0
08/02	Thu	Stop and Warn in effect at Roaring Brook Road account gates were continuously down.	0	0	0	0	0	0	15	0	0	8	0	0	23	0	0
08/03	Fri	Train 806 lost their HEP and was unable to take power on track 2 at Beacon.	13	0	1	0	0	0	0	0	0	5	0	0	18	0	1
08/03	Fri	Train 1464 struck a trespasser on track 2 at Stamford.	0	0	0	0	0	0	12	0	1	9	0	1	21	0	2
08/03	Fri	Trees down on the Hudson and Harlem lines due to Storm.	0	0	0	0	0	0	25	0	3	20	3	4	45	3	7
08/07	Tue	Train 1961 had a penalty brack application at CP255.	0	0	0	0	0	0	2	0	0	9	0	0	11	0	0
08/09	Thu	Tracks circuits were down on tracks 1 and 2 between CP 230 and CP 232.	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
08/09	Thu	Track circuits were down on track 2 at CP 3 causing congestion.	59	0	0	4	0	0	0	0	0	13	0	0	76	0	0
08/10	Fri	A person was hanging over the platform of track 4 at Fordham Station.	0	0	0	0	0	0	5	0	0	12	0	0	17	0	0
08/10	Fri	A trespasser on track 4 at Southport Station apprehended by Police.	11	0	0	3	0	0	0	0	0	4	0	0	18	0	0
08/13	Mon	A trespasser was struck on track 3 at Botanical Garden Station.	0	0	0	0	0	0	81	0	1	77	2	1	158	2	2
08/13	Mon	Track circuit down at CP 235.	9	0	0	0	0	2	0	0	0	8	0	0	17	0	2
08/14	Tue	Restricted cab signals on track 1 at CP 61 due to wayside failure.	14	0	0	0	0	0	0	0	0	2	0	0	16	0	0

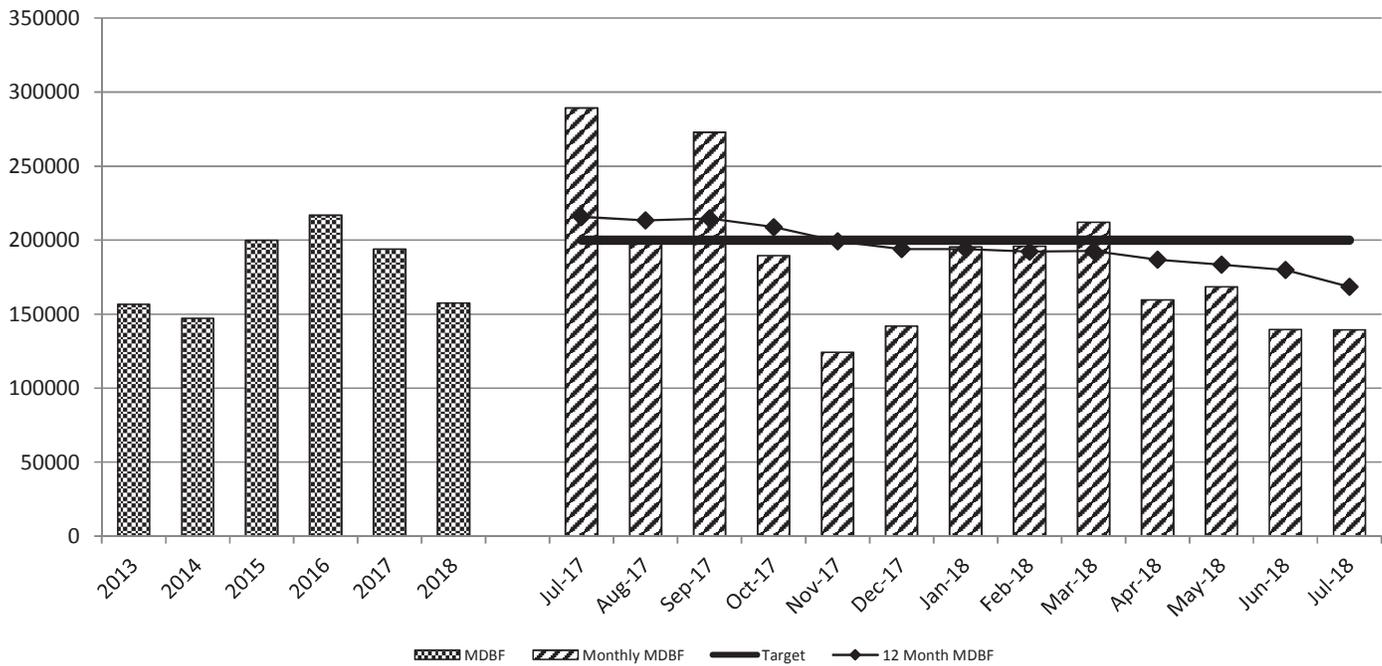
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/14	Tue	Vehicle struck the railroad bridge at Steamboat Road in Greenwich.	17	0	0	1	0	0	0	0	0	0	0	0	18	0	0
08/14	Tue	CDOT SLE Train 1633 disabled on track 1 west of Green Farms due to loco 838 shut down.	5	1	1	2	1	0	0	0	0	1	1	0	8	3	1
08/14	Tue	Deadhead M3 train 2433 disabled due to ACSES failure on track 4 at 86th Street.	81	2	0	21	0	0	0	0	0	20	0	0	122	2	0
08/15	Wed	The 42 Switch failed at CP 3.	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
08/17	Fri	Heavy Rain impacted service.	0	0	0	0	0	0	1	0	0	10	0	0	11	0	0
08/21	Tue	Loss of overhead power on all tracks between CP 266 and New Haven due to automobile striking utility pole.	0	0	0	0	0	0	6	0	0	6	0	0	12	0	0
08/22	Wed	Track circuits were down at CP 3 causing congestion.	0	0	0	0	0	0	52	1	0	55	0	0	107	1	0
08/27	Mon	Track circuit down at Pelham.	0	0	0	2	0	0	2	0	0	31	0	0	35	0	0
08/30	Thu	Heavy Yankee Game travel.	0	0	0	0	0	0	1	0	0	9	0	0	10	0	0
08/30	Thu	Train 603 unable to take power on track 1 at North White Plains.	9	1	0	0	0	0	0	0	0	1	0	0	10	1	0
08/30	Thu	The 12 Switch at CP 248 was failing in the Normal position.	0	0	0	0	0	0	5	0	0	10	0	0	15	0	0
08/31	Fri	Heavy Yankee Game travel.	0	0	0	0	0	0	5	0	0	23	0	0	28	0	0
TOTAL FOR MONTH			259	5	2	34	1	2	220	1	5	363	6	6	876	13	15
															904		

			2018 Data					2017 Data			
	Equipment Type	Total Fleet Size	MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M2	36	20,000	93,131	2	1	74,663	46,499	72,141	1	27,391
	M8	405	350,000	123,151	7	21	245,781	254,271	367,186	7	340,496
	M3	138	120,000	63,719	3	4	84,433	92,447	108,921	3	97,344
	M7	334	440,000	226,462	4	9	323,035	292,083	499,868	4	344,019
	Coach	209	260,000	105,997	6	14	190,283	232,247	362,980	4	335,036
	P-32	31	27,000	12,328	7	16	17,637	18,781	47,277	4	31,164
	BL-20	12	13,000	19,477	3	2	17,128	19,356	42,908	0	30,064
	Fleet	1165	200,000	99,888	32	67	157,474	163,567	289,244	23	212,761
	M2/8		260,000	121,786	9	22	228,669	223,326	330,305	8	259,983
	M3/7		300,000	176,388	7	13	239,886	228,865	332,319	7	251,516
Diesel/Coach		110,000	53,755	16	32	80,682	90,644	210,492	8	142,203	

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

ALL FLEETS Mean Distance Between Failures 2013 - 2018



**West of Hudson
Performance Summary**

			2018 Data			2017 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	88.9%	91.1%	94.7%	94.4%
		AM Peak	95.5%	93.7%	91.2%	92.2%	93.8%
		PM Peak	95.5%	87.2%	90.7%	96.3%	94.4%
		Total Peak	95.5%	90.5%	90.9%	94.2%	94.1%
		Off Peak Weekday	95.5%	88.4%	90.6%	96.3%	94.8%
		Weekend	95.5%	87.1%	92.3%	91.6%	94.0%
	Pascack Valley Line	Overall	96.5%	93.3%	94.4%	96.5%	95.8%
		AM Peak	96.5%	96.9%	94.8%	97.3%	96.2%
		PM Peak	96.5%	92.5%	95.4%	98.8%	95.7%
		Total Peak	96.5%	94.7%	95.1%	98.0%	96.0%
		Off Peak Weekday	96.5%	92.9%	94.1%	97.7%	95.9%
		Weekend	96.5%	91.9%	94.3%	90.8%	95.3%
	Port Jervis Line	Overall	95.0%	82.9%	86.3%	92.2%	92.4%
		AM Peak	95.0%	89.9%	86.6%	85.5%	90.5%
		PM Peak	95.0%	81.0%	85.1%	93.5%	92.8%
	Total Peak	95.0%	85.5%	85.9%	89.5%	91.7%	
	Off Peak Weekday	95.0%	82.3%	85.7%	94.2%	93.3%	
	Weekend	95.0%	78.6%	88.7%	92.9%	91.8%	
Operating Statistics	Trains Scheduled			1,717	13,323	1,757	13,480
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			21.0	21.2	17.2	21.6
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		300	82	476	32	302
	Trains Canceled		60	34	188	28	87
	Trains Terminated		60	0	46	2	41
	Percent of Scheduled Trips Completed		99.4%	98.0%	98.2%	98.3%	99.1%
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM	Overall	99.0%	96.0%	97.7%	99.3%	98.9%
	Pascack Valley - AM		99.0%	96.7%	97.6%	99.8%	99.1%
	Port Jervis - AM		99.0%	95.2%	98.0%	98.7%	98.7%

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

AUGUST 2018 STANDEE REPORT
East of Hudson

			AUG 2017	YTD 2017	AUG 2018	YTD 2018
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	8	3	14	14
		Total Standees	8	3	14	14
	Harlem Line	Program Standees	0	0	31	4
		Add'l Standees	0	27	89	108
		Total Standees	0	27	120	112
	New Haven Line	Program Standees	0	0	24	3
		Add'l Standees	22	32	184	77
		Total Standees	22	32	208	80
	EAST OF HUDSON TOTAL - AM PEAK			30	61	342
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	1	1	8	7
		Total Standees	1	1	8	7
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	8	19	68	30
		Total Standees	8	19	68	30
	New Haven Line	Program Standees	0	0	140	18
		Add'l Standees	51	93	144	120
		Total Standees	51	93	284	137
	EAST OF HUDSON TOTAL - PM PEAK			60	113	361

West of Hudson

			AUG 2017	YTD 2017	AUG 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

* Consist compliance and Standee Reporting for the West of Hudson PM Peak trains is currently unavailable .

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.

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/03	Fri	PJL: Delayed account signal problems and protected failing crossings at E. Village Rd in Tuxedo.	0	0	0	5	0	0	6	0	0	0	0	0	11	0	0
08/03	Fri	PJL: Delayed account NJT signal problems in Suffern.	0	0	0	8	0	0	6	0	0	0	0	0	14	0	0
08/04	Sat	PJL: Delayed account signal problems at CP Sterling in Sloatsburg.	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0
TOTAL FOR MONTH			0	0	0	13	0	0	12	0	0	8	0	0	33	0	0
33																	

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF August 2018

Elevator Availability	2018		2017	
	August	Year to Date	August	Year to Date
Grand Central Terminal	93.75%	91.81%	88.31%	93.49%
Harlem	99.93%	99.83%	99.93%	99.82%
Hudson	99.88%	99.83%	99.75%	99.95%
New Haven	100.00%	99.76%	100.00%	99.63%
Overall Average	98.39%	97.81%	97.00%	98.22%

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.

Escalator Availability	2018		2017	
	August	Year to Date	August	Year to Date
Grand Central Terminal	99.50%	97.98%	100.00%	99.21%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.75%	98.99%	100.00%	99.60%

Performance Summary			2018 Data			2017 Data		
			Annual Goal	July	YTD thru July	July	YTD thru July	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	86.8%	91.5%	93.4%	94.2%	
		AM Peak	93.0%	87.4%	90.9%	95.4%	95.0%	
		AM Reverse Peak	93.0%	89.2%	94.5%	97.5%	95.8%	
		PM Peak	93.0%	86.5%	90.6%	92.5%	94.4%	
		Total Peak	93.0%	87.3%	91.3%	94.6%	94.9%	
		Off Peak Weekday	93.0%	83.0%	89.4%	91.4%	92.6%	
		Weekend	93.0%	92.7%	95.7%	95.0%	96.1%	
		Hudson Line	Overall	93.0%	88.3%	91.7%	93.5%	95.3%
			AM Peak	93.0%	86.4%	89.4%	97.6%	95.0%
			AM Reverse Peak	93.0%	95.7%	97.2%	98.2%	97.9%
			PM Peak	93.0%	92.7%	92.2%	95.2%	97.1%
			Total Peak	93.0%	90.2%	91.6%	96.6%	96.2%
			Off Peak Weekday	93.0%	83.9%	89.1%	93.0%	94.0%
			Weekend	93.0%	92.4%	96.4%	90.1%	96.2%
		Harlem Line	Overall	93.0%	91.7%	93.0%	96.7%	95.7%
			AM Peak	93.0%	92.5%	92.6%	97.2%	96.6%
			AM Reverse Peak	93.0%	91.5%	93.9%	98.7%	97.3%
			PM Peak	93.0%	87.2%	90.5%	94.7%	94.9%
			Total Peak	93.0%	90.2%	92.0%	96.4%	96.0%
			Off Peak Weekday	93.0%	90.9%	92.8%	95.9%	94.8%
			Weekend	93.0%	95.9%	95.2%	98.4%	97.0%
		New Haven Line	Overall	93.0%	82.2%	90.3%	91.0%	92.4%
			AM Peak	93.0%	83.9%	90.4%	92.7%	93.8%
			AM Reverse Peak	93.0%	83.7%	93.6%	96.0%	93.4%
			PM Peak	93.0%	81.8%	89.7%	89.1%	92.3%
			Total Peak	93.0%	83.0%	90.6%	91.7%	93.1%
			Off Peak Weekday	93.0%	76.8%	87.2%	87.4%	90.2%
		Weekend	93.0%	90.9%	95.6%	95.5%	95.4%	
Operating Statistics	Trains Scheduled			19,608	134,080	19,383	133,821	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			11.8	13.1	11.1	12.9	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	431	2,220	190	1,511	
	Trains Canceled		230	26	488	10	216	
	Trains Terminated		230	34	243	29	184	
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.5%	99.8%	99.7%	
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.0%	98.7%	98.9%	99.5%	99.2%	
		AM Peak	98.0%	97.1%	97.4%	99.3%	98.3%	
		AM Reverse Peak	99.5%	100.0%	99.9%	100.0%	99.9%	
		PM Peak	98.0%	96.7%	97.3%	99.0%	98.0%	
		Total Peak	98.0%	97.4%	97.7%	99.3%	98.4%	
		Off Peak Weekday	99.5%	99.3%	99.4%	99.5%	99.5%	
		Weekend	99.5%	99.4%	99.6%	99.9%	99.8%	
		Hudson Line	AM Peak	99.5%	99.5%	99.7%	99.5%	99.8%
			PM Peak	99.5%	99.4%	98.7%	100.0%	99.9%
		Harlem Line	AM Peak	98.5%	96.4%	96.1%	99.7%	98.5%
			PM Peak	98.5%	96.4%	97.7%	99.7%	98.3%
		New Haven Line	AM Peak	97.5%	96.1%	97.0%	98.8%	97.0%
			PM Peak	97.5%	95.2%	95.9%	97.9%	96.5%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	June	2018 Data		2017 Data		YTD 2018 Vs 2017
			July	YTD thru July	July	YTD thru July	
Engineering (Scheduled)	26.9%	1,130	1,334	3,960	656	2,419	1,541
Engineering (Unscheduled)	26.7%	1,662	1,324	7,406	661	4,230	3,176
Maintenance of Equipment	12.8%	690	634	3,529	245	2,374	1,155
Transportation	1.5%	168	74	601	107	546	55
Capital Projects	1.7%	57	85	289	0	6	283
Weather and Environmental	10.3%	46	512	3,830	166	1,736	2,094
Police	4.6%	158	230	1,341	150	1,937	-596
Customers	5.3%	164	266	919	101	551	368
Other	8.9%	124	440	1,232	195	1,973	-741
3rd Party Operations	1.3%	16	66	99	2	18	81
TOTAL	100.0%	4,214	4,964	23,205	2,282	15,788	7,417

HUDSON LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2018 Vs 2017
Engineering (Scheduled)	29.7%	146	288	816	308	586	230
Engineering (Unscheduled)	19.2%	366	186	1,763	108	706	1,057
Maintenance of Equipment	19.2%	198	186	1,077	66	534	543
Transportation	1.2%	66	12	181	13	72	109
Capital Projects	6.7%	45	65	240	0	0	240
Weather and Environmental	3.6%	31	35	539	0	437	102
Police	3.7%	46	36	211	18	421	-210
Customers	12.0%	62	116	335	36	195	140
Other	3.0%	26	29	173	22	175	-2
3rd Party Operations	1.8%	4	17	31	1	1	30
TOTAL	100.0%	990	970	5,366	572	3,127	2,239

HARLEM LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2018 Vs 2017
Engineering (Scheduled)	15.1%	214	144	697	49	426	271
Engineering (Unscheduled)	37.3%	286	355	2,259	82	1,046	1,213
Maintenance of Equipment	13.0%	154	124	815	47	563	252
Transportation	3.4%	41	32	186	22	134	52
Capital Projects	1.3%	4	12	26	0	0	26
Weather and Environmental	10.2%	2	97	1,470	156	670	800
Police	6.1%	16	58	351	24	597	-246
Customers	6.2%	32	59	235	17	100	135
Other	6.1%	14	58	198	14	322	-124
3rd Party Operations	1.5%	4	14	17	0	0	17
TOTAL	100.0%	767	953	6,254	411	3,858	2,396

NEW HAVEN LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2018 Vs 2017
Engineering (Scheduled)	29.6%	770	902	2,448	299	1,407	1,041
Engineering (Unscheduled)	25.7%	1,010	783	3,384	472	2,478	906
Maintenance of Equipment	10.6%	338	324	1,637	132	1,277	360
Transportation	1.0%	60	31	234	72	340	-106
Capital Projects	0.3%	8	8	22	0	6	16
Weather and Environmental	12.5%	13	380	1,820	10	628	1,192
Police	4.5%	97	136	778	108	919	-141
Customers	3.0%	70	90	350	48	256	94
Other	11.6%	84	353	862	159	1,476	-614
3rd Party Operations	1.2%	7	36	50	2	17	33
TOTAL	100.0%	2,457	3,043	11,585	1,302	8,804	2,781

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/02	Mon	Delays account track defect on track 1 west of CP223 in Harrison.	17	1	0	6	0	0	0	0	0	10	0	0	33	1	0
07/02	Mon	Medical assistance requested on train 757 on track 3 at Yonkers Station.	0	0	0	0	0	0	7	0	1	3	0	0	10	0	1
07/02	Mon	Heavy travel account Yankee Game.	0	0	0	0	0	0	1	0	0	9	0	0	10	0	0
07/03	Tue	Heavy travel account Yankees Game.	0	0	0	0	0	0	3	0	0	19	0	0	22	0	0
07/03	Tue	A rail joint bar defect on track 2 south of Purdys Station.	0	0	0	0	0	0	5	0	0	8	2	0	13	2	0
07/05	Thu	A defective 12B switch frog on track 2 at CP124 in NWP.	0	0	0	0	0	0	21	0	0	34	1	1	55	1	1
07/05	Thu	CP248 Interlocking CPS Alarm on tracks 1, 2 and 4.	0	0	0	0	0	0	2	0	0	13	0	0	15	0	0
07/05	Thu	Train 1595 struck a trespasser west of CP266 on track 1 in Milford.	0	0	0	0	0	0	1	0	1	11	0	1	12	0	2
07/05	Thu	Medical assistance requested on train 618 at 125th Street Station.	12	0	0	0	0	0	1	0	0	0	0	0	13	0	0
07/06	Fri	Train 1302 struck trespasser on track 3 north of Melrose Station.	21	0	0	8	0	0	0	0	0	8	0	1	37	0	1
07/10	Tue	Train 869 delayed switching to Diesel Mode on track 1 at 125th Street Station.	0	0	0	0	0	0	10	0	0	6	0	0	16	0	0
07/10	Tue	Signal track circuits down at CP106.	28	0	0	0	0	0	0	0	0	1	0	0	29	0	0
07/11	Wed	Reported track condition on track 4 at Cat. 505 west of South Norwalk.	0	0	0	1	0	0	0	0	0	15	0	0	16	0	0
07/12	Thu	Congestion account track 4 out of service between CP19 to CP25.	7	0	0	1	0	0	0	0	0	2	0	0	10	0	0
07/12	Thu	Train 637 operated as a failed train north of White Plains Station on track 2 account No ATC Data Fault.	2	0	0	0	0	0	5	0	1	5	0	0	12	0	1

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/12	Thu	Broken rail on track 3 at Cat. 268 west of Greenwich.	0	0	0	0	0	0	3	0	0	14	0	0	17	0	0
07/12	Thu	Work Train 104 made contact with empty train 1924 west of CP255 on track 2.	0	0	0	0	0	0	3	0	0	19	0	0	22	0	0
07/13	Fri	Track defect on the 13B Switch at CP217.	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0
07/13	Fri	A trespasser on track 4 at Wakefield.	0	0	0	0	0	0	6	0	0	5	0	0	11	0	0
07/17	Tue	Deadhead train 2568 was unable to take power lined from Track 2 to Track I in GCT.	0	0	0	0	0	0	14	0	0	9	0	0	23	0	0
07/17	Tue	Congestion account weather related conditions.	0	0	0	0	0	0	60	0	0	61	0	0	121	0	0
07/20	Fri	Train 1275 had an undesired penalty brake application at CP223.	0	0	0	0	0	0	1	0	0	12	0	0	13	0	0
07/20	Fri	NHL Bridge strike incidents at Steamboat Road in Greenwich and Webster Avenue in New Rochelle.	18	0	0	12	0	0	0	0	0	4	0	0	34	0	0
07/20	Fri	Heavy travel account Yankees Game.	0	0	0	0	0	0	6	0	0	15	0	0	21	0	0
07/23	Mon	Congestion due to late Amtrak Tr#242 at CP5.	0	0	0	0	0	0	2	0	0	19	0	0	21	0	0
07/25	Wed	Signal track circuit on track 3 at CP112 was down.	61	2	0	26	0	1	0	0	0	18	0	0	105	2	1
07/25	Wed	Delays account local power loss from CP215 to CP230 due to weather.	21	0	0	7	0	0	0	0	0	0	0	0	28	0	0
07/27	Fri	Heavy travel account Yankees Game.	0	0	0	0	0	0	1	0	0	10	0	0	11	0	0
07/27	Fri	Delays account unable to display the 2S signal at CP10.	4	0	0	0	0	0	5	0	0	8	0	0	17	0	0
07/27	Fri	Unattended suitcase in car 9172 of Train 1532 at New Haven Station.	0	0	0	0	0	0	3	0	0	20	0	0	23	0	0
07/30	Mon	The 21 Switch at CP248 was flashing out of correspondence.	4	1	0	1	0	0	1	0	0	11	0	0	17	1	0

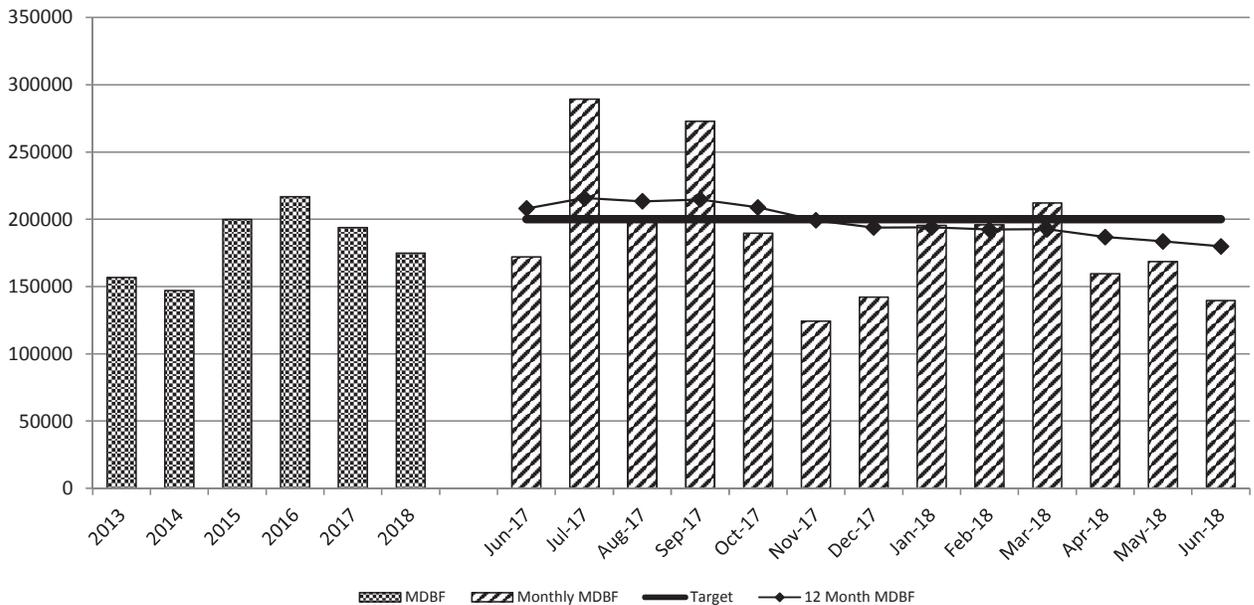
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
TOTAL FOR MONTH			195	4	0	62	0	1	161	0	3	387	3	3	805	7	7
															819		

	Equip-ment Type	Total Fleet Size	2018 Data						2017 Data		
			MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M2	36	20,000	95,271	2	1	72,024	45,499	23,662	3	24,759
	M8	405	350,000	211,203	7	12	296,275	287,704	259,026	10	336,344
	M3	138	120,000	213,226	3	1	88,793	96,889	59,582	6	95,690
	M7	334	440,000	225,616	4	9	348,598	310,547	498,026	4	326,703
	Coach	209	260,000	132,522	6	11	220,540	267,484	182,321	8	330,736
	P-32	31	27,000	24,076	7	8	19,076	20,774	27,082	7	29,468
	BL-20	12	13,000	7,590	3	5	16,815	21,063	44,732	1	25,773
	Fleet	1165	200,000	139,612	32	47	174,698	179,833	171,890	39	203,647
	M2/8		260,000	202,285	9	13	269,210	247,654	204,711	13	250,909
	M3/7		300,000	224,377	7	10	255,461	241,202	234,959	10	241,593
Diesel/Coach		110,000	70,346	16	24	88,308	101,394	105,804	16	134,820	

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

ALL FLEETS Mean Distance Between Failures 2013 - 2018



**West of Hudson
Performance Summary**

			2018 Data			2017 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	90.1%	91.4%	93.9%	94.4%
		AM Peak	95.5%	94.5%	90.8%	95.9%	94.0%
		PM Peak	95.5%	89.0%	91.2%	91.9%	94.1%
		Total Peak	95.5%	91.8%	91.0%	94.0%	94.0%
		Off Peak Weekday	95.5%	88.1%	90.9%	93.5%	94.6%
		Weekend	95.5%	91.5%	92.9%	94.3%	94.3%
	Pascack Valley Line	Overall	96.5%	92.5%	94.6%	94.8%	95.7%
		AM Peak	96.5%	95.3%	94.5%	96.4%	96.0%
		PM Peak	96.5%	93.2%	95.9%	92.5%	95.3%
		Total Peak	96.5%	94.2%	95.1%	94.6%	95.7%
		Off Peak Weekday	96.5%	91.3%	94.3%	95.0%	95.7%
		Weekend	96.5%	92.7%	94.6%	94.7%	95.8%
	Port Jervis Line	Overall	95.0%	86.7%	86.9%	92.5%	92.4%
		AM Peak	95.0%	93.7%	86.1%	95.2%	91.3%
		PM Peak	95.0%	84.0%	85.7%	91.3%	92.7%
Total Peak		95.0%	88.8%	85.9%	93.3%	92.0%	
Off Peak Weekday		95.0%	83.8%	86.3%	91.4%	93.1%	
	Weekend	95.0%	89.4%	90.0%	93.6%	91.7%	
Operating Statistics	Trains Scheduled			1,672	11,606	1,707	11,722
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			19.8	21.2	19.5	22.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		300	63	394	36	270
	Trains Canceled		60	37	154	18	56
	Trains Terminated		60	4	46	5	38
	Percent of Scheduled Trips Completed		99.4%	97.5%	98.3%	98.7%	99.2%
	Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM	Overall	99.0%	97.5%	98.0%	99.4%
Pascack Valley - AM		99.0%	97.5%	97.7%	99.3%	99.0%	
Port Jervis - AM		99.0%	97.4%	98.4%	99.6%	98.7%	

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

JULY 2018 STANDEE REPORT
East of Hudson

			JUL 2017	YTD 2017	JUL 2018	YTD 2018
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	13	14
		Total Standees	0	2	13	14
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	10	30	89	111
		Total Standees	10	30	89	111
	New Haven Line	Program Standees	0	0	1280	1280
		Add'l Standees	27	33	62	62
		Total Standees	27	33	1342	1342
EAST OF HUDSON TOTAL - AM PEAK			37	66	1444	1467
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	19	7
		Total Standees	0	1	19	7
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	11	21	28	24
		Total Standees	11	21	28	24
	New Haven Line	Program Standees	0	0	693	693
		Add'l Standees	71	98	138	117
		Total Standees	71	98	831	810
EAST OF HUDSON TOTAL - PM PEAK			81	121	878	841

West of Hudson

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

Definitions

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

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

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

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/28	Sat	PVL: Delays due to Engineer shortage.	0	0	0	0	0	0	0	0	0	2	5	0	2	5	0
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	2	5	0	2	5	0
7																	

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF July 2018

Elevator Availability	2018		2017	
	July	Year to Date	July	Year to Date
Grand Central Terminal	87.50%	91.54%	94.81%	94.23%
Harlem	99.93%	99.81%	98.70%	99.80%
Hudson	99.69%	99.82%	99.94%	99.98%
New Haven	100.00%	99.73%	99.54%	99.57%
Overall Average	96.78%	97.72%	98.25%	98.40%

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	
	July	Year to Date	July	Year to Date
Grand Central Terminal	99.25%	97.76%	100.00%	99.10%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.63%	98.88%	100.00%	99.55%

Finance Report

Steven Weiss

Executive Director, Management & Budget



As of July 31st, 2018, Metro-North customers have purchased more than 12 million MTA eTix® year-to-date.



Metro-North Railroad

July 2018 Highlights: Financial Report

The purpose of this report is to provide the July 2018 financial results, on an accrual basis, of which the presentation of non-reimbursable and reimbursable impacts reflects. These results are compared to the Mid-Year Forecast (forecast).

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

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

- Ridership of 49.8 million was flat to the forecast, which includes East of Hudson ridership of 48.9 million, and West of Hudson ridership of 0.9 million. Consequently, Farebox revenue of \$423.5 million was \$2.0 million (0.5%) lower than forecast.
- Total revenue of \$453.1 million was \$3.1 million (0.7%) lower than forecast due to lower farebox revenue and lower advertising revenue.
- Total expenses of \$761.2 million were \$9.5 million (1.2%) lower than forecast primarily due to lower than forecasted discretionary contractual spending in both the Maintenance and Other Operating Contracts and Professional Services categories.

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

July 2018 Year-to-Date Results				
(in millions)				
	Mid-Year Forecast	Actual	Fav/(Unfav) Variance	
			\$ Var	% Var
Total Revenue	\$456.2	\$453.1	(\$3.1)	-0.7%
Total Expenses before Non-Cash Liability Adjs.	770.7	761.2	9.5	1.2%
Other Non-Cash Liabilities	183.3	169.9	13.4	7.3%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(497.8)	(478.0)	19.8	4.0%
Cash Adjustments	203.7	196.8	(6.9)	-3.4%
Net Cash Surplus/(Deficit)	(\$294.1)	(\$281.2)	\$12.9	4.4%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

July 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$478.0 million was \$19.8 million or 4.0% favorable vs. the Mid-Year Forecast. The month of July Net Deficit (Non-Reimbursable and Reimbursable) of \$66.6 million was \$0.7 million or 1.0% favorable vs. the Mid-Year Forecast.

Major drivers of the July 2018 YTD favorable result of \$19.8 million include lower Non-Reimbursable Expenses of \$22.9 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 \$3.1 million due to lower other operating revenue (\$1.1 million) due to lower advertising revenue and lower farebox revenue (\$2.0 million).

July 2018 YTD Reimbursable Expenses of \$136.3 million was \$17.1 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Positive Train Control, Turnout Replacement Program and Waterbury Branch Cab Signal.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was \$2.0 million unfavorable vs. the Mid-Year Forecast (0.5%) primarily due to lower commutation revenue driven primarily by adverse weather conditions.
 - YTD Ridership of 49.8 million was flat vs. the Mid-Year Forecast and 0.2% unfavorable compared to YTD 2017.
- **Other Operating Revenue** – YTD was \$29.6 million (1.1%) unfavorable vs. the Mid-Year Forecast due lower advertising revenue resulting from a year-to-date adjustment to reflect commencement of the new contract.
- **Capital and Other Reimbursements** – YTD was \$17.1 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,067.4 million were \$40.0 million or 3.6% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$640.0 million YTD were \$4.8 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.3 million favorable vs. the Mid-Year Forecast primarily due to the impact of the hiring restrictions, partially offset by a partial true-up reflecting the recent union contractual change to the calculation of employee separation payouts as well as higher than forecasted non-agreement payouts.
- **Overtime** – YTD was \$3.1 million unfavorable vs. the Mid-Year Forecast primarily due to impacts from several nor'easter storms in March and significant storms in April and May.

Non-Labor Expenses of \$257.5 million YTD were \$31.4 million favorable vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$0.2 million vs. the Mid-Year Forecast.
- **Fuel** – YTD expenses were \$0.2 million unfavorable vs. the Mid-Year Forecast due to a higher diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$1.3 million favorable vs. the Mid-Year Forecast primarily due to lower than anticipated Non-Reimbursable expenses for BL-20

Locomotive Overhauls and other lower maintenance and operating contracts as well as GCT utilities costs partially offset by higher Reimbursable project activity.

- **Professional Services** – YTD was \$21.1 million favorable vs. the Mid-Year Forecast primarily due to lower Reimbursable project activity, as well as lower than anticipated Non-Reimbursable expenses for engineering and consulting services, medical services and outside training.
- **Materials & Supplies** – YTD was \$9.0 million favorable vs. the Mid-Year Forecast primarily due to lower Reimbursable project activity and lower Non-Reimbursable expenses primarily related to inventory valuation adjustments.
- **Other Business Expenses** – YTD was \$0.1 million unfavorable vs. the Mid-Year Forecast primarily due to higher Non-Reimbursable expenses primarily due to the timing of expense recoveries from Amtrak and other railroads and higher than anticipated subsidy payments to NJ Transit, partially offset by other miscellaneous expenses.

Depreciation and Other Non-Cash Liability Adjustments were \$13.4 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of the capitalization of assets and other post-employment benefits.

CASH DEFICIT SUMMARY

July YTD Net Cash Deficit of \$281.2 million was \$12.9 million or 4.4% favorable to the Mid-Year Forecast. This is mainly due to revised milestone scheduling of capital projects partially offset by timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 61.5% was 0.5% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.97 was \$0.22 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.50 was (\$0.04) unfavorable vs. the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2018
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$65.573	\$64.637	(\$0.937)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$65.573	\$64.637	(\$0.937)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.541	4.198	(0.343)	(7.6)	0.000	0.000	0.000	-	4.541	4.198	(0.343)	(7.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.829	11.318	(1.511)	(11.8)	12.829	11.318	(1.511)	(11.8)
CDOT	0.000	0.000	0.000	-	14.597	7.945	(6.652)	(45.6)	14.597	7.945	(6.652)	(45.6)
Other	0.000	0.000	0.000	-	0.735	0.785	0.050	6.8	0.735	0.785	0.050	6.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	28.162	20.048	(8.113)	(28.8)	28.162	20.048	(8.113)	(28.8)
Total Revenue/Receipts	\$70.114	\$68.834	(\$1.280)	(1.8)	\$28.162	\$20.048	(\$8.113)	(28.8)	\$98.276	\$88.883	(\$9.393)	(9.6)
Expenses												
<i>Labor:</i>												
Payroll	\$43.405	\$45.095	(\$1.690)	(3.9)	\$4.723	\$4.647	\$0.075	1.6	\$48.128	\$49.742	(\$1.615)	(3.4)
Overtime	7.943	8.386	(0.443)	(5.6)	2.619	2.889	(0.270)	(10.3)	10.562	11.275	(0.713)	(6.7)
Health and Welfare	8.730	9.565	(0.834)	(9.6)	1.654	1.656	(0.002)	(0.1)	10.385	11.221	(0.836)	(8.1)
OPEB Current Payment	2.812	2.998	(0.186)	(6.6)	0.000	0.000	0.000	-	2.812	2.998	(0.186)	(6.6)
Pensions	8.962	8.871	0.092	1.0	1.134	1.148	(0.014)	(1.3)	10.096	10.019	0.077	0.8
Other Fringe Benefits	10.443	10.447	(0.004)	(0.0)	1.245	1.268	(0.023)	(1.8)	11.688	11.716	(0.027)	(0.2)
Reimbursable Overhead	(5.705)	(5.963)	0.258	4.5	5.470	5.765	(0.295)	(5.4)	(0.235)	(0.198)	(0.037)	(15.8)
Total Labor	\$76.591	\$79.399	(\$2.807)	(3.7)	\$16.845	\$17.374	(\$0.529)	(3.1)	\$93.436	\$96.773	(\$3.336)	(3.6)
<i>Non-Labor:</i>												
Electric Power	\$6.521	\$7.221	(\$0.700)	(10.7)	\$0.000	\$0.000	\$0.000	-	\$6.521	\$7.221	(\$0.700)	(10.7)
Fuel	1.854	1.669	0.185	10.0	0.000	0.000	0.000	-	1.854	1.669	0.185	10.0
Insurance	1.455	1.454	0.001	0.1	0.602	0.453	0.149	24.8	2.057	1.906	0.150	7.3
Claims	0.096	0.055	0.041	42.6	0.000	0.000	0.000	-	0.096	0.055	0.041	42.6
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	11.274	9.205	2.069	18.4	1.391	1.540	(0.149)	(10.7)	12.665	10.745	1.920	15.2
Professional Service Contracts	3.382	2.989	0.392	11.6	5.253	0.304	4.948	94.2	8.634	3.294	5.340	61.8
Materials & Supplies	8.149	7.510	0.640	7.8	4.043	0.345	3.698	91.5	12.193	7.855	4.338	35.6
Other Business Expenses	2.673	2.989	(0.316)	(11.8)	0.027	0.031	(0.004)	(13.7)	2.700	3.020	(0.320)	(11.8)
Total Non-Labor	\$35.404	\$33.092	\$2.312	6.5	\$11.316	\$2.674	\$8.642	76.4	\$46.721	\$35.766	\$10.954	23.4
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.995	\$112.491	(\$0.495)	(0.4)	\$28.162	\$20.048	\$8.113	28.8	\$140.157	\$132.539	\$7.618	5.4
Depreciation	20.542	18.436	2.106	10.3	0.000	0.000	0.000	-	20.542	18.436	2.106	10.3
OPEB Obligation	4.833	4.502	0.331	6.9	0.000	0.000	0.000	-	4.833	4.502	0.331	6.9
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	(0.023)	0.023	-	0.000	0.000	0.000	-	0.000	(0.023)	0.023	-
Total Expenses	\$137.371	\$135.406	\$1.965	1.4	\$28.162	\$20.048	\$8.113	28.8	\$165.533	\$155.455	\$10.078	6.1
Net Surplus/(Deficit)	(\$67.257)	(\$66.572)	\$0.685	1.0	\$0.000	\$0.000	\$0.000	-	(\$67.257)	(\$66.572)	\$0.685	1.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	18.436	(2.106)	(10.3)	0.000	0.000	0.000	-	20.542	18.436	(2.106)	(10.3)
Operating/Capital	(0.644)	(4.773)	(4.129)	*	0.000	0.000	0.000	-	(0.644)	(4.773)	(4.129)	*
Other Cash Adjustments	42.838	59.432	16.593	38.7	0.000	0.000	0.000	-	42.838	59.432	16.593	38.7
Total Cash Conversion Adjustments	\$62.736	\$73.095	\$10.359	16.5	\$0.000	\$0.000	\$0.000	-	\$62.736	\$73.095	\$10.359	16.5
Net Cash Surplus/(Deficit)	(\$4.521)	\$6.523	\$11.044	*	\$0.000	\$0.000	\$0.000	-	(\$4.521)	\$6.523	\$11.044	*

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$425.468	\$423.487	(\$1.981)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$425.468	\$423.487	(\$1.981)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	30.690	29.584	(1.105)	(3.6)	0.000	0.000	0.000	-	30.690	29.584	(1.105)	(3.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	76.685	70.974	(5.710)	(7.4)	76.685	70.974	(5.710)	(7.4)
CDOT	0.000	0.000	0.000	-	71.740	58.245	(13.495)	(18.8)	71.740	58.245	(13.495)	(18.8)
Other	0.000	0.000	0.000	-	4.967	7.081	2.114	42.6	4.967	7.081	2.114	42.6
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	153.391	136.300	(17.091)	(11.1)	153.391	136.300	(17.091)	(11.1)
Total Revenue/Receipts	\$456.158	\$453.071	(\$3.087)	(0.7)	\$153.391	\$136.300	(\$17.091)	(11.1)	\$609.549	\$589.371	(\$20.178)	(3.3)
Expenses												
<i>Labor:</i>												
Payroll	\$301.390	\$302.631	(\$1.241)	(0.4)	\$28.591	\$27.006	\$1.585	5.5	\$329.981	\$329.637	\$0.344	0.1
Overtime	55.758	57.347	(1.589)	(2.8)	13.674	15.184	(1.510)	(11.0)	69.433	72.531	(3.099)	(4.5)
Health and Welfare	61.132	64.767	(3.634)	(5.9)	9.891	9.639	0.252	2.6	71.024	74.406	(3.382)	(4.8)
OPEB Current Payment	19.939	21.468	(1.529)	(7.7)	0.000	0.000	0.000	-	19.939	21.468	(1.529)	(7.7)
Pensions	61.205	60.622	0.583	1.0	6.786	6.681	0.105	1.5	67.990	67.303	0.688	1.0
Other Fringe Benefits	71.342	69.372	1.970	2.8	7.446	7.348	0.097	1.3	78.787	76.720	2.068	2.6
Reimbursable Overhead	(32.720)	(34.891)	2.171	6.6	30.754	32.820	(2.066)	(6.7)	(1.966)	(2.071)	0.105	5.4
Total Labor	\$538.047	\$541.315	(\$3.269)	(0.6)	\$97.142	\$98.679	(\$1.536)	(1.6)	\$635.189	\$639.994	(\$4.805)	(0.8)
<i>Non-Labor:</i>												
Electric Power	\$43.477	\$43.216	\$0.261	0.6	\$0.000	\$0.069	(\$0.069)	-	\$43.477	\$43.285	\$0.192	0.4
Fuel	12.383	12.537	(0.154)	(1.2)	0.000	0.000	0.000	-	12.383	12.537	(0.154)	(1.2)
Insurance	10.134	10.278	(0.145)	(1.4)	3.196	2.525	0.671	21.0	13.330	12.803	0.527	4.0
Claims	4.244	4.618	(0.374)	(8.8)	0.000	0.000	0.000	-	4.244	4.618	(0.374)	(8.8)
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	68.241	59.279	8.963	13.1	5.239	12.899	(7.661)	*	73.480	72.178	1.302	1.8
Professional Service Contracts	21.503	18.643	2.860	13.3	26.204	8.009	18.195	69.4	47.708	26.653	21.055	44.1
Materials & Supplies	55.556	54.009	1.547	2.8	21.444	13.983	7.460	34.8	77.000	67.993	9.007	11.7
Other Business Expenses	17.134	17.297	(0.163)	(0.9)	0.166	0.135	0.031	18.8	17.301	17.432	(0.132)	(0.8)
Total Non-Labor	\$232.673	\$219.877	\$12.796	5.5	\$56.249	\$37.622	\$18.627	33.1	\$288.922	\$257.499	\$31.423	10.9
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$770.720	\$761.193	\$9.527	1.2	\$153.391	\$136.300	\$17.091	11.1	\$924.111	\$897.493	\$26.618	2.9
Depreciation	140.925	133.718	7.207	5.1	0.000	0.000	0.000	-	140.925	133.718	7.207	5.1
OPEB Obligation	33.833	31.032	2.802	8.3	0.000	0.000	0.000	-	33.833	31.032	2.802	8.3
GASB68 Pension Adjustment**	6.500	2.722	3.778	58.1	0.000	0.000	0.000	-	6.500	2.722	3.778	58.1
Environmental Remediation	2.000	2.428	(0.428)	(21.4)	0.000	0.000	0.000	-	2.000	2.428	(0.428)	(21.4)
Total Expenses	\$953.978	\$931.092	\$22.886	2.4	\$153.391	\$136.300	\$17.091	11.1	\$1,107.369	\$1,067.392	\$39.977	3.6
Net Surplus/(Deficit)	(\$497.821)	(\$478.021)	\$19.799	4.0	\$0.000	(\$0.000)	(\$0.000)	-	(\$497.821)	(\$478.021)	\$19.799	4.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	140.925	133.718	(7.207)	(5.1)	0.000	0.000	0.000	-	140.925	133.718	(7.207)	(5.1)
Operating/Capital	(26.493)	(27.274)	(0.780)	(2.9)	0.000	0.000	0.000	-	(26.493)	(27.274)	(0.780)	(2.9)
Other Cash Adjustments	89.318	90.386	1.068	1.2	0.000	0.000	0.000	-	89.318	90.386	1.068	1.2
Total Cash Conversion Adjustments	\$203.749	\$196.830	(\$6.919)	(3.4)	\$0.000	\$0.000	\$0.000	-	\$203.749	\$196.830	(\$6.919)	(3.4)
Net Cash Surplus/(Deficit)	(\$294.071)	(\$281.191)	\$12.880	4.4	\$0.000	(\$0.000)	(\$0.000)	-	(\$294.071)	(\$281.191)	\$12.880	4.4

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$0.937)	(1.4%)	Lower non-commutation revenue driven by adverse weather conditions as well as construction at the White Plains station.	(\$1.981)	(0.5%)	Lower non-commutation revenue driven primarily by adverse weather conditions.
OTHER OPERATING REVENUE	Non-Reimb	(\$0.343)	(7.6%)	Lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.	(\$1.105)	(3.6%)	Lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$8.113)	(28.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$17.091)	(11.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.690)	(3.9%)	Primarily due to the partial true-up reflecting the recent union contractual change to the calculation of employee separation payouts as well as higher than forecasted non-agreement retiree payouts.	(\$1.241)	(0.4%)	Primarily due to the partial true-up reflecting the recent union contractual change to the calculation of employee separation payouts as well as higher than forecasted non-agreement retiree payouts.
	Reimb	\$0.075	1.6%	Reflects lower monthly activity in Cyclical Replacement Insulated Joint project.	\$1.585	5.5%	Reflects lower yearly activity for the following projects: Cyclical Track Program and Cyclical Replacement Insulated Joint project.
OVERTIME	Non-Reimb	(\$0.443)	(5.6%)	See overtime tables.	(\$1.589)	(2.8%)	See overtime tables.
	Reimb	(\$0.270)	(10.3%)	See overtime tables.	(\$1.510)	(11.0%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$0.834)	(9.6%)	Reflects higher than forecasted rates combined with higher labor costs.	(\$3.634)	(5.9%)	Reflects higher than forecasted rates combined with higher labor costs.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.186)	(6.6%)	Reflects additional retirees.	(\$1.529)	(7.7%)	Reflects additional retirees.
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.004)	(0.0%)		\$1.970	2.8%	Primarily reflects lower employee claims.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.258	4.5%	The non-reimbursable and reimbursable variances reflect lower project activity for Turnouts Yard/Sidings and Catenary Replacement.	\$2.171	6.6%	The non-reimbursable and reimbursable variances reflect lower project activity for the Cyclical Track Program, C-31 Track Program and Turnouts Yards/Sidings.
	Reimb	(\$0.295)	(5.4%)		(\$2.066)	(6.7%)	
ELECTRIC POWER	Non-Reimb	(\$0.700)	(10.7%)	Primarily due to higher rates.	\$0.261	0.6%	Primarily due to lower rates.
FUEL	Non-Reimb	\$0.185	10.0%	Reflects lower diesel fuel price per gallon.	(\$0.154)	(1.2%)	Reflects higher diesel fuel prices per gallon.
INSURANCE	Reimb	\$0.149	24.8%	Reflects lower monthly activity in the Cyclical Track Program and Turnouts Mainline High Speed project.	\$0.671	21.0%	Reflects lower yearly activity in the following projects: Cyclical Track Program, Positive Train Control, Turnouts Mainline High Speed, Install Bridge Timbers and Comm & Signal Infrastructure Restoration.
CLAIMS	Non-Reimb	\$0.041	42.6%	Primarily due to lower passenger claims reserve.	(\$0.374)	(8.8%)	Reflects YTD increase in the passenger claims reserve.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.069	18.4%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$8.963	13.1%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	(\$0.149)	(10.7%)	Results in higher monthly activity in the Danbury Dock Yard Construction and CT Track Programs.	(\$7.661)	*	Reflects higher activity for the Signal Replacement from Greenwich to South Norwalk project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.392	11.6%	Primarily due to timing of expenses for engineering, EAM consulting, medical services and outside training.	\$2.860	13.3%	Primarily due to timing of expenses for engineering, EAM consulting, medical services and outside training.
	Reimb	\$4.948	94.2%	Reflects lower activity for the CT Positive Train Control Program.	\$18.195	69.4%	Reflects lower activity for the CT Positive Train Control Program and Cameras & Audio for M8 Fleet.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$0.640	7.8%	Lower obsolete and excess materials reserve and other inventory adjustments partially offset by increased materials for infrastructure repair.	\$1.547	2.8%	Lower obsolete and excess materials reserve and other inventory adjustments partially offset by increased materials for infrastructure repair.
	Reimb	\$3.698	91.5%	Results in lower monthly activity for the following projects: Positive Train Control Program, Saga Bridge Repairs, Power Infrastructure Restoration, Cyclical Track Program and Turnouts Mainline High Speed.	\$7.460	34.8%	Results in lower yearly activity for the following projects: Turnouts Mainline High Speed, Waterbury Branch Cab Signal, Cyclical Track Program, Saga Bridge Repairs, GCT Turnouts Switch Renewal, Devon Bridge Repairs and Positive Train Control Program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.316)	(11.8%)	Primarily due to timing of CSX track rights reimbursement partially offset by a higher Amtrak recovery.	(\$0.163)	(0.9%)	
	Reimb	(\$0.004)	(13.7%)	Reflects higher monthly activity in the Catenary Replacement project.	\$0.031	18.8%	Reflects lower yearly activity in Crossing Upgrades project.
DEPRECIATION	Non-Reimb	\$2.106	10.3%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$7.207	5.1%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$3.778	58.1%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.023	-		(\$0.428)	(21.4%)	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	(\$4.129)	*	Primarily reflects timing of the NYS Maybrook Trailway.	(\$0.780)	(2.9%)	Primarily reflects timing of the NYS Maybrook Trailway.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						Year To Date(July)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	46,764	\$ 3.281	59,114	\$ 3.522	(12,350)	(\$0.241)	322,636	\$ 21.668	353,282	\$ 21.143	(30,646)	\$0.525
					-26.4%	-7.3%					-9.5%	2.4%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	47,223	\$ 2.837	58,165	\$ 3.278	(10,942)	(\$0.442)	323,718	\$ 19.079	340,738	\$ 19.264	(17,020)	(\$0.185)
					-23.2%	-15.6%					-5.3%	-1.0%
<u>Unscheduled Maintenance</u>	386	\$ 0.020	0	\$ -	386	\$0.020	6,114	\$ 0.356	1	\$ 0.000	6,114	\$0.356
					100.0%	100.0%					100.0%	100.0%
<u>Vacancy/Absentee Coverage</u> ²	26,993	\$ 1.512	36,115	\$ 1.942	(9,122)	(\$0.430)	181,304	\$ 9.942	188,888	\$ 9.999	(7,583)	(\$0.057)
					-33.8%	-28.4%					-4.2%	-0.6%
<u>Weather Emergencies</u>	4,847	\$ 0.292	6,069	\$ 0.349	(1,222)	(\$0.057)	65,372	\$ 3.640	113,951	\$ 6.330	(48,579)	(\$2.690)
					-25.2%	-19.5%					-74.3%	-73.9%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	2	\$ 0.000	32	\$ (0.706)	(30)	\$0.706	41	\$ 1.073	153	\$ 0.611	(112)	\$0.463
Subtotal	126,215	\$ 7.943	159,494	\$ 8.386	(33,279)	(\$0.443)	899,185	\$ 55.758	997,013	\$ 57.347	(97,827)	(\$1.589)
					-26.4%	-5.6%					-10.9%	-2.8%
REIMBURSABLE OVERTIME	42,109	\$ 2.619	50,276	\$ 2.889	(8,167)	(\$0.270)	223,670	\$ 13.674	267,619	\$ 15.184	(43,949)	(\$1.510)
					-19.4%	-10.3%					-19.6%	-11.0%
TOTAL OVERTIME	168,324	\$ 10.562	209,770	\$ 11.275	(41,446)	(\$0.713)	1,122,856	\$ 69.433	1,264,632	\$ 72.531	(141,776)	(\$3.099)
					-24.6%	-6.7%					-12.6%	-4.5%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

MTA Metro-North Railroad
 July Financial Plan - 2018 Mid-Year Forecast
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	July			Year To Date(July)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(12,350)	(\$0.241)	Reflects service coverage versus available staff and train dispatchment needs.	(30,646)	\$0.525	Reflects service coverage versus available staff and train dispatchment needs.
	-26.4%	-7.3%		-9.5%	2.4%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(10,942)	(\$0.442)	Increases in both the Reliability Centered Maintenance (RCM) and Grand Central Facility Maintenance programs.	(17,020)	(\$0.185)	Increases in both the Reliability Centered Maintenance (RCM) and Grand Central Facility Maintenance programs.
	-23.2%	-15.6%		-5.3%	-1.0%	
<u>Unscheduled Maintenance</u>	386	\$0.020	Fewer than planned unscheduled maintenance events.	6,114	\$0.356	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		100.0%	100.0%	
<u>Vacancy/Absentee Coverage</u> ²	(9,122)	(\$0.430)	Higher vacation, sick and vacancy coverage requirements.	(7,583)	(\$0.057)	Slightly higher vacation, sick and vacancy coverage requirements.
	-33.8%	-28.4%		-4.2%	-0.6%	
<u>Weather Emergencies</u>	(1,222)	(\$0.057)	Maintenance of Way right-of-way repairs due to unusually heavy rain storms.	(48,579)	(\$2.690)	Reflects impact of Winter Storms Riley, Quinn, Toby and Skylar in March as well as significant storms in April and May.
	-25.2%	-19.5%		-74.3%	-73.9%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(30)	\$0.706	Reflects timing differences related to payroll and calendar cutoff dates.	(112)	\$0.463	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(33,279)	(\$0.443)		(97,827)	(\$1.589)	
	-26.4%	-5.6%		-10.9%	-2.8%	
REIMBURSABLE OVERTIME	(8,167)	(\$0.270)	Reflects higher monthly activity in the Cyclical Track Program.	(43,949)	(\$1.510)	Reflects higher yearly activity for the following items: Cyclical Track Program, Turnouts Yard/Sidings Project and the C-31 Track Program.
	-19.4%	-10.3%		-19.6%	-11.0%	
TOTAL OVERTIME	(41,446)	(\$0.713)		(141,776)	(\$3.099)	

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

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	July 2018				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$64.347	\$62.956	(\$1.391)	(2.2)	\$418.711	\$415.841	(\$2.870)	(0.7)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	35.368	40.958	5.590	15.8	73.491	74.380	0.889	1.2
<i>Capital & Other Reimbursements:</i>								
MTA	11.385	9.927	(1.458)	(12.8)	70.964	68.747	(2.217)	(3.1)
CDOT	14.597	21.913	7.316	50.1	76.938	75.743	(1.195)	(1.6)
Other	0.735	0.759	0.024	3.2	7.480	8.980	1.500	20.0
Total Capital and Other Reimbursements	26.717	32.599	5.882	22.0	155.382	153.470	(1.912)	(1.2)
Total Receipts	\$126.433	\$136.513	\$10.080	8.0	\$647.584	\$643.691	(\$3.893)	(0.6)
Expenditures								
<i>Labor:</i>								
Payroll	\$43.919	\$43.233	\$0.686	1.6	\$330.599	\$326.113	\$4.486	1.4
Overtime	9.364	9.636	(0.272)	(2.9)	69.214	70.441	(1.227)	(1.8)
Health and Welfare	10.735	11.023	(0.288)	(2.7)	76.848	80.857	(4.009)	(5.2)
OPEB Current Payment	2.812	3.027	(0.215)	(7.6)	18.044	21.551	(3.507)	(19.4)
Pensions	10.138	9.717	0.421	4.2	69.658	68.740	0.918	1.3
Other Fringe Benefits	10.132	11.596	(1.464)	(14.5)	82.713	85.854	(3.141)	(3.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	100.0	0.000	0.000	0.000	100.0
Total Labor	\$87.100	\$88.232	(\$1.132)	(1.3)	\$647.077	\$653.556	(\$6.479)	(1.0)
<i>Non-Labor:</i>								
Electric Power	\$6.695	\$9.021	(\$2.326)	(34.7)	\$42.570	\$46.699	(\$4.129)	(9.7)
Fuel	1.815	1.462	0.353	19.5	13.683	13.383	0.300	2.2
Insurance	2.260	0.000	2.260	100.0	6.117	6.244	(0.127)	(2.1)
Claims	0.096	0.170	(0.074)	(76.7)	5.775	5.771	0.004	0.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.913	13.341	(6.428)	(93.0)	77.237	71.153	6.084	7.9
Professional Service Contracts	8.317	2.455	5.862	70.5	44.734	21.320	23.414	52.3
Materials & Supplies	13.846	13.421	0.425	3.1	80.563	84.660	(4.097)	(5.1)
Other Business Expenditures	3.911	1.888	2.023	51.7	23.900	22.096	1.804	7.5
Total Non-Labor	\$43.854	\$41.758	\$2.096	4.8	\$294.578	\$271.326	\$23.252	7.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$130.953	\$129.990	\$0.963	0.7	\$941.655	\$924.882	\$16.773	1.8
Net Cash Deficit (excludes Opening Cash Balance)	(\$4.521)	\$6.523	\$11.044	*	(\$294.071)	(\$281.191)	\$12.880	4.4
Subsidies								
MTA	0.000	12.358	12.358	-	233.253	263.043	29.790	12.8
CDOT	9.858	9.522	(0.336)	(3.4)	81.399	75.340	(6.059)	(7.4)
Total Subsidies	\$9.858	\$21.880	\$12.022	*	\$314.652	\$338.383	\$23.731	7.5

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31st, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	5.590	15.8%	Primarily due to timing of Amtrak reimbursements.	0.889	1.2%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.458)	(12.8%)	Delay in receipts for work performed partially offset by higher capital related project activity.	(2.217)	(3.1%)	Delay in receipts for work performed combined with lower capital related project activity.
CDOT	7.316	50.1%	Higher cash receipts than forecasted partially offset by lower capital related project activity.	(1.195)	(1.6%)	
OTHER	0.024	3.2%		1.500	20.0%	Higher cash receipts than forecasted combined with higher reimbursable related project activity.
HEALTH & WELFARE	(0.288)	(2.7%)		(4.009)	(5.2%)	Higher than forecasted rates combined with timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	(0.215)	(7.6%)	Reflects higher than forecasted number of retirees receiving healthcare premiums as well as timing of payments.	(3.507)	(19.4%)	Reflects higher than forecasted number of retirees receiving healthcare premiums as well as timing of payments.
PENSIONS	0.421	4.2%	Timing of payments.	0.918	1.3%	
OTHER FRINGE BENEFITS	(1.464)	(14.5%)	Timing of payroll taxes paid partially offset by lower employee claims.	(3.141)	(3.8%)	Timing of payroll taxes paid partially offset by lower employee claims.
ELECTRIC POWER	(2.326)	(34.7%)	Timing of payments combined with higher rates than forecasted.	(4.129)	(9.7%)	Primarily reflects timing of payments partially offset by lower rates.
FUEL	0.353	19.5%	Lower rates combined with timing of payments.	0.300	2.2%	

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31st, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	2.260	100.0%	Timing of payments for insurance premiums relating to Station Liability, Force Account and All Agency Property - Terrorism.	(0.127)	(2.1%)	
CLAIMS	(0.074)	(76.7%)	Timing of passenger injury settlements.	0.004	0.1%	
MAINTENANCE & OTHER OPERATING CONTRACTS	(6.428)	(93.0%)	Timing of payments for Operating Capital Projects.	6.084	7.9%	Reflects timing of payments for MTA Police Services partially offset by payments for Operating Capital Projects.
PROFESSIONAL SERVICE CONTRACTS	5.862	70.5%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control and Signal Replacement - Greenwich to South Norwalk) combined with timing of payments for engineering and consulting services.	23.414	52.3%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control and Signal Replacement - Greenwich to South Norwalk) combined with timing of payments for NHL share of BSC/IT Costs.
MATERIALS & SUPPLIES	0.425	3.1%	Timing of payments for Track Materials.	(4.097)	(5.1%)	Timing of payments for materials placed into inventory.
OTHER BUSINESS EXPENSES	2.023	51.7%	Timing of payments for New Jersey Transit subsidy.	1.804	7.5%	Lower Other Miscellaneous Expenses, Printing, Stationary & Office and Non-Operating Purchases.
MTA SUBSIDY RECEIPTS	12.358	-	Available cash balance combined with lower CDOT subsidy partially offset by lower cash deficit.	29.790	12.8%	Available cash balance combined with lower CDOT subsidy partially offset by lower cash deficit.
CDOT SUBSIDY RECEIPTS	(0.336)	(3.4%)	Lower share of prior months deficit than forecasted.	(6.059)	(7.4%)	Timing of monthly deficit payments partially offset by higher Admin Asset receipts.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2018				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.226)	(\$1.681)	(\$0.454)	(37.1)	(\$6.757)	(\$7.646)	(\$0.889)	(13.2)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	30.828	36.760	5.933	19.2	42.801	44.796	1.995	4.7
<i>Capital & Other Reimbursements:</i>								
MTA	(1.444)	(1.391)	0.054	3.7	(5.721)	(2.227)	3.493	61.1
CDOT	0.000	13.968	13.968	-	5.199	17.498	12.300	*
Other	0.000	(0.026)	(0.026)	-	2.513	1.899	(0.615)	(24.5)
Total Capital and Other Reimbursements	(1.444)	12.551	13.995	*	1.991	17.170	15.178	*
Total Revenue/Receipts	\$28.157	\$47.630	\$19.473	69.2	\$38.035	\$54.320	\$16.285	42.8
Expenditures								
<i>Labor:</i>								
Payroll	\$4.208	\$6.509	\$2.301	54.7	(\$0.618)	\$3.524	\$4.142	*
Overtime	1.198	1.639	0.440	36.7	0.219	2.090	1.871	*
Health and Welfare	(0.351)	0.198	0.549	*	(5.825)	(6.451)	(0.627)	(10.8)
OPEB Current Payment	0.000	(0.029)	0.000	-	1.895	(0.083)	(1.978)	*
Pensions	(0.042)	0.302	0.344	*	(1.668)	(1.437)	0.231	13.8
Other Fringe Benefits	1.557	0.120	(1.437)	(92.3)	(3.926)	(9.134)	(5.208)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.235)	(0.198)	0.037	15.8	(1.966)	(2.071)	(0.105)	(5.4)
Total Labor	\$6.336	\$8.541	\$2.204	34.8	(\$11.888)	(\$13.562)	(\$1.674)	(14.1)
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	(\$1.800)	(\$1.626)	*	\$0.907	(\$3.414)	(\$4.321)	*
Fuel	0.039	0.207	0.168	*	(1.300)	(0.846)	0.454	34.9
Insurance	(0.204)	1.906	2.110	*	7.213	6.559	(0.654)	(9.1)
Claims	0.000	(0.115)	(0.115)	-	(1.531)	(1.153)	0.378	24.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.753	(2.596)	(8.349)	*	(3.757)	1.025	4.782	*
Professional Service Contracts	0.317	0.839	0.522	*	2.974	5.333	2.359	79.3
Materials & Supplies	(1.653)	(5.566)	(3.912)	*	(3.563)	(16.667)	(13.104)	*
Other Business Expenses	(1.211)	1.132	2.343	*	(6.599)	(4.664)	1.935	29.3
Total Non-Labor	\$2.867	(\$5.992)	(\$8.859)	*	(\$5.656)	(\$13.827)	(\$8.171)	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	\$9.204	\$2.549	(\$6.655)	(72.3)	(\$17.544)	(\$27.389)	(\$9.845)	(56.1)
Depreciation	20.542	18.436	(2.106)	(10.3)	140.925	133.718	(7.207)	(5.1)
OPEB Obligation	4.833	4.502	(0.331)	6.9	33.833	31.032	(2.802)	8.3
GASB68 Pension Adjustment	0.000	0.000	0.000	-	6.500	2.722	(3.778)	58.1
Environmental Remediation	0.000	(0.023)	(0.023)	-	2.000	2.428	0.428	(21.4)
Total Expenditures Adjustments	\$34.579	\$25.465	(\$9.114)	(26.4)	\$165.714	\$142.510	(\$23.204)	(14.0)
Total Cash Conversion Adjustments	\$62.736	\$73.095	\$10.359	16.5	\$203.749	\$196.830	(\$6.919)	(3.4)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JULY 2018
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2018	2017 ^(A)	MID-YEAR FORECAST		2017		MID-YEAR FORECAST	2018	2017 ^(A)	MID-YEAR FORECAST		2017	
				\$	%	\$	%				\$	%		
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.303	9.231	9.169	(0.072)	-0.8%	0.062	0.7%	65.932	65.586	64.725	(0.346)	-0.5%	0.861	1.3%
<i>Harlem Line - Non-Commutation</i>	9.445	8.941	9.207	(0.503)	-5.3%	(0.265)	-2.9%	57.316	56.074	56.869	(1.242)	-2.2%	(0.795)	-1.4%
TOTAL HARLEM LINE	\$18.747	\$18.172	\$18.376	(\$0.575)	-3.1%	(\$0.203)	-1.1%	\$123.248	\$121.661	\$121.595	(\$1.588)	-1.3%	\$0.066	0.1%
<i>Hudson Line - Commutation</i>	5.921	5.988	5.843	0.067	1.1%	0.144	2.5%	43.142	43.071	42.222	(0.070)	-0.2%	0.849	2.0%
<i>Hudson Line - Non-Commutation</i>	8.338	8.170	8.119	(0.168)	-2.0%	0.051	0.6%	47.950	48.134	46.770	0.184	0.4%	1.364	2.9%
TOTAL HUDSON LINE	\$14.259	\$14.158	\$13.962	(\$0.101)	-0.7%	\$0.196	1.4%	\$91.092	\$91.205	\$88.991	\$0.113	0.1%	\$2.213	2.5%
<i>New Haven Line - Commutation</i>	13.390	13.154	12.847	(0.236)	-1.8%	0.308	2.4%	93.892	92.731	91.758	(1.161)	-1.2%	0.973	1.1%
<i>New Haven Line - Non-Commutation</i>	17.909	17.869	17.684	(0.040)	-0.2%	0.185	1.0%	108.863	109.506	107.951	0.643	0.6%	1.555	1.4%
TOTAL NEW HAVEN LINE	\$31.299	\$31.023	\$30.530	(\$0.276)	-0.9%	\$0.493	1.6%	\$202.754	\$202.237	\$199.709	(\$0.518)	-0.3%	\$2.528	1.3%
<i>All Lines - Commutation</i>	28.614	28.373	27.859	(0.241)	-0.8%	0.514	1.8%	202.966	201.389	198.705	(1.577)	-0.8%	2.684	1.4%
<i>All Lines - Non-Commutation</i>	35.691	34.981	35.010	(0.711)	-2.0%	(0.029)	-0.1%	214.128	213.713	211.590	(0.415)	-0.2%	2.124	1.0%
TOTAL EAST OF HUDSON LINES	\$64.305	\$63.354	\$62.868	(\$0.952)	-1.5%	\$0.485	0.8%	\$417.094	\$415.102	\$410.295	(\$1.992)	-0.5%	\$4.807	1.2%
<i>West of Hudson^(B)</i>	<u>1.268</u>	<u>1.283</u>	<u>1.263</u>	<u>0.015</u>	<u>1.2%</u>	<u>0.020</u>	<u>1.6%</u>	<u>8.374</u>	<u>8.385</u>	<u>8.330</u>	<u>0.011</u>	<u>0.1%</u>	<u>0.054</u>	<u>0.7%</u>
TOTAL FAREBOX REVENUE	\$65.573	\$64.637	\$64.131	(\$0.937)	-1.4%	\$0.505	0.8%	\$425.468	\$423.487	\$418.625	(\$1.981)	-0.5%	\$4.862	1.2%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.357	1.356	1.355	(0.000)	0.0%	0.002	0.1%	9.803	9.784	9.808	(0.019)	-0.2%	(0.024)	-0.2%
<i>Harlem Line - Non-Commutation</i>	1.000	0.948	0.983	(0.052)	-5.2%	(0.035)	-3.5%	6.232	6.111	6.287	(0.121)	-1.9%	(0.175)	-2.8%
TOTAL HARLEM LINE	2.357	2.305	2.337	(0.053)	-2.2%	(0.033)	-1.4%	16.036	15.896	16.095	(0.140)	-0.9%	(0.200)	-1.2%
<i>Hudson Line - Commutation</i>	0.746	0.762	0.745	0.016	2.1%	0.016	2.2%	5.473	5.498	5.464	0.025	0.5%	0.034	0.6%
<i>Hudson Line - Non-Commutation</i>	0.737	0.727	0.723	(0.010)	-1.4%	0.004	0.5%	4.267	4.297	4.229	0.029	0.7%	0.068	1.6%
TOTAL HUDSON LINE	1.483	1.489	1.469	0.005	0.4%	0.020	1.4%	9.740	9.795	9.693	0.055	0.6%	0.102	1.0%
<i>New Haven Line - Commutation</i>	1.795	1.815	1.797	0.020	1.1%	0.019	1.0%	12.945	12.955	13.058	0.010	0.1%	(0.102)	-0.8%
<i>New Haven Line - Non-Commutation</i>	1.666	1.662	1.649	(0.004)	-0.2%	0.014	0.8%	10.148	10.217	10.099	0.069	0.7%	0.118	1.2%
TOTAL NEW HAVEN LINE	3.462	3.478	3.445	0.016	0.5%	0.032	0.9%	23.093	23.172	23.156	0.079	0.3%	0.016	0.1%
Total Ridership East of Hudson														
<i>All Lines - Commutation</i>	3.898	3.934	3.897	0.035	0.9%	0.037	0.9%	28.222	28.238	28.330	0.017	0.1%	(0.092)	-0.3%
<i>All Lines - Non-Commutation</i>	3.404	3.337	3.355	(0.066)	-2.0%	(0.017)	-0.5%	20.647	20.625	20.614	(0.022)	-0.1%	0.010	0.1%
TOTAL EAST OF HUDSON LINES	7.302	7.271	7.251	(0.031)	-0.4%	0.020	0.3%	48.869	48.863	48.945	(0.006)	0.0%	(0.082)	-0.2%
<i>West of Hudson^(B)</i>	<u>0.136</u>	<u>0.132</u>	<u>0.140</u>	<u>(0.004)</u>	<u>-2.9%</u>	<u>(0.008)</u>	<u>-5.6%</u>	<u>0.940</u>	<u>0.943</u>	<u>0.950</u>	<u>0.002</u>	<u>0.2%</u>	<u>(0.008)</u>	<u>-0.8%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.438	7.403	7.392	(0.035)	-0.5%	0.012	0.2%	49.809	49.805	49.895	(0.004)	0.0%	(0.090)	-0.2%

^(A) 2017 Ridership figures have been restated to simulate the 2018 calendar.

^(B) 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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2018**

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	17	15	2	
Safety	56	56	0	
Security	23	23	0	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	19	19	-	
Customer Service	67	61	6	A
Legal	11	11	-	
Claims	12	12	0	
Environmental Compliance & Svce	6	6	0	
Human Resources	48	46	2	
Training	85	84	1	
Employee Relations & Diversity	4	4	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	0	
Capital Planning & Programming	13	13	-	
Long Range Planning	8	8	-	
VP Finance & Info Systems	4	-	4	B
Controller	75	71	4	C
Budget	17	17	0	
Procurement & Material Management	25	26	(1)	
Total Administration	524	506	18	
Operations				
Operations Administration	69	76	(7)	B
Transportation	1,618	1,628	(10)	D
Customer Service	290	278	12	
Metro-North West	25	32	(7)	E
Total Operations	2,002	2,015	(13)	
Maintenance				
Maintenance of Equipment	1,674	1,657	17	A
Maintenance of Way	2,178	2,142	36	A,B,E
Procurement & Material Mgmt	121	115	6	
Total Maintenance	3,973	3,914	59	
Engineering/Capital				
Construction Management	39	37	2	
Engineering & Design	74	74	(0)	
Total Engineering/Capital	113	111	2	
Total Positions	6,612	6,546	66	
Non-Reimbursable	5,833	5,914	(81)	F
Reimbursable	779	632	147	
Total Full-Time	6,611	6,545	66	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed hiring of vacant positions.

(B) Variance reflects the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.

(C) Variance reflects higher attrition than planned.

(D) Variance reflects lower attrition than planned.

(E) Metro-North West unfavorable variance is due to the transfer of Maintenance of Way and Transportation staff supporting West of Hudson activity.

(F) Variance primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.

MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 July 31, 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	179	171	8
Professional, Technical, Clerical	345	335	10
Operational Hourlies	-	-	-
Total Administration	524	506	18
Operations			
Managers/Supervisors	246	246	(0)
Professional, Technical, Clerical	181	179	2
Operational Hourlies	1,575	1,590	(15)
Total Operations	2,002	2,015	(13)
Maintenance			
Managers/Supervisors	636	626	10
Professional, Technical, Clerical	514	498	16
Operational Hourlies	2,823	2,790	33
Total Maintenance	3,973	3,914	59
Engineering/Capital			
Managers/Supervisors	45	46	(1)
Professional, Technical, Clerical	68	65	3
Operational Hourlies	-	-	-
Total Engineering/Capital	113	111	2
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,106	1,090	16
Professional, Technical, Clerical	1,108	1,076	32
Operational Hourlies	4,398	4,380	18
Total Positions	6,612	6,546	66

**MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
July 31, 2018**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	2,002	2,015	(13)	Primarily reflects lower attrition than planned and the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.
Maintenance	3,973	3,914	59	Primarily reflects delayed hiring of vacant positions and the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way to Operations Administration.
Administration	524	506	18	Primarily reflects delayed hiring of vacant positions as well as the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.
Engineering / Capital	113	111	2	
Total Agency-wide Headcount	6,612	6,546	66	
Non-Reimbursable	5,833	5,914	(81)	Primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	779	632	147	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JULY 2018**

	MONTH			VARIANCE	
	MYF	2018	2017	Fav/(Unfav)	
				BUD	2017
Farebox Operating Ratio					
Standard ^(B)	59.9%	56.7%	59.9%	-3.2%	-3.3%
Adjusted ^(C)	66.3%	62.6%	66.8%	-3.7%	-4.2%
Cost per Passenger					
Standard ^(B)	\$14.73	\$15.40	\$14.78	(\$0.68)	(\$0.62)
Adjusted ^(C)	\$14.37	\$15.02	\$14.56	(\$0.65)	(\$0.46)
Passenger Revenue/Passenger	\$8.82	\$8.73	\$8.86	(\$0.08)	(\$0.13)
	YEAR-TO-DATE			VARIANCE	
	MYF	2018	2017	Fav/(Unfav)	
				BUD	2017
Farebox Operating Ratio					
Standard ^(B)	54.9%	55.3%	57.3%	0.4%	-2.0%
Adjusted ^(C)	61.0%	61.5%	64.2%	0.5%	-2.7%
Cost per Passenger					
Standard ^(B)	\$15.56	\$15.38	\$14.70	\$0.19	(\$0.68)
Adjusted ^(C)	\$15.19	\$14.97	\$14.34	\$0.22	(\$0.63)
Passenger Revenue/Passenger	\$8.54	\$8.50	\$8.42	(\$0.04)	\$0.09

(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.

Finance Report

Steven Weiss

Executive Director, Management & Budget



Metro-North's Maintenance of Way crews, pictured above, worked over several weekends to eliminate trees and branches along the right-of-way.



Metro-North Railroad

June 2018 Highlights: Financial Report

The purpose of this report is to provide the June 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 Mid-Year Forecast (forecast).

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

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

- Ridership of 42.4 million was 0.03 million (0.1%) higher than forecast, of which East of Hudson ridership of 41.6 million was 0.03 million (0.1%) higher than forecast, and West of Hudson ridership of 0.8 million was 0.1 million (0.8%) higher than forecast. Consequently, Farebox revenue of \$358.9 million was \$1.0 million (0.3%) lower than forecast.
- Total revenue of \$384.2 million was \$1.8 million (0.5%) lower than forecast due to lower farebox revenue and lower advertising revenue.
- Total expenses of \$648.7 million were \$10.0 million (1.5%) lower than forecast primarily due to lower than forecasted discretionary contractual spending in both the Maintenance and Other Operating Contracts and Professional Services categories.

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

June 2018 Year-to-Date Results				
(in millions)				
	Mid-Year Forecast	Actual	Fav/(Unfav) Variance	
			\$ Var	% Var
Total Revenue	\$386.0	\$384.2	(\$1.8)	-0.5%
Total Expenses before Non-Cash Liability Adjs.	658.7	648.7	10.0	1.5%
Other Non-Cash Liabilities	157.9	147.0	10.9	6.9%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(430.6)	(411.4)	19.1	4.4%
Cash Adjustments	141.0	123.7	(17.3)	-12.3%
Net Cash Surplus/(Deficit)	(\$289.6)	(\$287.7)	\$1.8	0.6%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

June 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$411.4 million was \$19.1 million or 4.4% favorable vs. the Mid-Year Forecast. The month of June Net Deficit (Non-Reimbursable and Reimbursable) of \$56.4 million was \$11.0 million or 16.3% favorable vs. the Mid-Year Forecast.

Major drivers of the June 2018 YTD favorable result of \$19.1 million include lower Non-Reimbursable Expenses of \$20.9 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 \$1.8 million due to lower other operating revenue (\$0.8 million) due to lower advertising revenue and lower farebox revenue (\$1.0 million).

June 2018 YTD Reimbursable Expenses of \$116.3 million was \$9.0 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Positive Train Control, Turnout Replacement Program and Waterbury Branch Cab Signal.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was \$1.0 million unfavorable vs. the Mid-Year Forecast (0.3%) primarily due to a lower average yield per passenger for commutation riders on all East of Hudson lines.
 - YTD Ridership of 42.4 million was 0.1% favorable vs. the Mid-Year Forecast and 0.2% unfavorable compared to YTD 2017.
- **Other Operating Revenue** – YTD was \$25.4 million (2.9%) unfavorable vs. the Mid-Year Forecast due lower advertising revenue resulting from a year-to-date adjustment to reflect commencement of the new contract.
- **Capital and Other Reimbursements** – YTD was \$9.0 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$911.9 million were \$29.9 million or 3.2% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$543.2 million YTD were \$1.5 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$2.0 million favorable vs. the Mid-Year Forecast primarily due to the impact of the hiring restrictions.
- **Overtime** – YTD was \$2.4 million unfavorable vs. the Mid-Year Forecast primarily due to impacts from several nor'easter storms in March and significant storms in April and May.

Non-Labor Expenses of \$221.7 million YTD were \$20.5 million favorable vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$0.9 million vs. the Mid-Year Forecast.
- **Fuel** – YTD expenses were \$0.3 million unfavorable vs. the Mid-Year Forecast due to a higher diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$0.6 million unfavorable vs. the Mid-Year Forecast primarily due to higher Reimbursable project activity partially offset by lower than anticipated Non-Reimbursable expenses for BL-20 Locomotive Overhauls and other lower maintenance and operating contracts as well as GCT utilities costs.

- **Professional Services** – YTD was \$15.7 million favorable vs. the Mid-Year Forecast 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 \$4.7 million favorable vs. the Mid-Year Forecast primarily due to lower Reimbursable project activity and lower Non-Reimbursable expenses for inventory valuation adjustments.
- **Other Business Expenses** – YTD was \$0.2 million favorable vs. the Mid-Year Forecast primarily due to lower Non-Reimbursable expenses due to timing of expense recoveries from Amtrak and lower than anticipated non-capital equipment purchases partially offset by higher than anticipated subsidy payments to NJ Transit and lower recoveries from other railroads.

Depreciation and Other Non-Cash Liability Adjustments were \$10.9 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of the capitalization of assets and other post-employment benefits.

CASH DEFICIT SUMMARY

June YTD Net Cash Deficit of \$287.7 million was \$1.8 million or 0.6% favorable to the Mid-Year Forecast. This is mainly due to revised milestone scheduling of capital projects partially offset by timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 61.3% was 1.2% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.96 was \$0.37 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.46 was (\$0.03) unfavorable vs. the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2018
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$66.199	\$65.458	(\$0.741)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$66.199	\$65.458	(\$0.741)	(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	4.220	5.163	0.943	22.3	0.000	0.000	0.000	-	4.220	5.163	0.943	22.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.558	12.184	(0.374)	(3.0)	12.558	12.184	(0.374)	(3.0)
CDOT	0.000	0.000	0.000	-	13.161	17.166	4.005	30.4	13.161	17.166	4.005	30.4
Other	0.000	0.000	0.000	-	0.775	0.987	0.211	27.3	0.775	0.987	0.211	27.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	26.495	30.337	3.843	14.5	26.495	30.337	3.843	14.5
Total Revenue/Receipts	\$70.419	\$70.621	\$0.202	0.3	\$26.495	\$30.337	\$3.843	14.5	\$96.914	\$100.959	\$4.044	4.2
Expenses												
<i>Labor:</i>												
Payroll	\$41.632	\$42.078	(\$0.446)	(1.1)	\$4.427	\$4.006	\$0.421	9.5	\$46.059	\$46.084	(\$0.025)	(0.1)
Overtime	7.296	7.107	0.189	2.6	2.133	2.515	(0.382)	(17.9)	9.429	9.622	(0.193)	(2.0)
Health and Welfare	8.151	8.348	(0.197)	(2.4)	1.491	1.427	0.064	4.3	9.643	9.775	(0.132)	(1.4)
OPEB Current Payment	2.812	3.129	(0.317)	(11.3)	0.000	0.000	0.000	-	2.812	3.129	(0.317)	(11.3)
Pensions	8.579	8.108	0.471	5.5	1.027	0.997	0.030	2.9	9.606	9.105	0.501	5.2
Other Fringe Benefits	10.016	8.448	1.568	15.7	1.122	1.090	0.031	2.8	11.137	9.538	1.599	14.4
Reimbursable Overhead	(4.890)	(5.666)	0.776	15.9	4.664	5.395	(0.731)	(15.7)	(0.226)	(0.271)	0.045	19.9
Total Labor	\$73.597	\$71.552	\$2.045	2.8	\$14.864	\$15.430	(\$0.566)	(3.8)	\$88.461	\$86.982	\$1.479	1.7
<i>Non-Labor:</i>												
Electric Power	\$6.071	\$4.637	\$1.434	23.6	\$0.000	\$0.000	\$0.000	-	\$6.071	\$4.637	\$1.434	23.6
Fuel	1.331	1.694	(0.363)	(27.3)	0.000	0.000	0.000	-	1.331	1.694	(0.363)	(27.3)
Insurance	1.480	1.479	0.001	0.1	0.515	0.371	0.144	28.0	1.994	1.850	0.145	7.3
Claims	0.092	0.072	0.020	21.6	0.000	0.000	0.000	-	0.092	0.072	0.020	21.6
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	11.474	7.946	3.528	30.7	1.193	5.062	(3.869)	*	12.667	13.008	(0.341)	(2.7)
Professional Service Contracts	3.522	2.664	0.859	24.4	5.238	2.408	2.830	54.0	8.760	5.072	3.688	42.1
Materials & Supplies	7.859	6.754	1.105	14.1	4.658	7.052	(2.394)	(51.4)	12.517	13.806	(1.289)	(10.3)
Other Business Expenses	2.719	3.638	(0.920)	(33.8)	0.027	0.014	0.013	48.6	2.746	3.652	(0.906)	(33.0)
Total Non-Labor	\$34.547	\$28.883	\$5.664	16.4	\$11.631	\$14.907	(\$3.276)	(28.2)	\$46.178	\$43.791	\$2.388	5.2
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$108.145	\$100.436	\$7.709	7.1	\$26.495	\$30.337	(\$3.843)	(14.5)	\$134.639	\$130.773	\$3.866	2.9
Depreciation	20.542	19.077	1.466	7.1	0.000	0.000	0.000	-	20.542	19.077	1.466	7.1
OPEB Obligation	4.833	4.371	0.463	9.6	0.000	0.000	0.000	-	4.833	4.371	0.463	9.6
GASB68 Pension Adjustment	3.250	1.418	1.832	56.4	0.000	0.000	0.000	-	3.250	1.418	1.832	56.4
Environmental Remediation	1.000	1.697	(0.697)	(69.7)	0.000	0.000	0.000	-	1.000	1.697	(0.697)	(69.7)
Total Expenses	\$137.770	\$126.998	\$10.772	7.8	\$26.495	\$30.337	(\$3.843)	(14.5)	\$164.265	\$157.335	\$6.929	4.2
Net Surplus/(Deficit)	(\$67.351)	(\$56.377)	\$10.974	16.3	\$0.000	(\$0.000)	(\$0.000)	-	(\$67.351)	(\$56.377)	\$10.974	16.3
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.077	(1.466)	(7.1)	0.000	0.000	0.000	-	20.542	19.077	(1.466)	(7.1)
Operating/Capital	(5.390)	(7.128)	(1.738)	(32.2)	0.000	0.000	0.000	-	(5.390)	(7.128)	(1.738)	(32.2)
Other Cash Adjustments	(6.130)	(20.979)	(14.848)	*	0.000	0.000	0.000	-	(6.130)	(20.979)	(14.848)	*
Total Cash Conversion Adjustments	\$9.021	(\$9.030)	(\$18.052)	*	\$0.000	\$0.000	\$0.000	-	\$9.021	(\$9.030)	(\$18.052)	*
Net Cash Surplus/(Deficit)	(\$58.329)	(\$65.407)	(\$7.078)	(12.1)	\$0.000	(\$0.000)	(\$0.000)	-	(\$58.329)	(\$65.407)	(\$7.078)	(12.1)

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$359,895	\$358,850	(\$1,045)	(0.3)	\$0,000	\$0,000	\$0,000	-	\$359,895	\$358,850	(\$1,045)	(0.3)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	26,149	25,387	(0,762)	(2.9)	0,000	0,000	0,000	-	26,149	25,387	(0,762)	(2.9)
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	63,856	59,657	(4,199)	(6.6)	63,856	59,657	(4,199)	(6.6)
CDOT	0,000	0,000	0,000	-	57,142	50,299	(6,843)	(12.0)	57,142	50,299	(6,843)	(12.0)
Other	0,000	0,000	0,000	-	4,232	6,296	2,064	48.8	4,232	6,296	2,064	48.8
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	125,229	116,252	(8,978)	(7.2)	125,229	116,252	(8,978)	(7.2)
Total Revenue/Receipts	\$386,044	\$384,237	(\$1,807)	(0.5)	\$125,229	\$116,252	(\$8,978)	(7.2)	\$511,273	\$500,489	(\$10,785)	(2.1)
Expenses												
<i>Labor:</i>												
Payroll	\$257,985	\$257,536	\$0,449	0.2	\$23,868	\$22,358	\$1,510	6.3	\$281,854	\$279,894	\$1,959	0.7
Overtime	47,816	48,961	(1,146)	(2.4)	11,055	12,296	(1,240)	(11.2)	58,871	61,257	(2,386)	(4.1)
Health and Welfare	52,402	55,202	(2,800)	(5.3)	8,237	7,983	0,254	3.1	60,639	63,185	(2,546)	(4.2)
OPEB Current Payment	17,127	18,471	(1,343)	(7.8)	0,000	0,000	0,000	-	17,127	18,471	(1,343)	(7.8)
Pensions	52,242	51,751	0,491	0.9	5,652	5,533	0,119	2.1	57,894	57,284	0,610	1.1
Other Fringe Benefits	60,899	58,924	1,974	3.2	6,200	6,080	0,120	1.9	67,099	65,004	2,095	3.1
Reimbursable Overhead	(27,015)	(28,928)	1,913	7.1	25,284	27,055	(1,771)	(7.0)	(1,731)	(1,874)	0,142	8.2
Total Labor	\$461,456	\$461,917	(\$0,461)	(0.1)	\$80,297	\$81,304	(\$1,007)	(1.3)	\$541,753	\$543,221	(\$1,469)	(0.3)
<i>Non-Labor:</i>												
Electric Power	\$36,956	\$35,994	\$0,961	2.6	\$0,000	\$0,069	(\$0,069)	-	\$36,956	\$36,064	\$0,892	2.4
Fuel	10,529	10,868	(0,339)	(3.2)	0,000	0,000	0,000	-	10,529	10,868	(0,339)	(3.2)
Insurance	8,679	8,824	(0,145)	(1.7)	2,594	2,072	0,522	20.1	11,273	10,897	0,377	3.3
Claims	4,148	4,563	(0,415)	(10.0)	0,000	0,000	0,000	-	4,148	4,563	(0,415)	(10.0)
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	56,967	50,074	6,893	12.1	3,847	11,359	(7,512)	*	60,815	61,433	(0,618)	(1.0)
Professional Service Contracts	18,122	15,654	2,468	13.6	20,952	7,705	13,247	63.2	39,073	23,359	15,715	40.2
Materials & Supplies	47,407	46,500	0,907	1.9	17,400	13,638	3,762	21.6	64,807	60,137	4,670	7.2
Other Business Expenses	14,461	14,308	0,153	1.1	0,139	0,104	0,035	25.2	14,600	14,412	0,188	1.3
Total Non-Labor	\$197,269	\$186,785	\$10,484	5.3	\$44,932	\$34,947	\$9,985	22.2	\$242,201	\$221,733	\$20,469	8.5
<i>Other Adjustments</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adjs.	\$658,725	\$648,702	\$10,022	1.5	\$125,229	\$116,252	\$8,978	7.2	\$783,954	\$764,954	\$19,000	2.4
Depreciation	120,382	115,281	5,101	4.2	0,000	0,000	0,000	-	120,382	115,281	5,101	4.2
OPEB Obligation	29,000	26,529	2,471	8.5	0,000	0,000	0,000	-	29,000	26,529	2,471	8.5
GASB68 Pension Adjustment	6,500	2,722	3,778	58.1	0,000	0,000	0,000	-	6,500	2,722	3,778	58.1
Environmental Remediation	2,000	2,451	(0,451)	(22.5)	0,000	0,000	0,000	-	2,000	2,451	(0,451)	(22.5)
Total Expenses	\$816,607	\$795,686	\$20,922	2.6	\$125,229	\$116,252	\$8,978	7.2	\$941,837	\$911,938	\$29,899	3.2
Net Surplus/(Deficit)	(\$430,563)	(\$411,449)	\$19,114	4.4	\$0,000	(\$0,000)	(\$0,000)	-	(\$430,563)	(\$411,449)	\$19,114	4.4
<i>Cash Conversion Adjustments:</i>												
Depreciation	120,382	115,281	(5,101)	(4.2)	0,000	0,000	0,000	-	120,382	115,281	(5,101)	(4.2)
Operating/Capital	(25,849)	(22,501)	3,348	13.0	0,000	0,000	0,000	-	(25,849)	(22,501)	3,348	13.0
Other Cash Adjustments	46,480	30,954	(15,525)	(33.4)	0,000	0,000	0,000	-	46,480	30,954	(15,525)	(33.4)
Total Cash Conversion Adjustments	\$141,013	\$123,735	(\$17,278)	(12.3)	\$0,000	\$0,000	\$0,000	-	\$141,013	\$123,735	(\$17,278)	(12.3)
Net Cash Surplus/(Deficit)	(\$289,550)	(\$287,714)	\$1,836	0.6	\$0,000	(\$0,000)	(\$0,000)	-	(\$289,550)	(\$287,714)	\$1,836	0.6

Notes:

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-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.943	22.3%	Higher GCT net retail revenues.	(\$0.762)	(2.9%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$3.843	14.5%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$8.978)	(7.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.421	9.5%	Reflects lower monthly project activity for the Cyclical Track Program and Turnouts Mainline High Speed.	\$1.510	6.3%	Reflects lower yearly activity for the following projects: Cyclical Track Program, Cyclical Replacement Insulated Joints, Positive Train Control Program and S-22 Bridge Program.
OVERTIME	Reimb	(\$0.382)	(17.9%)	See overtime tables.	(\$1.240)	(11.2%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$0.197)	(2.4%)	Primarily reflects higher than forecasted rates.	(\$2.800)	(5.3%)	Primarily reflects higher than forecasted rates.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.317)	(11.3%)	Reflects additional retirees.	(\$1.343)	(7.8%)	Reflects additional retirees.
PENSIONS	Non-Reimb	\$0.471	5.5%	Primarily reflects lower than forecasted rates.	\$0.491	0.9%	Primarily reflects lower than forecasted rates.
OTHER FRINGE BENEFITS	Non-Reimb	\$1.568	15.7%	Primarily reflects lower employee claims.	\$1.974	3.2%	Primarily reflects lower employee claims.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.776	15.9%	The non-reimbursable and reimbursable variances reflect higher project activity for the C-31 Track Program and Turnouts Yards and Siding Project.	\$1.913	7.1%	The non-reimbursable and reimbursable variances reflect lower activity in the following projects: C-31 Track Program, COS COB Bridge Miter Rail Replacement, Turnouts Yards and Siding Project and MNR East Side Access.
	Reimb	(\$0.731)	(15.7%)		(\$1.771)	(7.0%)	
ELECTRIC POWER	Non-Reimb	\$1.434	23.6%	Primarily due to lower rates.	\$0.961	2.6%	
FUEL	Non-Reimb	(\$0.363)	(27.3%)	Reflects higher diesel fuel price per gallon.	(\$0.339)	(3.2%)	Reflects higher diesel fuel price per gallon.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
INSURANCE	Reimb	\$0.144	28.0%	Reflects lower monthly activity in the following projects: Turnouts Mainline High Speed, Cyclical Track Program and Positive Train Control Program.	\$0.522	20.1%	Reflects lower yearly activity in the following projects: Positive Train Control Program, Turnouts Mainline High Speed, Cyclical Track Program, Catenary Replacement, Install Bridge Timbers and Comm & Signal Infrastructure Restoration.
CLAIMS	Non-Reimb	\$0.020	21.6%	Primarily due to lower passenger claims reserve.	(\$0.415)	(10.0%)	Reflects YTD increase in the passenger claims reserve.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3.528	30.7%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$6.893	12.1%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	(\$3.869)	*	Reflects higher monthly activity for Signal Replacement from Greenwich to South Norwalk Project.	(\$7.512)	*	Reflects higher yearly activity for Signal Replacement from Greenwich to South Norwalk Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.859	24.4%	Primarily due to timing of expenses for engineering, EAM consulting, medical, and legal services.	\$2.468	13.6%	Primarily due to timing of expenses for engineering, EAM consulting, medical services and outside training.
	Reimb	\$2.830	54.0%	Reflects lower monthly activity for CT Positive Train Control Program.	\$13.247	63.2%	Reflects lower yearly activity for CT Positive Train Control Program.
MATERIAL AND SUPPLIES	Non-Reimb	\$1.105	14.1%	Lower obsolete and excess materials reserve and other inventory adjustments partially offset by increased materials for infrastructure repair.	\$0.907	1.9%	
	Reimb	(\$2.394)	(51.4%)	Reflects higher monthly activity for the following projects: Cyclical Track Program, Power Infrastructure Restoration, Harmon Shop Improvements and COS COB Miter Rail Replacement.	\$3.762	21.6%	Reflects lower yearly activity in the following projects: Turnouts Mainline High Speed, Waterbury Branch Cab Signal and Devon Bridge Repairs.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.920)	(33.8%)	Primarily reflects a higher subsidy payment to NJ Transit and a lower Amtrak expense recovery.	\$0.153	1.1%	
	Reimb	\$0.013	48.6%	Reflects lower monthly activity for Crossing Upgrades Phase II.	\$0.035	25.2%	Reflects lower yearly activity for Positive Train Control Program and Crossing Upgrades Phase II.
DEPRECIATION	Non-Reimb	\$1.466	7.1%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$5.101	4.2%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$0.463	9.6%	Reflects an updated actuarial estimate. OPEB obligation will be further adjusted pending the year-end Actuarial Valuation report.	\$2.471	8.5%	Reflects an updated actuarial estimate. OPEB obligation will be further adjusted pending the year-end Actuarial Valuation report.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$1.832	56.4%	Reflects quarterly adjustment to account for MNR's net pension liability.	\$3.778	58.1%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.697)	(69.7%)	Reflects timing of projects requiring remediation.	(\$0.451)	(22.5%)	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	(\$1.738)	(32.2%)	Reflect higher monthly activity for GCT 7B Renovation and Carey's Hole Retail Storage.	\$3.348	13.0%	Primarily reflects lower activity for Cameras and Audio for Non M-8 Fleet.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			Year To Date(June)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	717	\$0.515	Reflects service coverage versus available staff and train dispatchment needs.	(18,296)	\$0.766	Reflects service coverage versus available staff and train dispatchment needs.
	1.9%	18.3%		-6.6%	4.2%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(175)	\$0.156	Slightly lower infrastructure repair work.	(6,079)	\$0.256	
	-0.4%	5.5%		-2.2%	1.6%	
<u>Unscheduled Maintenance</u>	1,640	\$0.099	Fewer than planned unscheduled maintenance events.	5,727	\$0.335	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		100.0%	100.0%	
<u>Vacancy/Absentee Coverage</u> ²	106	\$0.078	Slightly lower vacation, sick and vacancy coverage requirements.	1,539	\$0.373	Lower vacation, sick and vacancy coverage requirements.
	0.4%	5.2%		1.0%	4.4%	
<u>Weather Emergencies</u>	(1,309)	(\$0.083)	Ongoing clean-up of downed trees along the right of way as well as residual electrical repairs due to Winter Storm Quinn.	(47,357)	(\$2.633)	Reflects impact of Winter Storms Riley, Quinn, Toby and Skylar in March as well as significant storms in April and May.
	*	*		-78.2%	-78.7%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$0.575)	Reflects timing differences related to payroll and calendar cutoff dates.	(83)	(\$0.243)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	979	\$0.189		(64,548)	(\$1.146)	
	0.8%	2.6%		-8.4%	-2.4%	
REIMBURSABLE OVERTIME	(12,125)	(\$0.382)	Reflects higher monthly activity in the Turnouts & Yards Siding project.	(35,782)	(\$1.240)	Reflects higher activity in the Bronx Stations Capacity Improvement, Newburgh-Beacon and West of Hudson Signal Improvements projects.
	-35.6%	-17.9%		-19.7%	-11.2%	
TOTAL OVERTIME	(11,147)	(\$0.193)		(100,331)	(\$2.386)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA Metro-North Railroad
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June					Year To Date(June)						
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	38,675	\$ 2.808	37,958	\$ 2.293	717 1.9%	\$0.515 18.3%	275,872	\$ 18.387	294,168	\$ 17.621	(18,296) -6.6%	\$0.766 4.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	47,568	\$ 2.854	47,743	\$ 2.698	(175) -0.4%	\$0.156 5.5%	276,495	\$ 16.242	282,573	\$ 15.986	(6,079) -2.2%	\$0.256 1.6%
<u>Unscheduled Maintenance</u>	1,640	\$ 0.099	0	\$ -	1,640 100.0%	\$0.099 100.0%	5,728	\$ 0.335	1	\$ 0.000	5,727 100.0%	\$0.335 100.0%
<u>Vacancy/Absentee Coverage</u> ²	26,904	\$ 1.495	26,798	\$ 1.417	106 0.4%	\$0.078 5.2%	154,311	\$ 8.430	152,773	\$ 8.057	1,539 1.0%	\$0.373 4.4%
<u>Weather Emergencies</u>	685	\$ 0.041	1,994	\$ 0.124	(1,309) *	(\$0.083) *	60,525	\$ 3.348	107,882	\$ 5.981	(47,357) -78.2%	(\$2.633) -78.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 0.575	-	(\$0.575)	39	\$ 1.073	121	\$ 1.317	(83)	(\$0.243)
Subtotal	115,472	\$ 7.296	114,494	\$ 7.107	979 0.8%	\$0.189 2.6%	772,970	\$ 47.816	837,518	\$ 48.961	(64,548) -8.4%	(\$1.146) -2.4%
REIMBURSABLE OVERTIME	34,033	\$ 2.133	46,159	\$ 2.515	(12,125) -35.6%	(\$0.382) -17.9%	181,561	\$ 11.055	217,343	\$ 12.296	(35,782) -19.7%	(\$1.240) -11.2%
TOTAL OVERTIME	149,506	\$ 9.429	160,652	\$ 9.622	(11,147) -7.5%	(\$0.193) -2.0%	954,531	\$ 58.871	1,054,862	\$ 61.257	(100,331) -10.5%	(\$2.386) -4.1%

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

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	June 2018				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$65.050	\$62.762	(\$2.288)	(3.5)	\$354.364	\$352.885	(\$1.479)	(0.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.866	1.776	(4.090)	(69.7)	38.122	33.422	(4.700)	(12.3)
<i>Capital & Other Reimbursements:</i>								
MTA	10.115	7.801	(2.314)	(22.9)	59.579	58.820	(0.759)	(1.3)
CDOT	13.161	8.708	(4.453)	(33.8)	62.341	53.830	(8.511)	(13.7)
Other	0.775	0.896	0.121	15.6	6.745	8.221	1.476	21.9
Total Capital and Other Reimbursements	24.052	17.405	(6.647)	(27.6)	128.665	120.871	(7.794)	(6.1)
Total Receipts	\$94.968	\$81.943	(\$13.025)	(13.7)	\$521.151	\$507.178	(\$13.973)	(2.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$44.131	\$47.075	(\$2.944)	(6.7)	\$286.680	\$282.880	\$3.800	1.3
Overtime	8.854	9.438	(0.584)	(6.6)	59.850	60.805	(0.955)	(1.6)
Health and Welfare	9.965	15.169	(5.204)	(52.2)	66.113	69.834	(3.721)	(5.6)
OPEB Current Payment	2.812	2.960	(0.148)	(5.3)	15.232	18.524	(3.292)	(21.6)
Pensions	9.649	9.719	(0.070)	(0.7)	59.520	59.023	0.497	0.8
Other Fringe Benefits	10.128	13.683	(3.555)	(35.1)	72.582	74.258	(1.676)	(2.3)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$85.539	\$98.044	(\$12.505)	(14.6)	\$559.977	\$565.324	(\$5.347)	(1.0)
<i>Non-Labor:</i>								
Electric Power	\$6.244	\$6.007	\$0.237	3.8	\$35.875	\$37.678	(\$1.803)	(5.0)
Fuel	1.292	1.701	(0.409)	(31.6)	11.868	11.921	(0.053)	(0.4)
Insurance	1.696	6.244	(4.548)	*	3.857	6.244	(2.387)	(61.9)
Claims	0.592	0.168	0.424	71.6	5.678	5.601	0.077	1.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	23.843	13.120	10.723	45.0	70.325	57.812	12.513	17.8
Professional Service Contracts	17.015	6.737	10.278	60.4	36.417	18.865	17.552	48.2
Materials & Supplies	13.149	10.469	2.680	20.4	66.717	71.239	(4.522)	(6.8)
Other Business Expenditures	3.925	4.860	(0.935)	(23.8)	19.988	20.208	(0.220)	(1.1)
Total Non-Labor	\$67.758	\$49.306	\$18.452	27.2	\$250.725	\$229.568	\$21.157	8.4
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$153.297	\$147.350	\$5.947	3.9	\$810.702	\$794.892	\$15.810	2.0
Net Cash Deficit (excludes Opening Cash Balance)	(\$58.329)	(\$65.407)	(\$7.078)	(12.1)	(\$289.550)	(\$287.714)	\$1.836	0.6
Subsidies								
MTA	48.950	63.513	14.563	29.8	233.253	250.685	17.432	7.5
CDOT	9.379	15.826	6.447	68.7	71.541	65.818	(5.723)	(8.0)
Total Subsidies	\$58.329	\$79.339	\$21.010	36.0	\$304.794	\$316.503	\$11.709	3.8
Cash Timing and Availability Adjustment	\$0.000	\$12.341	\$12.341	-	\$0.000	(\$1.788)	(\$1.788)	-

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

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast			Year-To-Date as of June 30th, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(2.288)	(3.5%)	Timing of cash in transit.	(1.479)	(0.4%)	
OTHER OPERATING REVENUE	(4.090)	(69.7%)	Timing of Amtrak reimbursement combined with timing of GCT Revenues.	(4.700)	(12.3%)	Timing of Amtrak reimbursement partially offset by timing of GCT Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2.314)	(22.9%)	Lower capital related project activity partially offset by higher cash receipts than forecasted.	(0.759)	(1.3%)	
CDOT	(4.453)	(33.8%)	Delay in receipts for work performed partially offset by higher capital related project activity.	(8.511)	(13.7%)	Lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	0.121	15.6%	Higher cash receipts than forecasted partially offset by lower reimbursable related project activity.	1.476	21.9%	Higher cash receipts than forecasted combined with higher reimbursable related project activity.
PAYROLL	(2.944)	(6.7%)	Primarily reflects timing differences related to payroll and calendar cutoff dates.	3.800	1.3%	
OVERTIME	(0.584)	(6.6%)	Reflects timing differences related to payroll and calendar cutoff dates as well as higher monthly activity in the Turnouts & Yards Siding project.	(0.955)	(1.6%)	
HEALTH & WELFARE	(5.204)	(52.2%)	Timing of payments for health insurance premiums.	(3.721)	(5.6%)	Timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	(0.148)	(5.3%)	Reflects higher than budgeted number of retirees receiving healthcare premiums as well as timing of payments.	(3.292)	(21.6%)	Reflects higher than budgeted number of retirees receiving healthcare premiums as well as timing of payments.
OTHER FRINGE BENEFITS	(3.555)	(35.1%)	Timing of payroll taxes paid partially offset by lower FELA claims.	(1.676)	(2.3%)	
ELECTRIC POWER	0.237	3.8%		(1.803)	(5.0%)	Primarily reflects timing of payments partially offset by lower rates.
FUEL	(0.409)	(31.6%)	Reflects higher diesel fuel price per gallon as well as timing of payments.	(0.053)	(0.4%)	

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast			Year-To-Date as of June 30th, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(4.548)	*	Timing of payments for insurance premiums relating to Station Liability, Force Account and Automobile.	(2.387)	(61.9%)	Timing of payments for insurance premiums relating to Station Liability, Force Account and Automobile.
CLAIMS	0.424	71.6%	Timing of passenger injury settlements.	0.077	1.4%	
MAINTENANCE & OTHER OPERATING CONTRACTS	10.723	45.0%	Reflects timing of payments for MTA Police Services.	12.513	17.8%	Reflects timing of payments for MTA Police Services combined with lower than forecasted expenses for Maintenance & Operating Contracts.
PROFESSIONAL SERVICE CONTRACTS	10.278	60.4%	Primarily due to timing of payments for NHL share of BSC/IT Costs combined with lower expenses for engineering and consulting services.	17.552	48.2%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control and Signal Replacement - Greenwich to South Norwalk) combined with timing of payments for NHL share of BSC/IT Costs.
MATERIALS & SUPPLIES	2.680	20.4%	Timing of payments for Other Track and Truck Suspension Materials.	(4.522)	(6.8%)	Timing of payments for materials placed into inventory.
OTHER BUSINESS EXPENSES	(0.935)	(23.8%)	Timing of payments for New Jersey Transit subsidy.	(0.220)	(1.1%)	
MTA SUBSIDY RECEIPTS	14.563	29.8%	Available cash balance combined with cash deficit partially offset by higher CDOT subsidy.	17.432	7.5%	Available cash balance combined with lower CDOT subsidy partially offset by lower cash deficit.
CDOT SUBSIDY RECEIPTS	6.447	68.7%	Timing of receipts for Administrative Assets.	(5.723)	(8.0%)	Timing of monthly deficit payments partially offset by higher Administrative Asset receipts.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2018				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.149)	(\$2.696)	(\$1.547)	*	(\$5.531)	(\$5.965)	(\$0.434)	(7.9)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.645	(3.387)	(5.032)	*	11.973	8.035	(3.938)	(32.9)
<i>Capital & Other Reimbursements:</i>								
MTA	(2.443)	(4.383)	(1.941)	(79.5)	(4.277)	(0.837)	3.440	80.4
CDOT	0.000	(8.458)	(8.458)	-	5.199	3.531	(1.668)	(32.1)
Other	0.000	(0.091)	(0.091)	-	2.513	1.925	(0.588)	(23.4)
Total Capital and Other Reimbursements	(2.443)	(12.932)	(10.490)	*	3.436	4.619	1.184	34.4
Total Revenue/Receipts	(\$1.947)	(\$19.016)	(\$17.069)	*	\$9.878	\$6.689	(\$3.189)	(32.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$1.928	(\$0.991)	(\$2.919)	*	(\$4.826)	(\$2.986)	\$1.841	38.1
Overtime	0.575	0.184	(0.392)	(68.1)	(0.979)	0.452	1.431	*
Health and Welfare	(0.322)	(5.394)	(5.072)	*	(5.474)	(6.649)	(1.175)	(21.5)
OPEB Current Payment	0.000	0.169	0.000		1.895	(0.053)	(1.949)	*
Pensions	(0.043)	(0.614)	(0.572)	*	(1.626)	(1.739)	(0.113)	(6.9)
Other Fringe Benefits	1.009	(4.145)	(5.154)	*	(5.483)	(9.254)	(3.771)	(68.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.226)	(0.271)	(0.045)	(19.9)	(1.731)	(1.874)	(0.142)	(8.2)
Total Labor	\$2.922	(\$11.062)	(\$13.984)	*	(\$18.224)	(\$22.103)	(\$3.879)	(21.3)
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	(\$1.370)	(\$1.196)	*	\$1.080	(\$1.614)	(\$2.695)	*
Fuel	0.039	(0.007)	(0.046)	*	(1.339)	(1.053)	0.286	21.4
Insurance	0.298	(4.394)	(4.692)	*	7.417	4.653	(2.764)	(37.3)
Claims	(0.500)	(0.096)	0.404	80.8	(1.531)	(1.038)	0.492	32.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(11.176)	(0.112)	11.064	99.0	(9.510)	3.621	13.131	*
Professional Service Contracts	(8.256)	(1.665)	6.590	79.8	2.657	4.494	1.837	69.1
Materials & Supplies	(0.632)	3.337	3.969	*	(1.910)	(11.102)	(9.192)	*
Other Business Expenses	(1.179)	(1.208)	(0.029)	(2.4)	(5.388)	(5.796)	(0.408)	(7.6)
Total Non-Labor	(\$21.580)	(\$5.515)	\$16.064	74.4	(\$8.523)	(\$7.835)	\$0.688	8.1
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$18.657)	(\$16.577)	\$2.080	11.2	(\$26.747)	(\$29.938)	(\$3.190)	(11.9)
Depreciation	20.542	19.077	(1.466)	(7.1)	120.382	115.281	(5.101)	(4.2)
OPEB Obligation	4.833	4.371	(0.463)	9.6	29.000	26.529	(2.471)	8.5
GASB68 Pension Adjustment	3.250	1.418	(1.832)	56.4	6.500	2.722	(3.778)	58.1
Environmental Remediation	1.000	1.697	0.697	69.7	2.000	2.451	0.451	(22.5)
Total Expenditures Adjustments	\$10.968	\$9.985	(\$0.983)	(9.0)	\$131.135	\$117.046	(\$14.090)	(10.7)
Total Cash Conversion Adjustments	\$9.021	(\$9.030)	(\$18.052)	*	\$141.013	\$123.735	(\$17.278)	(12.3)

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
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JUNE 2018
(in millions)**

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST	2018	2017 ^(A)	MID-YEAR FORECAST		2017		MID-YEAR FORECAST	2018	2017 ^(A)	MID-YEAR FORECAST		2017	
				\$	%	\$	%				\$	%	\$	%
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.819	9.626	9.678	(0.193)	-2.0%	(0.052)	-0.5%	56.630	56.355	55.557	(0.274)	-0.5%	0.799	1.4%
<i>Harlem Line - Non-Commutation</i>	9.377	8.995	9.140	(0.382)	-4.1%	(0.146)	-1.6%	47.871	47.133	47.663	(0.738)	-1.5%	(0.530)	-1.1%
TOTAL HARLEM LINE	\$19.196	\$18.621	\$18.818	(\$0.575)	-3.0%	(\$0.198)	-1.0%	\$104.501	\$103.488	\$103.219	(\$1.013)	-1.0%	\$0.269	0.3%
<i>Hudson Line - Commutation</i>	6.334	6.259	6.251	(0.075)	-1.2%	0.008	0.1%	37.221	37.084	36.379	(0.137)	-0.4%	0.705	1.9%
<i>Hudson Line - Non-Commutation</i>	7.680	7.856	7.478	0.176	2.3%	0.378	5.1%	39.612	39.963	38.651	0.351	0.9%	1.313	3.4%
TOTAL HUDSON LINE	\$14.014	\$14.116	\$13.729	\$0.101	0.7%	\$0.386	2.8%	\$76.833	\$77.047	\$75.029	\$0.214	0.3%	\$2.018	2.7%
<i>New Haven Line - Commutation</i>	14.167	13.680	13.592	(0.487)	-3.4%	0.088	0.6%	80.502	79.577	78.911	(0.925)	-1.1%	0.666	0.8%
<i>New Haven Line - Non-Commutation</i>	17.550	17.774	17.330	0.224	1.3%	0.445	2.6%	90.954	91.637	90.267	0.683	0.8%	1.370	1.5%
TOTAL NEW HAVEN LINE	\$31.717	\$31.455	\$30.922	(\$0.262)	-0.8%	\$0.533	1.7%	\$171.456	\$171.213	\$169.178	(\$0.242)	-0.1%	\$2.035	1.2%
<i>All Lines - Commutation</i>	30.321	29.566	29.521	(0.755)	-2.5%	0.045	0.2%	174.352	173.016	170.846	(1.336)	-0.8%	2.169	1.3%
<i>All Lines - Non-Commutation</i>	34.607	34.625	33.948	0.019	0.1%	0.677	2.0%	178.437	178.733	176.580	0.296	0.2%	2.153	1.2%
TOTAL EAST OF HUDSON LINES	\$64.927	\$64.191	\$63.470	(\$0.736)	-1.1%	\$0.722	1.1%	\$352.789	\$351.749	\$347.426	(\$1.040)	-0.3%	\$4.322	1.2%
<i>West of Hudson^(B)</i>	<u>1.272</u>	<u>\$1.267</u>	<u>\$1.267</u>	<u>(0.005)</u>	<u>-0.4%</u>	<u>0.000</u>	<u>0.0%</u>	<u>\$7.106</u>	<u>\$7.101</u>	<u>\$7.067</u>	<u>(0.004)</u>	<u>-0.1%</u>	<u>\$0.034</u>	<u>0.5%</u>
TOTAL FAREBOX REVENUE	\$66.199	\$65.458	\$64.736	(\$0.741)	-1.1%	\$0.722	1.1%	\$359.895	\$358.850	\$354.494	(\$1.045)	-0.3%	\$4.356	1.2%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.437	1.427	1.435	(0.010)	-0.7%	(0.008)	-0.5%	8.446	8.428	8.454	(0.019)	-0.2%	(0.026)	-0.3%
<i>Harlem Line - Non-Commutation</i>	1.001	0.963	0.983	(0.037)	-3.7%	(0.020)	-2.0%	5.232	5.163	5.304	(0.069)	-1.3%	(0.141)	-2.7%
TOTAL HARLEM LINE	2.437	2.390	2.417	(0.048)	-1.9%	(0.028)	-1.1%	13.678	13.591	13.758	(0.087)	-0.6%	(0.167)	-1.2%
<i>Hudson Line - Commutation</i>	0.793	0.798	0.792	0.005	0.6%	0.006	0.7%	4.727	4.736	4.719	0.010	0.2%	0.017	0.4%
<i>Hudson Line - Non-Commutation</i>	0.692	0.705	0.679	0.012	1.8%	0.025	3.8%	3.530	3.570	3.505	0.040	1.1%	0.064	1.8%
TOTAL HUDSON LINE	1.485	1.502	1.471	0.017	1.2%	0.031	2.1%	8.257	8.306	8.224	0.049	0.6%	0.082	1.0%
<i>New Haven Line - Commutation</i>	1.913	1.906	1.915	(0.007)	-0.4%	(0.009)	-0.5%	11.150	11.140	11.261	(0.010)	-0.1%	(0.121)	-1.1%
<i>New Haven Line - Non-Commutation</i>	1.626	1.651	1.608	0.026	1.6%	0.043	2.7%	8.481	8.554	8.450	0.073	0.9%	0.104	1.2%
TOTAL NEW HAVEN LINE	3.539	3.558	3.523	0.019	0.5%	0.034	1.0%	19.632	19.695	19.711	0.063	0.3%	(0.016)	-0.1%
Total Ridership East of Hudson	4.143	4.131	4.141	(0.012)	-0.3%	(0.011)	-0.3%	24.323	24.304	24.434	(0.019)	-0.1%	(0.129)	-0.5%
<i>All Lines - Commutation</i>	3.318	3.319	3.270	0.001	0.0%	0.049	1.5%	17.243	17.287	17.260	0.044	0.3%	0.028	0.2%
<i>All Lines - Non-Commutation</i>	7.461	7.450	7.412	(0.012)	-0.2%	0.038	0.5%	41.567	41.592	41.693	0.025	0.1%	(0.102)	-0.2%
TOTAL EAST OF HUDSON LINES	7.461	7.450	7.412	(0.012)	-0.2%	0.038	0.5%	41.567	41.592	41.693	0.025	0.1%	(0.102)	-0.2%
<i>West of Hudson^(B)</i>	<u>0.141</u>	<u>0.146</u>	<u>0.138</u>	<u>0.006</u>	<u>4.2%</u>	<u>0.008</u>	<u>6.1%</u>	<u>0.804</u>	<u>0.810</u>	<u>0.810</u>	<u>0.006</u>	<u>0.8%</u>	<u>(0.000)</u>	<u>0.0%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.602	7.596	7.550	(0.006)	-0.1%	0.046	0.6%	42.371	42.402	42.504	0.031	0.1%	(0.102)	-0.2%

^(A) 2017 Ridership figures have been restated to simulate the 2018 calendar.

^(B) 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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2018

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	17	16	1	
Safety	56	55	1	
Security	23	22	1	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	19	19	-	
Customer Service	67	62	5	A
Legal	11	11	-	
Claims	12	12	0	
Environmental Compliance & Svce	6	6	0	
Human Resources	47	46	1	
Training	85	83	2	
Employee Relations & Diversity	4	4	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	0	
Capital Planning & Programming	13	13	-	
Long Range Planning	8	8	-	
VP Finance & Info Systems	4	3	1	
Controller	75	73	2	
Budget	17	17	0	
Procurement & Material Management	25	24	1	
Total Administration	523	508	15	
Operations				
Operations Administration	68	67	1	
Transportation	1,612	1,621	(9)	B
Customer Service	284	279	5	
Metro-North West	25	37	(12)	C
Total Operations	1,989	2,004	(15)	
Maintenance				
Maintenance of Equipment	1,670	1,648	22	A
Maintenance of Way	2,152	2,142	10	A
Procurement & Material Mgmt	121	115	6	
Total Maintenance	3,943	3,905	38	
Engineering/Capital				
Construction Management	39	36	3	
Engineering & Design	72	74	(2)	
Total Engineering/Capital	111	110	1	
Total Positions	6,566	6,528	38	
Non-Reimbursable	5,849	5,899	(50)	D
Reimbursable	717	629	89	
Total Full-Time	6,565	6,527	38	
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.

(C) Metro-North West unfavorable variance is due to the transfer of Maintenance of Way and Transportation staff supporting West of Hudson activity.

(D) Variance primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.

MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	179	175	4
Professional, Technical, Clerical	344	333	11
Operational Hourlies	-	-	-
Total Administration	523	508	15
Operations			
Managers/Supervisors	244	243	1
Professional, Technical, Clerical	176	172	4
Operational Hourlies	1,569	1,590	(21)
Total Operations	1,989	2,004	(15)
Maintenance			
Managers/Supervisors	633	629	4
Professional, Technical, Clerical	503	493	10
Operational Hourlies	2,807	2,783	24
Total Maintenance	3,943	3,905	38
Engineering/Capital			
Managers/Supervisors	44	47	(3)
Professional, Technical, Clerical	67	63	4
Operational Hourlies	-	-	-
Total Engineering/Capital	111	110	1
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,100	1,094	6
Professional, Technical, Clerical	1,090	1,061	29
Operational Hourlies	4,376	4,373	3
Total Positions	6,566	6,528	38

**MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
June 30, 2018**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	1,989	2,004	(15)	Primarily reflects lower attrition than planned.
Maintenance	3,943	3,905	38	Primarily reflects delayed hiring of vacant positions.
Administration	523	508	15	Primarily reflects delayed hiring of vacant positions.
Engineering / Capital	111	110	1	
Total Agency-wide Headcount	6,566	6,528	38	
Non-Reimbursable	5,849	5,899	(50)	Primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	717	629	89	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JUNE 2018**

	MONTH			VARIANCE	
	MYF	2018	2017	Fav/(Unfav) MYF	2017
Farebox Operating Ratio					
Standard ^(B)	59.9%	62.7%	62.1%	2.8%	0.6%
Adjusted ^(C)	66.0%	70.4%	69.2%	4.3%	1.2%
Cost per Passenger					
Standard ^(B)	\$14.53	\$13.74	\$13.52	\$0.78	(\$0.23)
Adjusted ^(C)	\$14.17	\$13.35	\$13.28	\$0.83	(\$0.07)
Passenger Revenue/Passenger	\$8.71	\$8.62	\$8.40	(\$0.09)	\$0.22
	YEAR-TO-DATE			VARIANCE	
	MYF	2018	2017	Fav/(Unfav) MYF	2017
Farebox Operating Ratio					
Standard ^(B)	54.1%	55.1%	56.8%	1.0%	-1.7%
Adjusted ^(C)	60.1%	61.3%	63.7%	1.2%	-2.4%
Cost per Passenger					
Standard ^(B)	\$15.71	\$15.37	\$14.69	\$0.34	(\$0.69)
Adjusted ^(C)	\$15.33	\$14.96	\$14.32	\$0.37	(\$0.64)
Passenger Revenue/Passenger	\$8.49	\$8.46	\$8.34	(\$0.03)	\$0.12

(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



Left Coast Lifter Crane was used to repair the Spuyten Duyvil Bridge.

Photo courtesy of Linda Morris



Metro-North Railroad

September 2018 Highlights: Ridership Report

July 2018 vs. 2017

- East of Hudson ridership increased 0.3% vs. July 2017 and was 0.4% below forecast
 - Commutation ridership increased 0.9%
 - Non-Commutation ridership decreased 0.5%
- Decreases in non-commutation ridership can be attributed in part to the wet weather which occurred during the month of July
 - Total water precipitation for July 2018 was 7.45 inches compared to last July 2017 with only 4.19 inches of rain fell in Central Park.
 - Measured precipitation was observed on 14 days vs. 8 days last July.
- Harlem Line non-commutation ridership was down 3.5% due in part to the reduced weekday off-peak and weekend service levels to accommodate White Plains station improvements.
- East of Hudson ridership by line:
 - Hudson Line ridership increased 1.4%
 - Harlem Line ridership decreased 1.4%
 - New Haven Line ridership increased 0.9%

2018 vs. 2017 YTD

- Total YTD rail ridership is 0.2% below 2017 and unchanged vs. forecast
 - YTD Commutation ridership is 0.3% below 2017
 - YTD Non-Commutation ridership is unchanged vs. 2017

Michael Shiffer
Vice President
Planning

**JULY 2018 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

July Ridership and Revenue (millions)

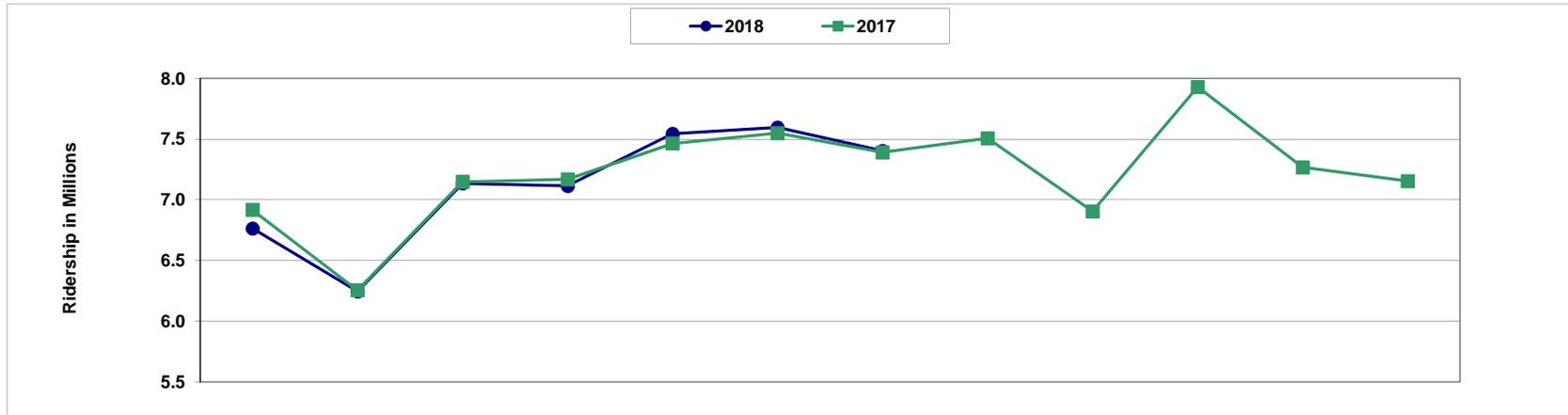
	July 2018	% Change vs. 2017
Total Rail Ridership	7.403	+0.2% ▲
Commutation Ridership	3.999	+0.9% ▲
Non-Commutation Ridership	3.404	-0.7% ▼
Connecting Service Ridership	0.049	+3.9% ▲
Total MNR System Ridership	7.452	+0.2% ▲
Rail Revenue	\$64.6	+0.8% ▲

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

	YTD 2018	% Change vs. 2017	Comparison to Forecast
Total Rail Ridership	49.805	-0.2% ▼	0.0% ●
Commutation Ridership	28.762	-0.3% ▼	+0.1% ▲
Non-Commutation Ridership	21.041	0.0% ●	-0.1% ▼
Connecting Service Ridership	0.335	-2.2% ▼	+0.4% ▲
Total MNR System Ridership	50.140	-0.2% ▼	+0.0% ●
Rail Revenue	\$423.5	+1.2% ▲	-0.5% ▼

JULY RAIL RIDERSHIP (1)

• July's Total Rail Ridership was 0.2% above 2017 and 0.5% below forecast.



	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	7.6	7.4						49.8
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	49.9
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%	1.1%	0.6%	0.2%						-0.2%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP (1)

• July's Rail Commutation Ridership was 0.9% above 2017 and 0.8% above forecast.

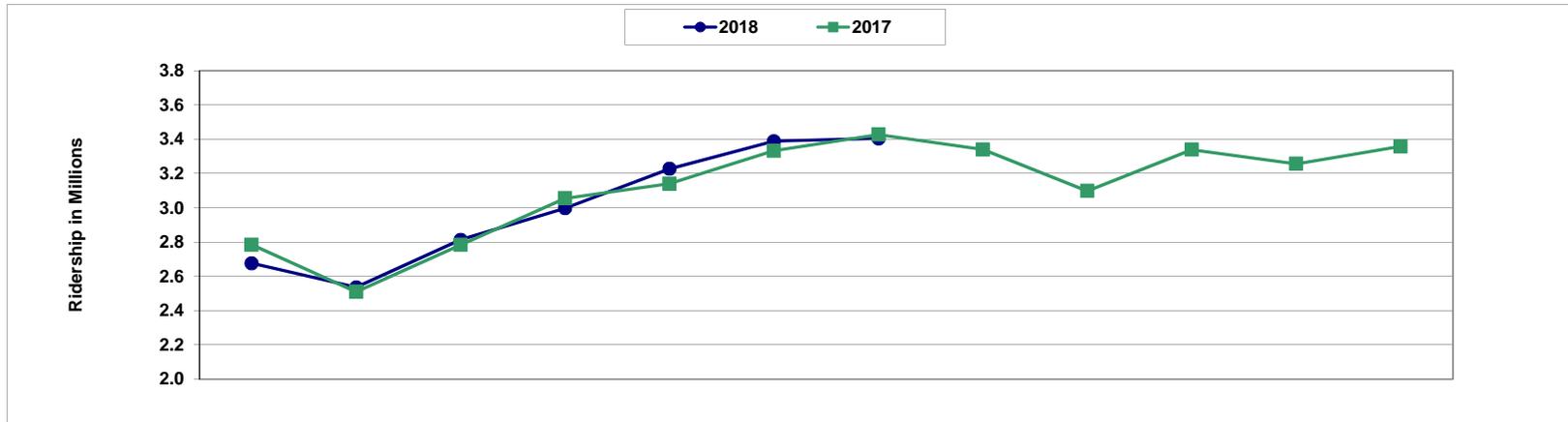


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1	4.3	4.2	4.0						28.8
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	28.9
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%	-0.2%	-0.2%	0.9%						-0.3%

1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP (1)

• July's Rail Non-Commutation Ridership was 0.7% below 2017 and 2.0% below forecast.

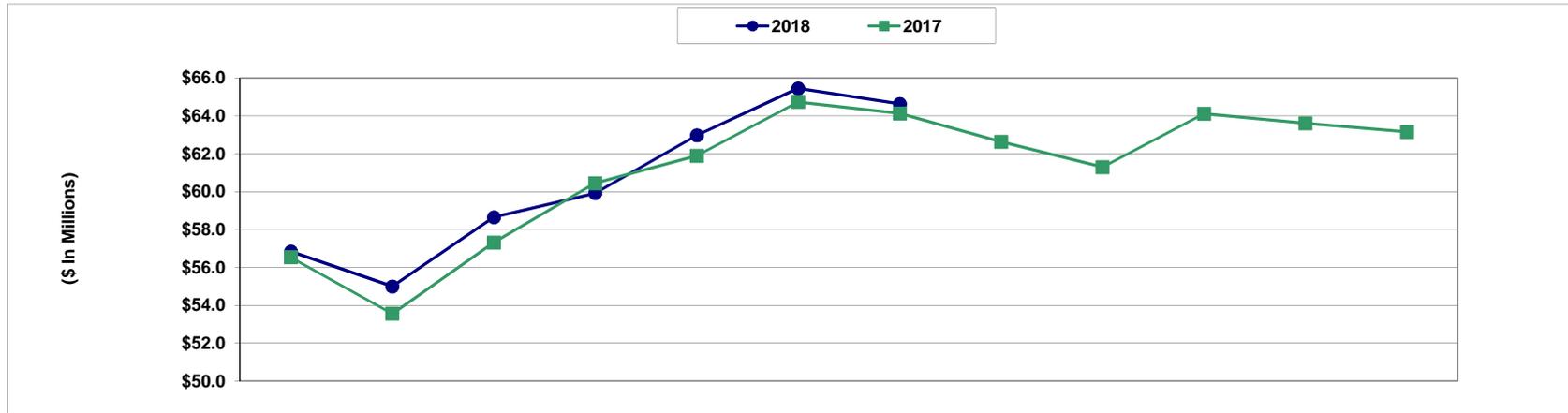


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4						21.0
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	21.0
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%	2.8%	1.7%	-0.7%						0.0%

1) Includes East and West of Hudson.

JULY RAIL REVENUE (1)

• July's Total Rail Revenue was 0.8% above 2017 and 1.4% below forecast.



	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	\$65.5	\$64.6						\$423.5
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	\$418.6
PCT CHG.	0.5%	2.7%	2.3%	-0.9%	1.7%	1.1%	0.8%						1.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JULY 2018

TICKET TYPE/SERVICE	JULY 2018	JULY 2018	VARIANCE VS. FORECAST		JULY 2017	CHANGE FROM 2017	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,933,767	3,898,305	35,462	0.9%	3,896,825	36,942	0.9%
West of Hudson	65,385	67,226	(1,841)	-2.7%	67,831	(2,446)	-3.6%
Total Rail Commutation Ridership	3,999,152	3,965,531	33,621	0.8%	3,964,656	34,496	0.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,337,389	3,403,878	(66,489)	-2.0%	3,354,657	(17,268)	-0.5%
West of Hudson	66,937	69,013	(2,076)	-3.0%	72,312	(5,375)	-7.4%
Total Rail Non-Commutation Ridership	3,404,326	3,472,891	(68,565)	-2.0%	3,426,969	(22,643)	-0.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,271,156	7,302,183	(31,027)	-0.4%	7,251,482	19,674	0.3%
West of Hudson (2)	132,322	136,239	(3,917)	-2.9%	140,143	(7,821)	-5.6%
TOTAL RAIL RIDERSHIP	7,403,478	7,438,422	(34,944)	-0.5%	7,391,625	11,853	0.2%
CONNECTING SERVICES RIDERSHIP (3)	48,624	46,992	1,632	3.5%	46,787	1,837	3.9%
TOTAL MNR SYSTEM RIDERSHIP	7,452,102	7,485,414	(33,312)	-0.4%	7,438,412	13,690	0.2%

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	2018	VARIANCE VS.		2017	CHANGE FROM 2017	
	YTD	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	28,238,150	28,221,594	16,556	0.1%	28,330,443	(92,293)	-0.3%
West of Hudson	526,065	526,603	(538)	-0.1%	533,125	(7,060)	-1.3%
Total Rail Commutation Ridership	28,764,215	28,748,197	16,018	0.1%	28,863,568	(99,353)	-0.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	20,624,682	20,647,139	(22,457)	-0.1%	20,614,323	10,359	0.1%
West of Hudson	416,507	413,824	2,683	0.6%	417,298	(791)	-0.2%
Total Rail Non-Commutation Ridership	21,041,189	21,060,963	(19,774)	-0.1%	21,031,621	9,568	0.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	48,862,832	48,868,733	(5,901)	0.0%	48,944,766	(81,934)	-0.2%
West of Hudson	942,572	940,427	2,145	0.2%	950,423	(7,851)	-0.8%
TOTAL RAIL RIDERSHIP	49,805,404	49,809,160	(3,756)	0.0%	49,895,189	(89,785)	-0.2%
CONNECTING SERVICES RIDERSHIP (2)	334,535	333,111	1,424	0.4%	342,049	(7,514)	-2.2%
TOTAL MNR SYSTEM RIDERSHIP	50,139,939	50,142,271	(2,332)	0.0%	50,237,238	(97,299)	-0.2%

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
JULY 2018**

LINE	JULY 2018 ACTUAL	JULY 2017 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,304,551	2,337,371	(32,820)	-1.4%
Hudson Line	1,488,855	1,468,765	20,090	1.4%
New Haven Line	3,477,750	3,445,346	32,404	0.9%
Total East of Hudson	7,271,156	7,251,482	19,674	0.3%
WEST OF HUDSON				
Port Jervis Line	82,955	84,390	(1,435)	-1.7%
Pascack Valley Line	49,367	55,753	(6,386)	-11.5%
Total West of Hudson (2)	132,322	140,143	(7,821)	-5.6%
TOTAL RAIL RIDERSHIP	7,403,478	7,391,625	11,853	0.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,190	30,709	481	1.6%
Haverstraw-Ossining Ferry (3)	11,207	10,344	863	8.3%
Newburgh-Beacon Ferry	6,227	5,734	493	8.6%
Total Connecting Services	48,624	46,787	1,837	3.9%
TOTAL MNR SYSTEM	7,452,102	7,438,412	13,690	0.2%

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 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	15,895,586	16,095,200	(199,614)	-1.2%
Hudson Line	9,794,878	9,693,159	101,719	1.0%
New Haven Line	23,172,368	23,156,407	15,961	0.1%
Total East of Hudson	48,862,832	48,944,766	(81,934)	-0.2%
WEST OF HUDSON				
Port Jervis Line	554,820	565,270	(10,450)	-1.8%
Pascack Valley Line	387,752	385,153	2,599	0.7%
Total West of Hudson	942,572	950,423	(7,851)	-0.8%
TOTAL RAIL RIDERSHIP	49,805,404	49,895,189	(89,785)	-0.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	235,298	233,795	1,503	0.6%
Haverstraw-Ossining Ferry	68,431	72,004	(3,573)	-5.0%
Newburgh-Beacon Ferry	30,806	36,250	(5,444)	-15.0%
Total Connecting Services	334,535	342,049	(7,514)	-2.2%
TOTAL MNR SYSTEM	50,139,939	50,237,238	(97,299)	-0.2%

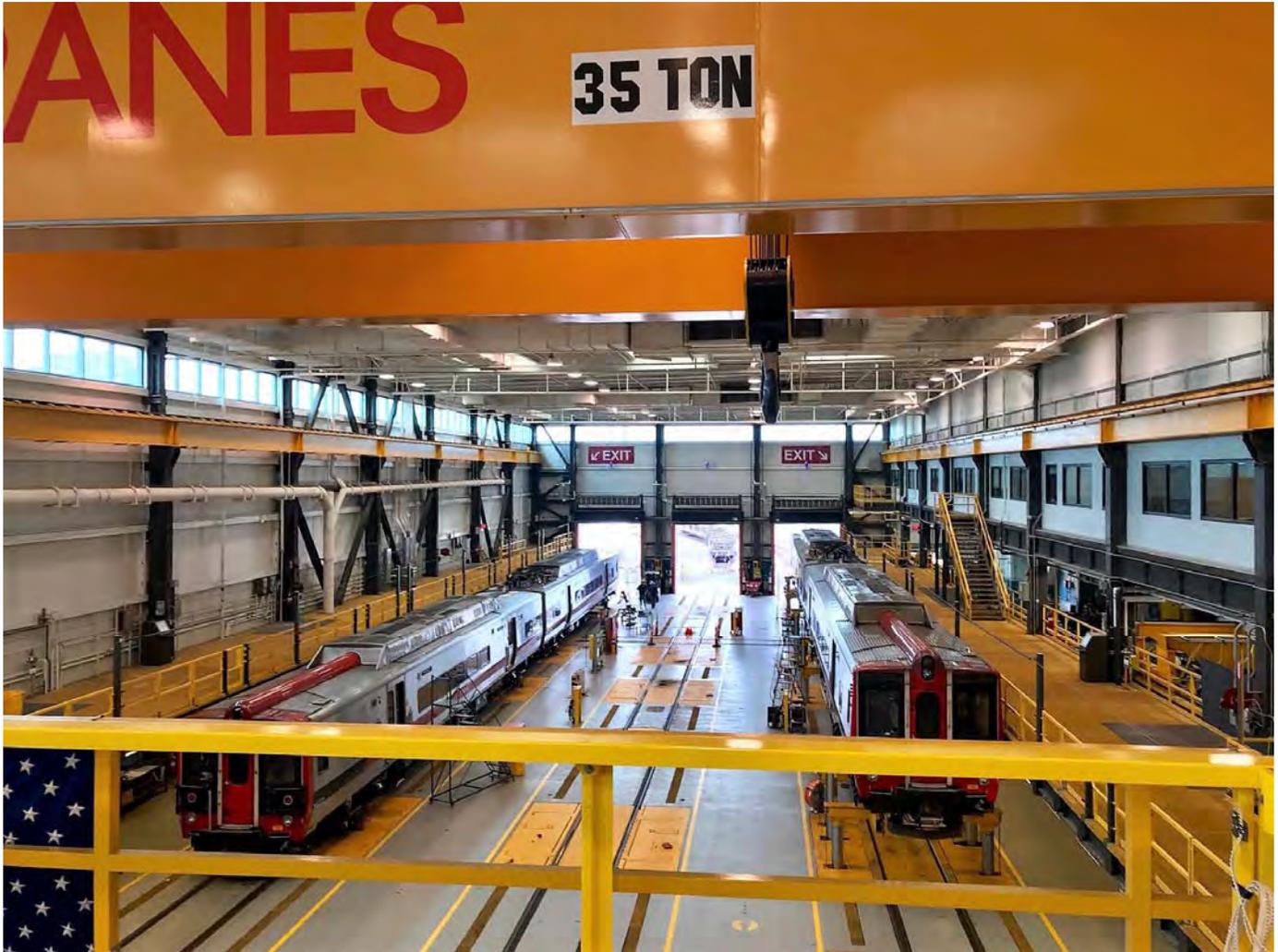
Notes:

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

Ridership Report

Michael Shiffer

Vice President, Planning



M8 equipment being maintained at MTA Metro-North's New Haven Line Shop.

Photo courtesy of Linda Morris



Metro-North Railroad

September 2018 Highlights: Ridership Report

June 2018 vs. 2017

- East of Hudson ridership increased 0.5% vs. June 2017 and was 0.2% below forecast
 - Commutation ridership decreased 0.3%
 - Non-Commutation ridership increased 1.5%
- Hudson Line non-commutation ridership increased by 3.8%, this may be attributed to Harlem Line weekend customers switching to the Hudson Line due to station platform improvements at White Plains Station.
- Harlem Line non-commutation ridership losses were due in part to the reduced weekday off-peak and weekend service levels to accommodate White Plains station improvements. Approximately 60% of the ridership loss was due to a loss of intermediate riders. Many of these riders need to transfer at Crestwood to travel from the southern part of the line to stations such as White Plains and locations north.
- East of Hudson ridership by line:
 - Hudson Line ridership increased 2.1%
 - Harlem Line ridership decreased 1.1%
 - New Haven Line ridership increased 1.0%

2018 vs. 2017 YTD

- Total YTD ridership is 0.2% below 2017 and 0.1% above forecast
 - YTD Commutation ridership is 0.5% below 2017
 - YTD Non-Commutation ridership is 0.2% above 2017

Michael Shiffer
Vice President
Planning

**JUNE 2018 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

June Ridership and Revenue (millions)

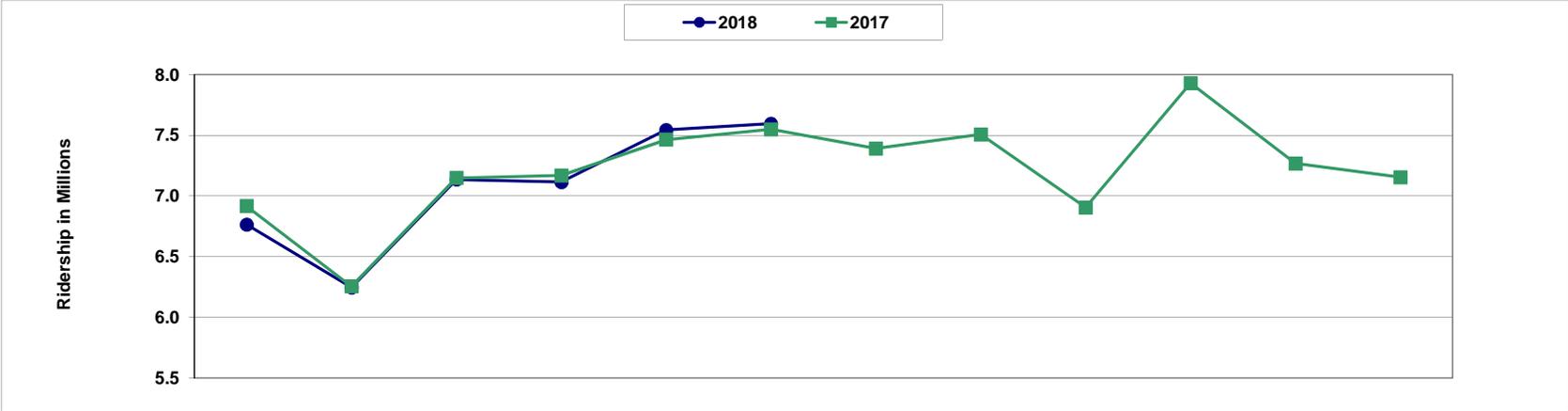
	June 2018	% Change vs. 2017
Total Rail Ridership	7.596	+0.6% ▲
Commutation Ridership	4.208	-0.2% ▼
Non-Commutation Ridership	3.388	+1.7% ▲
Connecting Service Ridership	0.051	0.0% ●
Total MNR System Ridership	7.647	+0.6% ▲
Rail Revenue	\$65.5	+1.1% ▲

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

	YTD 2018	% Change vs. 2017	Comparison to Forecast
Total Rail Ridership	42.402	-0.2% ▼	0.1% ▲
Commutation Ridership	24.765	-0.5% ▼	-0.1% ▼
Non-Commutation Ridership	17.637	0.2% ▲	+0.3% ▲
Connecting Service Ridership	0.286	-3.2% ▼	-0.1% ▼
Total MNR System Ridership	42.688	-0.3% ▼	+0.1% ▲
Rail Revenue	\$358.9	+1.2% ▲	-0.3% ▼

JUNE RAIL RIDERSHIP (1)

• June's Total Rail Ridership was 0.6% above 2017 and 0.1% below forecast.

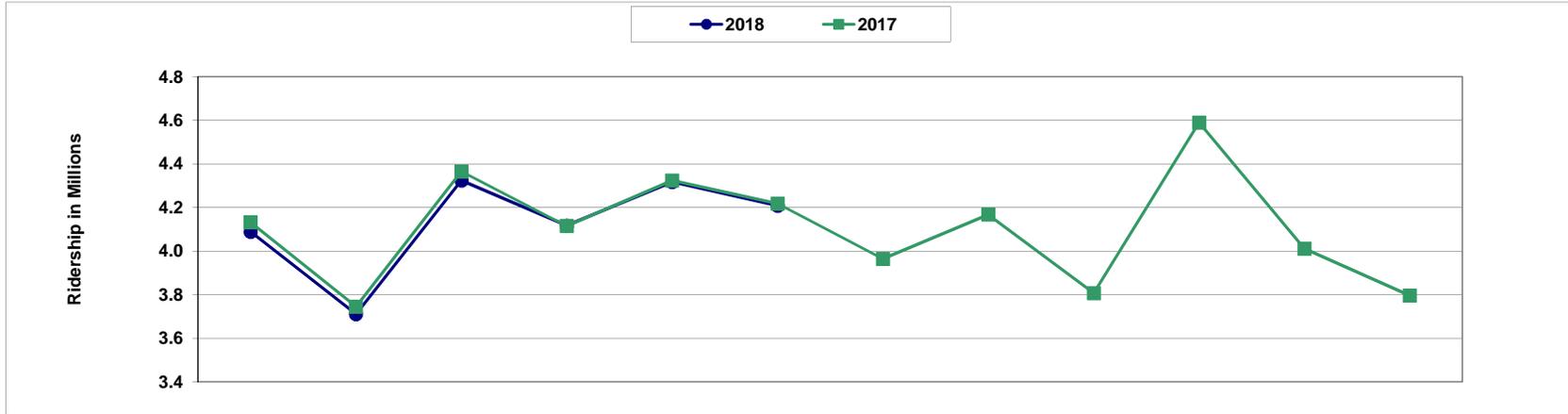


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.8	6.2	7.1	7.1	7.5	7.6							42.4
2017	6.9	6.3	7.1	7.2	7.5	7.5	7.4	7.5	6.9	7.9	7.3	7.2	42.5
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%	1.1%	0.6%							-0.2%

1) Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP (1)

• June's Rail Commutation Ridership was 0.2% below 2017 and forecast.

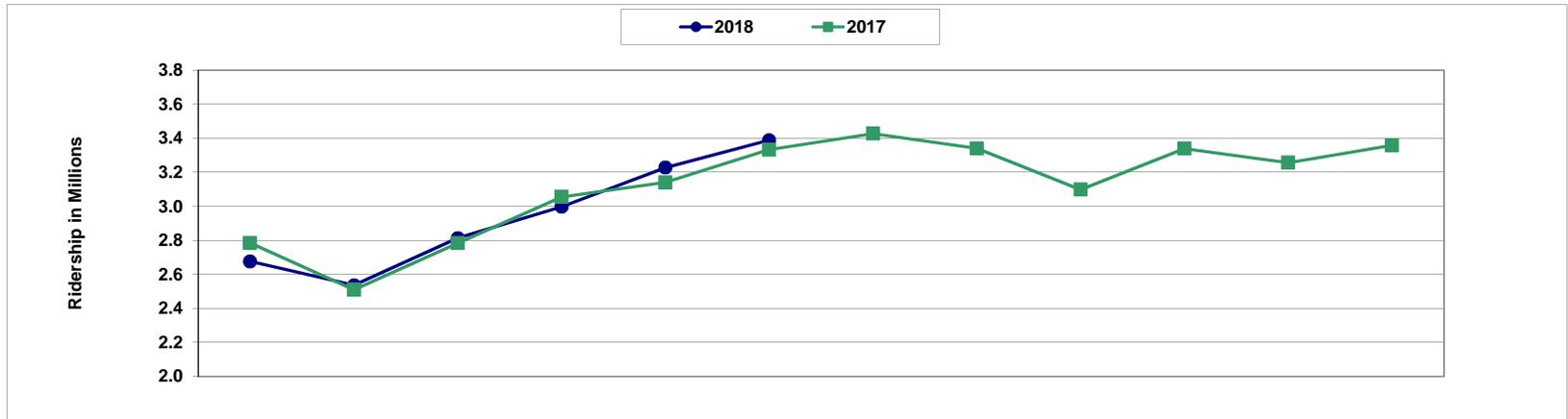


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1	4.3	4.2							24.8
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	24.9
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%	-0.2%	-0.2%							-0.5%

1) Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP (1)

• June's Rail Non-Commutation Ridership was 1.7% above 2017 and 0.1% above forecast.

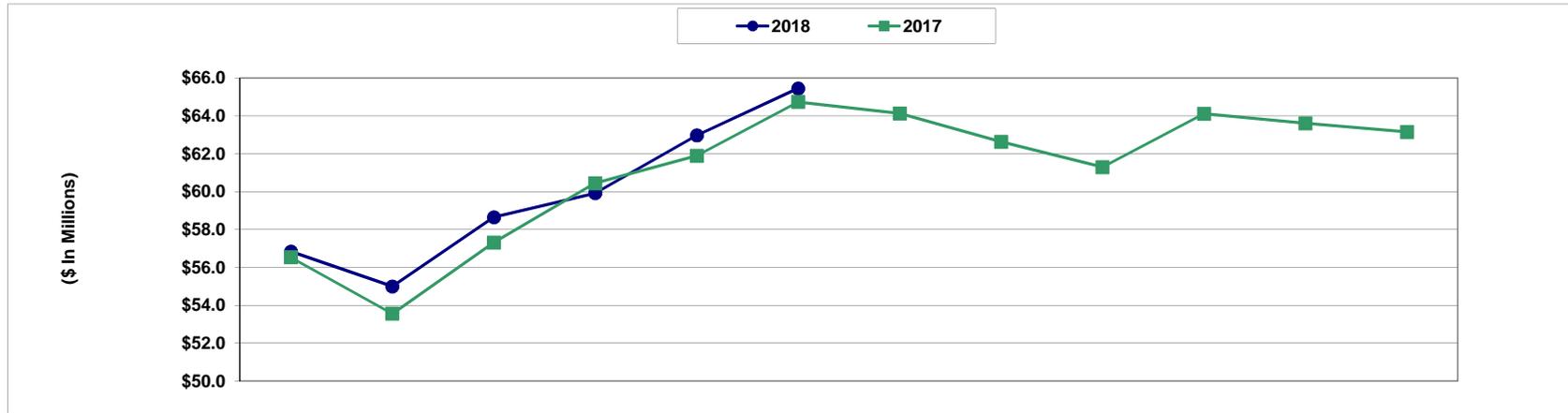


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0	3.2	3.4							17.6
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	14.3
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%	2.8%	1.7%							23.6%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE (1)

• June's Total Rail Revenue was 1.1% above 2017 and 1.1% below forecast.



	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	\$65.5							\$358.9
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	\$354.5
PCT CHG.	0.5%	2.7%	2.3%	-0.9%	1.7%	1.1%							1.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JUNE 2018

TICKET TYPE/SERVICE	JUNE 2018	JUNE 2018	VARIANCE VS. FORECAST		JUNE 2017	CHANGE FROM 2017	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,130,503	4,142,953	(12,450)	-0.3%	4,141,407	(10,904)	-0.3%
West of Hudson	77,682	75,679	2,003	2.6%	76,248	1,434	1.9%
Total Rail Commutation Ridership	4,208,185	4,218,632	(10,447)	-0.2%	4,217,655	(9,470)	-0.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,319,279	3,318,442	837	0.0%	3,270,393	48,886	1.5%
West of Hudson	68,767	64,855	3,912	6.0%	61,773	6,994	11.3%
Total Rail Non-Commutation Ridership	3,388,046	3,383,297	4,749	0.1%	3,332,166	55,880	1.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,449,782	7,461,395	(11,613)	-0.2%	7,411,800	37,982	0.5%
West of Hudson (2)	146,449	140,534	5,915	4.2%	138,021	8,428	6.1%
TOTAL RAIL RIDERSHIP	7,596,231	7,601,929	(5,698)	-0.1%	7,549,821	46,410	0.6%
CONNECTING SERVICES RIDERSHIP (3)	50,934	51,142	(208)	-0.4%	50,925	9	0.0%
TOTAL MNR SYSTEM RIDERSHIP	7,647,165	7,653,071	(5,906)	-0.1%	7,600,746	46,419	0.6%

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	2018	VARIANCE VS.		2017	CHANGE FROM 2017	
	YTD	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	24,304,383	24,323,289	(18,906)	-0.1%	24,433,618	(129,235)	-0.5%
West of Hudson	460,680	459,377	1,303	0.3%	465,294	(4,614)	-1.0%
Total Rail Commutation Ridership	24,765,063	24,782,666	(17,603)	-0.1%	24,898,912	(133,849)	-0.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	17,287,293	17,243,261	44,032	0.3%	17,259,666	27,627	0.2%
West of Hudson	349,570	344,811	4,759	1.4%	344,986	4,584	1.3%
Total Rail Non-Commutation Ridership	17,636,863	17,588,072	48,791	0.3%	17,604,652	32,211	0.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	41,591,676	41,566,550	25,126	0.1%	41,693,284	(101,608)	-0.2%
West of Hudson	810,250	804,188	6,062	0.8%	810,280	(30)	0.0%
TOTAL RAIL RIDERSHIP	42,401,926	42,370,738	31,188	0.1%	42,503,564	(101,638)	-0.2%
CONNECTING SERVICES RIDERSHIP (2)	285,911	286,119	(208)	-0.1%	295,262	(9,351)	-3.2%
TOTAL MNR SYSTEM RIDERSHIP	42,687,837	42,656,857	30,980	0.1%	42,798,826	(110,989)	-0.3%

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
JUNE 2018

LINE	JUNE 2018 ACTUAL	JUNE 2017 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,389,946	2,417,485	(27,539)	-1.1%
Hudson Line	1,502,130	1,471,049	31,081	2.1%
New Haven Line	3,557,706	3,523,266	34,440	1.0%
Total East of Hudson	7,449,782	7,411,800	37,982	0.5%
WEST OF HUDSON				
Port Jervis Line	80,655	81,689	(1,034)	-1.3%
Pascack Valley Line	65,794	56,332	9,462	16.8%
Total West of Hudson (2)	146,449	138,021	8,428	6.1%
TOTAL RAIL RIDERSHIP	7,596,231	7,549,821	46,410	0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	33,287	33,767	(480)	-1.4%
Haverstraw-Ossining Ferry (3)	11,296	11,167	129	1.2%
Newburgh-Beacon Ferry	6,351	5,991	360	6.0%
Total Connecting Services	50,934	50,925	9	0.0%
TOTAL MNR SYSTEM	7,647,165	7,600,746	46,419	0.6%

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 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	13,591,035	13,757,829	(166,794)	-1.2%
Hudson Line	8,306,023	8,224,394	81,629	1.0%
New Haven Line	19,694,618	19,711,061	(16,443)	-0.1%
Total East of Hudson	41,591,676	41,693,284	(101,608)	-0.2%
WEST OF HUDSON				
Port Jervis Line	471,865	480,880	(9,015)	-1.9%
Pascack Valley Line	338,385	329,400	8,985	2.7%
Total West of Hudson	810,250	810,280	(30)	0.0%
TOTAL RAIL RIDERSHIP	42,401,926	42,503,564	(101,638)	-0.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	204,108	203,086	1,022	0.5%
Haverstraw-Ossining Ferry	57,224	61,660	(4,436)	-7.2%
Newburgh-Beacon Ferry	24,579	30,516	(5,937)	-19.5%
Total Connecting Services	285,911	295,262	(9,351)	-3.2%
TOTAL MNR SYSTEM	42,687,837	42,798,826	(110,989)	-0.3%

Notes:

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



Prospect Hill Road Bridge Replacement

Prospect Hill Road Bridge over Harlem Line and Brewster Yard: Bridge Barrier Form Installation



Metro-North Railroad

August 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 August, Metro-North awarded project tasks totaling \$12.5 million, including Program Scope Development. Also, Metro-North closed out projects totaling \$4.8 million including the Port Chester Elevator contract. Metro-North had no substantial completions scheduled for the month of August.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 8/31</u>	<u>Achieved thru 8/31</u>	<u>% thru 8/31</u>
Design Awards*	\$4.5	\$4.5	\$4.3	96%
Construction Awards*	\$535.1	\$517.2	\$113.0	22%
Substantial Completions	\$463.5	\$345.0	\$27.0	8%
Closeouts*	\$14.5	\$5.9	\$11.7	199%

*Does not include support costs

John Kennard
Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
August 31, 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 – Continued installation of seismic bracing for standpipe across the lower level tracks. Continued installation of fire hose valve cabinets along tracks 113, 114 & 115 and performing full flow on the valves to remove air from the lines.

Pipe Tunnel – Continued 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 standpipe and heat tracing conduits along upper level tracks.

Overall project completion is anticipated in January 2019.

GCT Leaks Remediation Phase II

Installation of decorative metal panels was completed in August on the northbound and southbound bridges spanning 45th Street. Overall project completion is anticipated in September 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 design development for RTTDS (Real-Time Train Detection System) and final design for PA/VIS. Continued construction of Customer Service Equipment Room 7C and design development at other locations of the GCT cable plant. Design development completed for the Information/Big Boards and Gate Boards, with prototype development and site surveys for construction 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 for public use in June. The installation of the east stairs was completed the last week of August and opened for public use.
- *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 five stations (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room) and 75% drawings for the second group of stations (Harlem-125th St., Rye, Harrison and New Rochelle). Site work including raceway installation is on-going.

Installation of node houses (48 VDC power plants) at 11 Stations is complete and installation commenced at several other stations. Design development for facility enhancements continue and surveys continue at Harlem & 125th St, Harrison, Rye and New Rochelle stations. 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 construction of sidewalks under Main Street and Hamilton Avenue and the installation of blue cladding on the existing southern abutment at White Plains station. The Hamilton Avenue and Main Street stairs are temporarily closed until September 2018.
- Port Chester Station – Painting of the Westchester Avenue Bridge is complete.
- Riverdale Station – Continued installation of lighting conduits in stairways and overpass ceiling grid.

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. Also continued conduit installation and grounding, steel platform installation and signal power and C&S installation under platform. At substation, continued installation of negative and positive feeders.
- *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 field walk throughs and surveys for Phase II design finalization. 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* – SCADA testing is on-going. Punchlist work is underway.
- *Croton-Harmon* – SCADA testing is on-going. Punchlist work is underway.
- *Riverdale* – Continued installation of HVAC at the Crew Quarters building. Punchlist work is underway.

Substantial completion for the three substations is forecasted for December 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 and inspection of substation vault. Completed high potential testing of the transformer and water test. Continued preparation for SCADA testing. 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 with relay testing nearing completion.
- *Catenary work between Mount Vernon and New Rochelle* - Testing and commissioning is complete.
- *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 being scheduled to begin fourth 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 96% 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. Completed the placement of concrete on the bridge deck. 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.

Design of Five Bridge Replacements, Mt. Vernon

The 30% design-build documents for the replacement of 3rd Avenue and 14th Avenue bridges have been completed. The 100% Design-Bid-Build documents for the replacement of the 6th and 10th Avenue bridges have also been completed. The design of the Fulton Avenue bridge replacement has reached 90% and is expected to be completed by October.

Overhead Bridge Program – Select Bridges East of Hudson

14th Avenue Bridge, Mt. Vernon, NY (Design-Build contract) – The preparatory work for signal power cable swing over at the catenary structures along track 3 has been completed, and the cable swing over and relocation was nearing completion. The truss removal is scheduled for early September 2018. The bridge will be opened for vehicular traffic by February 2019.

6th and 10th Avenue Bridge, Mt. Vernon, NY – A construction contract for the replacement of both 6th and 10th Avenue overhead bridges was advertised in August with a bid due date of mid-October. In addition, a Construction Supervision & Inspection contract was also advertised with proposals due in September. A site walk through for both contracts is scheduled for September 2018.

Harlem River Lift Bridge (HRLB) Security Upgrades

Construction submittal phase is underway. The communication shelters have been installed. Continued with fire suppression attachments installation in the machine room and conduits installation in the communication shelters.

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 and installation of CCTV devices and fire standpipe between the Manhattan and Bronx sides.

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, call before you dig, and test pits have commenced in various locations. Installation of the trough is scheduled to commence in September 2018.

2018 Cyclical Track Program

The 2018 Cyclical Track Program consists of the replacement of 38,400 wood ties, 10 miles of continuous welded rail, and surfacing of 140 miles of track. To date, Metro-North forces have installed approximately 6,470 ties, 4.06 miles of rail, and surfaced 5.99 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. 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, BL 20 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 November 2018.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility (CSF)* – Completed interior mechanical, electrical & plumbing related installations including: duct work, plumbing, fire suppression, fall arrest systems conduit installation, wire pulling, interior partitions, doors & windows hardware, flooring materials, bathroom accessories, and office areas finishes. Continued installation of the DC Bug and Stinger system, pipe identification and application of touch up painting of exposed electric conduit, compressed air piping, walls and stairs and handrails steel columns and cleanup of all floors. Commenced pre-functional testing for: AC/DC substation, emergency generator, various mechanical systems, electrical panel boards, freight/passenger elevator and heating systems, and commenced the installation of office furniture.
- *EMU (Electric Multiple Unit) Annex Building* – Completed the following: interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, conduits / wiring for PA system, voice & data lines, lighting controls, office and bathroom accessories, equipment/panel boards and wiring of switchgear and panels inside the electrical room. Continue final paint touch-up of walls, stairs and handrails, exposed electric conduits, compressed air lines, and continued cleanup of all floors. Commenced pre-functional testing of the following: emergency generator, Building Management System (BMS), passenger and freight elevators, HVAC, mechanical and industrial equipment, and commenced the installation of office furniture.
- *Yard Utilities and Miscellaneous* – Continued installation of underground utilities at CSF.

Overall, Phase V, Stage 1 substantial 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 August 31, 2018

In Millions

