



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

September 2016

Members

S. Metzger, Chair
N. Brown
C. Moerdler
J. Molloy
M. Pally
A. Saul
V. Vanterpool
J. Vitiello
C. Wortendyke
N. Zuckerman

Metro-North Railroad Committee Meeting

**2 Broadway
20th Floor Board Room
New York, New York
Monday, 9/26/2016
8:30 - 9:30 AM ET**

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes

Approval of Minutes - Page 4

3. 2016 Work Plan

2016 MNR Work Plan - Page 12

4. President's Report

Safety Report

Safety Report - July 2016 - Page 19

Safety Report - June 2016 - Page 21

MTA Police Report

MTA Police Report - August 2016 - Page 22

MTA Police Report - July 2016 - Page 27

5. Information Item

2017 Preliminary Budget (Public Comment)

2016 Mid-Year Forecast

2016 Mid-Year Forecast - Page 31

Diversity/EEO Report – 2nd Quarter 2016

Diversity EEO Report 2nd Quarter 2016 - Page 42

Track Program Quarterly Update

Track Program Quarterly Update - Page 52

2016 Fall Schedule Change

2016 Fall Schedule Change - Page 62

6. Action Item

New Haven Line Connecticut Fare Increase

New Haven Line Connecticut Fare Increase - Page 65

NYSDOT Grant for Connecting Services

NYSDOT Grant for Connecting Services - Page 84

7. MNR Procurements - NONE

8. Monthly Reports

MNR Operations Report

MNR Operations Report - August 2016 - Page 85

MNR Operations Report - July 2016 - Page 95

MNR Finance Report

MNR Finance Report - July 2016 - Page 104

MNR Finance Report - June 2016 - Page 125

MNR Ridership Report

MNR Ridership Report - July 2016 - Page 145

MNR Ridership Report - June 2016 - Page 156

MNR Capital Program Report

MNR Capital Program Report - August 2016 - Page 166

Next meeting: Joint meeting with Long Island Railroad on Wednesday, October 26 at 8:30 a.m.

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 25, 2016

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 – Chairperson of the Metro-North Committee
Hon. Charles G. Moerdler
Hon. Mitchell H. Pally
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke

Not Present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Norman Brown
Hon. John J. Molloy
Hon. Neal J. Zuckerman

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Catherine Rinaldi – Executive Vice President
Ralph Agritelley – Vice President, Labor Relations
Michael R. Coan – Chief, MTA Police Department
Susan J. Doering – Vice President, Customer Service and Stations
Richard Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
James McGovern – Controller
James P. Redeker – Commissioner of Transportation, CDOT
Jeffrey Rosen – Director, Real Estate, MTA
Michael Shiffer – Vice President, Operations Planning and Analysis
Justin Vonashek – Vice President, System Safety
William Wheeler – Director Planning, Planning & Development, MTA

Ms. Metzger called the meeting to order.

PUBLIC COMMENT

Two public speakers addressed the Committee.

William Henderson, Executive Director, Permanent Citizen's Advisory Committee for the MTA spoke on behalf of Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA. He thanked Metro-North for cross-honoring east of Hudson tickets on the Pascack Valley Line during the evening commute following the collapse of a crane onto the Tappan Zee Bridge on July 19, 2016. He suggested that Metro-North and Amtrak coordinate East Side Access work with Hurricane Sandy restoration work so that track outages may be minimized. He expressed his opinion that Metro-North should seek out elected officials in Washington D.C. so that they may be more involved in transportation issues.

Murray Bodin asked why Metro-North sounds the train horn at Harlem 125th Street. He expressed his opinion that there is no need for Metro-North to purchase rail cars in married pairs.

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

APPROVAL OF MINUTES AND 2016 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the June 20, 2016 Metro-North Committee meeting. There were no changes to the 2016 Metro-North Committee Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti recognized three Metro-North employees, the MTA Police Department (MTAPD) and the New York State Police in preventing a car theft at Southeast Station on June 21, 2016. Metro-North employees John Daly, Daniel Thomas and Edward Jaeger observed a suspicious individual in the station parking lot looking into vehicles and pulling door handles to see if any would open. They notified the MTAPD who sent a unit to investigate. While waiting for the police, they observed the man stealing an automobile. They waived down a New York State Trooper who was able to stop the theft and arrest the individual. MTA Police Officers Adam Gawronski and Peter Connolly commended the employees for their vigilance. President Giulietti and Chief Coan presented the employees with certificates in recognition of their exemplary actions.

President Giulietti reported on the pilot test of cameras in trains to improve customer and employee safety. He noted that cameras in the engineer's cab will be facing outward to monitor oncoming track and wayside activities and positioned inward to record the engineer's control area. Cameras have also been installed in passenger areas to improve passenger and crew safety by acting as a deterrent to crime and to aid in accident and incident investigations. There will be no audio recording of the passenger areas and signs have been posted at each end of the passenger compartment to inform customers that the car is equipped with video surveillance. Following a test period, Metro-North will finalize the camera design for the remaining fleet and anticipates regular production and installation to begin in the third quarter of 2017.

President Giulietti reported on service reliability, noting that overall east of Hudson on-time performance in the month of June 2016 was 92.9% versus the goal of 93%. Performance was adversely affected by the May 17 fire under the Park Avenue Viaduct. Since June, additional temporary repairs have been completed, permitting diesel locomotive trains to operate on all four tracks. A speed restriction of 30 miles per hour on the two inside tracks through the affected area will remain in effect until further repairs are made. Metro-North has expedited the procurement process for making permanent repairs to the Viaduct. A ratification will be voted on to award the design and construction of permanent repairs, including a new temporary support system to the Viaduct to be installed by the end of the summer that will allow Metro-North to remove all speed restrictions. Permanent repairs are to be completed by the end of 2016. Overall west of Hudson on-time performance in the month of June was 95.6% and 96.8% year-to-date.

President Giulietti reported that customer complaints in June 2016 were 22 ½% lower than the comparable period of 2015 and nine percent less than in May 2016. He reported that preliminary figures indicate that east of Hudson ridership increased one percent in June 2016 versus June 2015. Total year-to-date ridership was 1.2% above June 2015.

President Giulietti reported that the MTA eTix app will be available to all riders of Metro-North Railroad and Long Island Rail Road by the end of summer. The app allows customers to purchase train tickets on their smartphone and provides customers with the ability to secure refunds for unused mobile tickets, request duplicate receipts, and manage their accounts. The app also allows customers to link directly to the TrainTime app, enabling them to check schedules and see service status. The app first debuted on Metro-North's Hudson Line and is now available on the Harlem Line. The app is scheduled to become available on the New Haven Line and its three branches during the week of August 22.

Further details concerning the President's report 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 contains a discussion between Board member Vanderpool and President Giulietti regarding New York City regulations regarding activity under railroad tracks. Board member Moerdler commented on debris under the tracks, stating that the City should pay for repairs to the Viaduct.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek gave the safety report. He reported that the 12-month rolling average for customer injuries is 33% lower than in the previous 12-month rolling average and employee lost time injury rate is approximately 8% higher than in the previous 12-month rolling average. Metro-North has received 196 Confidential Close Call Reporting System (C3RS) reports. Mr. Vonashek will be providing the details of the three corrective actions that have been implemented since the inception of C3RS at the upcoming Safety Committee meeting. He noted that Metro-North began its community outreach program, "Together Railroads and Communities Keeping Safe" (TRACKS) in May, reaching 2,000 in the first month. Mr. Vonashek thanked the Long Island Rail Road and MTA Police for their guidance in implementing the program.

The details of Mr. Vonashek's report are contained in a 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.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported that there were 13 major felonies on the Metro-North system in June 2016 versus 12 in 2015; there were 5 assaults, each of which resulted in an arrest. He noted that grade crossing safety is a priority for Metro-North and the MTAPD. Year-to-date 233 summons have been issued at grade crossings, 80 of which were for grade crossing violations. Chief Coan noted that the MTAPD will continue to enforce the Vehicle and Traffic law which requires motorists to stop when the grade crossing lights are flashing and to remain stopped until the lights stop flashing.

The details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

INFORMATION ITEMS:

Five information items were presented to the Committee:

- Grand Central Terminal Retail Development – Jeffrey Rosen gave the report. Following that report there was a discussion between Board member Moerdler and Mr. Rosen regarding lighting in the lower level dining concourse. Board member Moerdler noted that he has had discussions with Lincoln Center and they are interested in extending the Mozart Underground festival, during which musicians play in the New York City subways, to Grand Central Terminal. Board member Metzger congratulated Mr. Rosen and Nancy Marshall on making Grand Central Terminal a destination in and of itself, instead of just a transportation hub.
- Environmental Audit – President Giulietti reported that the report addresses inspections at various Metro-North properties, a review of capital projects and the progress made in addressing pre-existing violations. He noted that no new violations were identified in the latest audit and that the report highlights Metro-North's accomplishments in protecting the environment and demonstrating its commitment to sustainability. There was a discussion between Board member Moerdler and President Giulietti regarding debris under the tracks on the Hudson Line. President Giulietti noted that Metro-North is working with Chairman Prendergast to address debris under the tracks along all of the railroad's lines.
- Peekskill Station Building Lease Agreement.
- Mount Kisco Station Building Lease Agreement – President Giulietti gave the report. He noted that the net-leasing of the Peekskill and Mount Kisco Station Buildings will have a positive impact on the downtown business districts in both communities and will foster economic vitality in the area around the train stations. He stated that the arrangements are consistent with Metro-North's ongoing efforts to operate more efficiently and to provide better customer service. The agreements will also provide

cost savings to Metro-North and improve customer amenities by making the station available not only for shelter and restroom use but also food service. In addition, the tenants will be making capital investments in the station buildings.

- Commuter Railroads/Amtrak Agreement – President Giulietti reported that this item would be presented at the Finance Committee meeting for approval. He noted the modifications to the various agreements between MTA, Metro-North and Long Island Railroad and Amtrak are necessary to comply with the requirements of the Federal Passenger Rail Investment and Improvement Act of 2008 and the implementing policies adopted by the Northeast Corridor Commission. William Wheeler of MTA attended the meeting to address the Committee's questions.
- August 1, 2016 East of Hudson Schedule Change.

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

ACTION ITEM:

One action item was presented to the Committee:

- Public Hearing for New Haven Line Connecticut Fare Increase – Connecticut Department of Transportation Commissioner James P. Redeker addressed the Committee. He cited Metro-North and CDOT's remarkable relationship. He reported that, as a result of the State of Connecticut's budget deficit, CDOT's budget was reduced by \$37 million. As a result, CDOT seeks to institute a 5% fare increase on December 1, 2016, in addition to the previously approved 1% fare increase. President Giulietti reported that the action item seeks approval to participate in the public hearing process for the proposed fare increase. He noted that the proposed increase does not affect fares within New York State; it only affects travel between New York and Connecticut stations and travel between Connecticut stations. Pursuant to the Service Agreement between MTA and CDOT, both MTA and CDOT must approve all New Haven Line Fares. Metro-North will fulfill the public hearing requirements by taking part in CDOT's public hearings in Connecticut. CDOT is also proposing to raise Branch Line fares, but this does not require MTA approval. Following the hearings and a public comment period, any fare increase would come before the Board for final approval.

Upon motion duly made and seconded, the foregoing action item was approved for recommendation to the Board. The details of Commissioner Redeker's and President Giulietti's comments are contained in a staff summary 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.

PROCUREMENTS:

MTA Metro-North Railroad

Five non-competitive procurements were presented to the Committee:

- Approval to award a non-competitive purchase contract in the not-to-exceed amount of \$213,000 with Railway Technology, Inc. for the upgrade of the existing wheel counter equipment. Railway Technology, Inc. is the original equipment manufacturer for the supply of wheel counter equipment which is comprised of sensors, cabling, adapters and control modules installed in the New Haven and Croton Harmon rail yards.
- Approval of a non-competitive purchase contract in the not-to-exceed amount of \$104,117 with Schneider Electric for the Transformer House Remote Control Unit (RTU). The RTU cabinet contains all the critical electrical components that provide communication and control of the transformer house along with critical hardware and software components that control emergency generator backup systems at Grand Central Terminal. Schneider Electric is the original equipment manufacturer for the cabinet.
- Approval of a non-competitive miscellaneous three-year service agreement in the amount of \$1,227,969 with Ansaldo STS USA, Inc. for the purchase, repair/return and replacement of cab signal parts, components and assemblies for the Metro-North M-7 railcar fleet, as well as wayside signaling and communication equipment for the Maintenance of Way Department.
- Approval for additional funding in the not-to-exceed amount of \$75,000 and an 18-month time extension for a contract modification to an existing non-competitive miscellaneous service contract with Electronic Security & Control Systems, Inc. The Apollo Access Control system is a security based card swipe system used to manage access to critical railroad locations. The system is being phased out and the agreement will permit the railroad to bridge the time period until the railroad converts to a new state-of-the-art system that is deployed throughout all MTA agencies.
- Approval of a two-year time extension and additional funding in the not-to-exceed amount of \$22,479,871 to an existing non-competitively solicited miscellaneous purchase agreement with General Electric Transportation Parts, LLC. The agreement is for various original equipment manufacturer standard stock and repair and replacement parts for Metro-North's locomotive fleet.

Six competitive Metro-North procurements were presented to the Committee:

- Approval under the All Agency General Contract Procurement Guidelines for Metro-North Railroad and Long Island Rail Road to utilize a competitive Request for Proposal (RFP) process for design/build services in lieu of sealed competitive bids for various design/build contracts.
- Approval to award a competitively solicited three-year miscellaneous service contract in the not-to-exceed amount of \$334,770 to Sherwood Electromotion, Inc. to provide repair and return of the single ended blower motor sets used on the M-3 Railcars.
- Approval to award two, five-year (three year base with two, one year options), competitively solicited miscellaneous service contracts in the not-to-exceed amount of \$1,772,425 to Dunbar Armored, Inc. and Rapid Armored Corp. for Armored Car services.

- Approval to award a competitively solicited, five year miscellaneous service contract (three year base with two year option) in the not-to-exceed amount of \$500,000 to Empire Consulting, LLC for Specimen Collection and Alcohol Testing Services at various locations throughout Metro-North's territory in both NY and CT.
- Approval to award a competitively solicited three-year miscellaneous service contract in the not-to-exceed amount of \$415,200 to Ensco Rail, Inc. to provide automated track geometry inspection services on the Metro-North East of Hudson Lines.
- Approval for additional funding in the amount of \$1,044,905 for a contract modification to an existing, competitively solicited personal service contract with Jacobs Civil Consultants, Inc.; and to extend the contract period of performance by twenty-two months. This contract, which was competitively solicited and awarded in August 2007, is for engineering and design services required for the ten new traction power substations on the upper Harlem Line and the Harlem River Lift Bridge Circuit Breaker Houses.

Three ratifications were presented to the Committee:

- A competitively solicited ten-year miscellaneous service contract in the not-to-exceed amount of \$8,561,334 with SNT Bus, Inc. to provide a fixed route, scheduled feeder bus service (known as the Hudson Rail Link Bus Service) to Metro-North's Spuyten Duyvil and Riverdale Stations located in the West Bronx on Metro-North's Hudson Line.
- A non-competitive, miscellaneous service contract in the amount of \$22,000 with Cubic Transportation Systems, Inc. to provide relocation services for computer equipment related to the fare boxes for the Hudson Rail Link Bus Service.
- A competitively solicited, 4 ½ month design-build contract in the amount of \$3,295,000 to Ecco III Enterprises, Inc. to provide design and construction services for permanent repairs to the Park Avenue Viaduct at 118th Street.

Board member Moerdler stated his opinion that the City of New York should pay for repairs to the Park Avenue Viaduct. There was a discussion between Board member Moerdler, Mr. Muir and Ms. Rinaldi regarding the process for evaluating bidders and the bidders' history of responsibility. It was noted that a statement of adverse findings is referred to the Chairman's office. It would also be referenced in the staff summary. Ms. Rinaldi noted that it is an all-agency process that the Board will be briefed on. There was a discussion between Board member Vitiello and Mr. Muir regarding the sole source contract with General Electric, the original equipment manufacturer. It was noted that the contract extension includes a complete overhaul of the P-32 locomotives.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board member Moerdler abstained from the vote on the service agreement with Ansaldo STS USA, Inc., the contract extension with General Electric Transportation Parts, LLC. and the contract modification with Jacobs Civil Consultants, Inc. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains the above discussions.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North 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,

A handwritten signature in black ink that reads "Linda Montanino". The signature is written in a cursive, flowing style.

Linda Montanino
Assistant Secretary

July 2016 Committee Minutes - FINAL
Legal/Corporate/Committee Minutes Current



2016 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2016 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

<u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	Finance
2016 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2016	Diversity and EEO
Track Program Quarterly Update	Engineering
2016 Fall Schedule Change	Operations Planning & Analysis
<u>October 2016 (Joint meeting with LIRR)</u>	
2017 Preliminary Budget (Public Comment)	Finance
Status Update on PTC	President
<u>November 2016</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
<u>December 2016 (Joint meeting with LIRR)</u>	
2017 Final Proposed Budget	Finance
2017 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2016	Diversity and EEO
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering

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<u>January 2017</u>	
Approval of 2017 Committee Work Plan	Committee Chairs & Members

February 2017 (Joint meeting with LIRR) – MNR Lead

Adopted Budget/Financial Plan 2017	Finance
2016 Annual Operating Results	Operations
2016 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President
Diversity/EEO Report – 4 th Quarter 2016	Diversity and EEO

March 2017

Annual Strategic Investments & Planning Studies	Capital Planning
2017 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering

April 2017 (Joint meeting with LIRR)

Final Review of 2016 Operating Budget Results	Finance
2016 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement

May 2017

Diversity/EEO Report – 1 st Quarter 2017	Diversity and EEO
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June 2017 (Joint meeting with LIRR)

Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering

July 2017

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance

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.

2016 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 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Final Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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.

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.

2016 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 2016.

OCTOBER 2016 (Joint Meeting with LIRR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

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

NOVEMBER 2016

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

The Committee will be informed of Metro-North's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

DECEMBER 2016 (Joint Meeting with LIRR)

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

2017 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2015

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.

Bi-Annual Report on M-9 Procurement

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

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.

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JANUARY 2017

Approval of 2017 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

FEBRUARY 2017 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Status Update on PTC

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

Diversity & EEO Report– 4th Quarter 2016

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

MARCH 2017

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.

2017 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 2017.

Annual Elevator/Escalator Report

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

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.

APRIL 2017 (Joint Meeting with LIRR)

Final Review of 2016 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.

2016 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2016 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.

MAY 2017

Diversity & EEO Report– 1st Quarter 2017

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

JUNE 2017 (Joint Meeting with LIRR)

Status Update on PTC

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

Bi-Annual Report on M-9 Procurement

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

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.

JULY 2017

Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

Environmental Audit Report

The Committee will be briefed on the results of the 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.



Metro-North Railroad

Safety Report

July 2016 Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	August 2013 - July 2014	August 2014 - July 2015	August 2015 - July 2016
FRA Reportable Customer Accident Rate per Million Customers	2.15	1.76	1.23
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.64	2.26	2.64
Grade Crossing Incidents ¹	4	1	3
Mainline FRA Reportable Train Derailments	1	1	1
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	July	Year end	July	Year to Date
Total Reports Received	0	574	83	421
Total Reports Reviewed by PRT	0	261	77	393
Total Reports that Meet C3RS Program Criteria	0	212	67	346
Total Corrective Actions being Developed	0	3	0	2
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	July	Year to Date	July	Year to Date
Broken Gates	3	23	3	34
MTA Police Details	114	1,060	112	944
Summons	71	532	20	250
Warnings	16	166	9	94
Community Education and Outreach	NA	NA	7,621	11,654
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

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

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

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

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

Community Education and Outreach - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

Cameras on Rolling Stock - Number of complete inward/outward camera installations on rolling stock.

June 2016 Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	July 2013 -June 2014	July 2014 -June 2015	July 2015 - June 2016
FRA Reportable Customer Accident Rate per Million Customers	2.12	1.75	1.21
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.62	2.27	2.59
Grade Crossing Incidents ¹	4	1	3
Mainline FRA Reportable Train Derailments	2	1	1
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	June	Year end	June	Year to Date
Total Reports Received	0	574	74	338
Total Reports Reviewed by PRT	0	261	124	316
Total Reports that Meet C3RS Program Criteria	0	212	50	279
Total Corrective Actions being Developed	0	3	0	2
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	June	Year to Date	June	Year to Date
Broken Gates	1	20	6	31
MTA Police Details	143	946	134	832
Summons	74	461	20	230
Warnings	32	150	20	85
Community Education and Outreach	NA	NA	2,033	4,033
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

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Cameras on Rolling Stock - Number of complete inward/outward camera installations on rolling stock.



Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	0	2	100%
Burglary	1	0	1	100%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	15	14	1	7%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	11	9	2	22%
Felony Assault	12	7	5	71%
Burglary	11	9	2	22%
Grand Larceny	68	71	-3	-4%
Grand Larceny Auto	3	4	-1	-25%
Total Major Felonies	105	101	4	4%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	4	3	1	33%
Burglary	2	1	1	100%
Grand Larceny	15	20	-5	-25%
Grand Larceny Auto	1	3	-2	-67%
Total Major Felonies	25	29	-4	-14%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	31	29	2	7%
Felony Assault	23	22	1	5%
Burglary	19	14	5	36%
Grand Larceny	119	137	-18	-13%
Grand Larceny Auto	5	7	-2	-29%
Total Major Felonies	197	210	-13	-6%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 8/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	19	21
Felony Assault	25	17
Burglary	13	7
Grand Larceny	38	34
Grand Larceny Auto	3	0
Aggravated Harassment	2	1
Aggravated Unlicensed Operator	13	8
Arson	0	1
Assault-Misdemeanor	32	29
Breach of Peace	8	13
Child Endangerment	3	3
Criminal Contempt	2	7
Criminal Impersonation	4	2
Criminal Mischief	34	28
Criminal Possession Stolen Property	10	8
Criminal Tampering	2	10
Criminal Trespass	25	21
Disorderly Conduct	2	2
Drug Offenses	30	38
DUI Offenses	6	5
Falsely Reporting an Incident	1	4
Forgery	44	37
Fraud	8	7
Graffiti	9	9
Harassment	0	4
Identity Theft	1	2
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	4	12
Obstruct Government	14	5
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	142	76
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	100	21
Reckless Endangerment	1	6
Resisting Arrest	24	21
Sex Offenses	7	4
Stalking	0	1
Theft of Services	111	110
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	1
Warrant Arrest	29	41
Weapons Offenses	4	4
Unauthorized Use Vehicle	0	2
Total Arrests	780	643

INDEX CRIME REPORT
Per Day Average
August 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	4	2	2	0
Burglary	2	1	1	0
Grand Larceny	15	4	11	0
GLA	1	1	0	0
Total	25	9	15	1
Crimes Per Day	0.81	0.29	0.48	0.03



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

July 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	0	1	100%
Burglary	3	3	0	0%
Grand Larceny	10	9	1	11%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	13	2	15%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	10	8	2	25%
Felony Assault	10	7	3	43%
Burglary	10	9	1	11%
Grand Larceny	58	60	-2	-3%
Grand Larceny Auto	3	2	1	50%
Total Major Felonies	91	87	4	5%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

July 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	1	0	1	100%
Burglary	3	3	0	0%
Grand Larceny	15	22	-7	-32%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	23	27	-4	-15%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	28	27	1	4%
Felony Assault	19	19	0	0%
Burglary	17	13	4	31%
Grand Larceny	105	117	-12	-10%
Grand Larceny Auto	4	4	0	0%
Total Major Felonies	173	181	-8	-4%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 7/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	17	19
Felony Assault	21	16
Burglary	11	7
Grand Larceny	31	30
Grand Larceny Auto	3	0
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	13	8
Arson	0	1
Assault-Misdemeanor	26	26
Breach of Peace	8	10
Child Endangerment	2	2
Criminal Contempt	2	6
Criminal Impersonation	4	2
Criminal Mischief	30	26
Criminal Possession Stolen Property	8	8
Criminal Tampering	2	9
Criminal Trespass	24	14
Disorderly Conduct	2	1
Drug Offenses	28	34
DUI Offenses	6	4
Falsely Reporting an Incident	1	4
Forgery	38	35
Fraud	6	5
Graffiti	6	9
Harassment	0	2
Identity Theft	1	1
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	4	11
Obstruct Government	13	5
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	124	73
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	97	18
Reckless Endangerment	1	4
Resisting Arrest	22	19
Sex Offenses	7	3
Stalking	0	1
Theft of Services	97	97
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	29	33
Weapons Offenses	3	3
Unauthorized Use Vehicle	0	2
Total Arrests	697	570

INDEX CRIME REPORT
Per Day Average
July 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	4	2	1	1
Fel. Assault	1	0	1	0
Burglary	3	0	3	0
Grand Larceny	15	3	10	2
GLA	0	0	0	0
Total	23	5	15	3
Crimes Per Day	0.74	0.16	0.48	0.10



Metro-North Railroad

Information Items



JULY FINANCIAL PLAN – 2016 MID-YEAR FORECAST

BY MONTH

Date Issued: September 9, 2016

MTA METRO NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE													
Operating Revenue													
Freight Revenue	\$53,214	\$51,508	\$56,500	\$55,942	\$59,558	\$60,792	\$61,677	\$59,396	\$59,462	\$60,520	\$59,337	\$61,810	\$699,716
Vehicle Toll 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	6.180	4.538	5.492	5.594	5.535	5.071	4.923	4.911	5.186	5.410	5.913	5.525	64,277
Capital and Other Reimbursements	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 Revenue	59,394	56,046	61,991	61,536	65,093	65,863	66,600	64,307	64,648	65,930	65,249	67,334	763,993
Operating Expenses													
Labor:													
Payroll	\$39,632	\$39,173	\$41,907	\$37,617	\$39,812	\$39,372	\$39,903	\$41,362	\$40,717	\$37,353	\$40,125	\$43,302	\$480,276
Overtime	8,122	7,665	6,947	7,290	7,511	7,270	7,990	7,794	7,815	7,222	8,259	9,983	93,870
Health and Welfare	8,576	8,624	9,039	8,016	8,588	8,452	8,678	9,040	8,895	7,975	8,800	9,910	104,593
OPEB Current Payment	2,411	2,368	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	29,000
Pensions	7,515	7,460	7,866	7,184	7,581	7,457	7,640	7,850	7,762	7,126	7,717	10,280	93,437
Other Fringe Benefits	8,815	9,249	9,935	9,197	9,597	9,490	9,660	9,936	9,816	9,100	9,751	10,603	115,150
Reimbursable Overhead	(2,509)	(4,230)	(3,742)	(4,161)	(4,459)	(4,591)	(3,803)	(4,204)	(4,849)	(4,836)	(4,570)	(3,077)	(49,030)
Total Labor Expenses	72,562	70,299	74,374	67,567	71,054	69,873	72,491	74,202	72,579	66,364	72,506	83,425	867,296
Non-Labor:													
Electric Power	\$5,872	\$5,508	\$5,701	\$4,531	\$5,691	\$6,042	\$6,623	\$5,696	\$5,683	\$5,108	\$4,835	\$5,952	\$67,243
Fuel	0,998	0,887	1,280	1,468	1,514	1,209	1,245	1,212	1,181	1,242	1,287	1,331	14,854
Insurance	1,533	1,563	1,570	1,570	1,599	1,613	1,597	1,624	1,597	1,597	1,637	1,679	19,178
Claims	0,007	0,015	0,112	0,106	0,112	0,106	0,112	0,106	0,112	0,112	0,106	(0,033)	0,976
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	7,341	7,095	10,176	9,957	9,889	11,689	9,918	9,293	9,421	9,229	9,438	11,310	114,755
Professional Service Contracts	2,275	2,161	2,754	3,162	3,095	3,566	3,313	3,899	3,337	3,526	3,500	4,010	38,598
Materials & Supplies	8,264	6,324	6,015	6,281	6,377	8,668	6,455	6,481	6,481	6,388	6,442	8,859	83,036
Other Business Expenses	0,034	0,948	1,217	0,832	1,074	1,551	1,450	1,215	1,357	1,085	1,153	1,548	13,442
Total Non-Labor	26,322	24,501	28,825	27,908	29,351	34,445	30,714	29,527	29,149	28,287	28,398	34,655	352,082
Other Expenses 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
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	98,884	94,801	103,199	95,475	100,405	104,318	103,204	103,729	101,728	94,651	100,904	118,080	1,219,378
Depreciation	\$23,921	\$14,084	\$19,946	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$236,900
OPEB Obligation	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	68,316
GASB 68 Pension Adjustment	0.000	(0.464)	(1,124)	(2,403)	(4,751)	(4,858)	(7,023)	(2,093)	(3,183)	(3,276)	(3,710)	(6,946)	(41,464)
Environmental Remediation	-	(0,000)	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	(7,500)	(7,500)
Total Expenses	128,498	114,578	129,254	121,468	126,398	130,311	129,197	129,721	127,721	120,644	126,897	136,574	1,521,261
Net Surplus/(Deficit)	(69,104)	(58,532)	(67,263)	(59,932)	(61,305)	(64,448)	(62,597)	(65,414)	(63,073)	(54,713)	(61,647)	(69,239)	(757,268)
Cash Conversion Adjustments:													
Depreciation	\$23,921	\$14,084	\$19,946	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$236,900
Operating Capital	(1,629)	(0,464)	(1,124)	(2,403)	(4,751)	(4,858)	(7,023)	(2,093)	(3,183)	(3,276)	(3,710)	(6,946)	(41,464)
Other Cash Adjustments	18,383	19,261	3,256	13,276	13,965	(13,000)	5,348	11,243	(7,607)	4,605	9,419	(24,335)	53,814
Total Cash Conversion Adjustments	40,675	32,861	22,078	30,756	29,097	2,025	18,206	29,033	9,093	21,212	25,593	(11,400)	249,250
Net Cash Surplus/(Deficit)	(28,429)	(25,651)	(45,185)	(29,176)	(32,206)	(62,422)	(44,391)	(36,381)	(53,980)	(33,501)	(36,055)	(80,639)	(508,018)

MTA METRO NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
REIMBURSABLE													
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
Vehicle Toll 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
Capital and Other Reimbursements													
MNR - MTA	3.519	8.398	7.861	7.391	9.316	9.319	8.839	10.259	12.411	12.545	11.431	10.670	111.959
MNR - CDOT	3.440	2.526	4.250	9.514	7.722	8.018	6.379	9.531	9.211	9.796	7.396	6.162	83.945
MNR - Other	1.830	1.539	1.879	2.045	2.042	1.960	1.588	1.734	1.987	1.781	1.776	1.668	21.831
Total Revenue	\$8,789	\$12,464	\$13,990	\$18,950	\$19,080	\$19,297	\$16,806	\$21,525	\$23,609	\$24,122	\$20,603	\$18,500	\$217,735
Expenses													
Labor:													
Payroll	\$2,331	\$3,132	\$4,069	\$4,230	\$4,521	\$4,708	\$4,241	\$4,793	\$4,826	\$4,805	\$4,560	\$3,189	\$49,405
Overtime	0.921	1.985	1.095	1,178	1,458	1,458	1,408	1,531	1,709	1,618	1,533	0,842	16,734
Health and Welfare	0.666	1,040	1,215	1,277	1,399	1,454	1,322	1,487	1,523	1,509	1,426	0,926	15,244
OPEB Current Payment	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
Pensions	0.462	0.687	0.807	0.840	0.920	0.949	0.866	0.971	0.988	0.983	0.934	0.637	10,053
Other Fringe Benefits	0.542	0.840	0.916	0.963	1,056	1,093	0,998	1,120	1,148	1,134	1,074	0,705	11,587
Reimbursable Overhead	2,393	4,124	3,625	3,986	4,286	4,402	3,641	4,023	4,673	4,666	4,375	2,887	47,080
Total Labor	\$7,314	\$11,808	\$11,728	\$12,474	\$13,639	\$14,063	\$12,475	\$13,925	\$14,877	\$14,715	\$13,900	\$9,185	\$150,102
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	0.211	0.383	0.332	0.376	0.401	0.421	0.341	0.380	0.430	0.430	0.401	0.227	4,343
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	0.664	0.583	0.554	2,510	1,006	1,358	0,632	0,804	1,103	1,104	0,283	2,460	13,062
Professional Service Contracts	0.549	(0.250)	0.252	0,866	1,351	1,069	0,457	1,799	3,087	3,527	3,534	3,523	19,765
Materials & Supplies	0.015	(0.082)	1.087	2.688	2.646	2.350	2.864	4.579	4.077	4.310	2.450	3.069	30,042
Other Business Expenses	0.036	0.021	0.037	0.037	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.420
Total Non-Labor	\$1,476	\$0,656	\$2,262	\$6,476	\$5,441	\$5,234	\$4,331	\$7,600	\$8,733	\$9,407	\$6,703	\$9,315	\$67,633
Other 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
Total Other 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 Expenses before Depreciation	\$8,789	\$12,464	\$13,990	\$18,950	\$19,080	\$19,297	\$16,806	\$21,525	\$23,609	\$24,122	\$20,603	\$18,500	\$217,735
Depreciation	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 Expenses	\$8,789	\$12,464	\$13,990	\$18,950	\$19,080	\$19,297	\$16,806	\$21,525	\$23,609	\$24,122	\$20,603	\$18,500	\$217,735
Net Surplus/(Deficit)	\$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

MTA METRO NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$53,214	\$51,508	\$55,942	\$59,558	\$60,792	\$61,677	\$59,396	\$59,462	\$60,520	\$59,337	\$61,810	\$699,716	\$699,716
Vehicle Toll 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	6,180	4,538	5,492	5,594	5,071	4,923	4,911	5,186	5,410	5,913	5,525	5,525	64,277
Capital and Other Reimbursements													
MNR - MTA	3,519	8,398	7,861	7,391	9,316	9,319	8,839	10,259	12,411	12,545	11,431	10,670	111,959
MNR - CDOT	3,440	2,526	4,250	9,514	7,722	8,018	6,379	9,531	9,211	9,796	7,396	6,162	83,945
MNR - Other	1,830	1,539	1,879	2,045	2,042	1,960	1,588	1,734	1,987	1,781	1,776	1,668	21,831
Total Revenue	\$68,184	\$68,510	\$75,981	\$80,486	\$84,173	\$85,160	\$83,407	\$85,832	\$88,257	\$90,052	\$85,853	\$85,834	\$981,728
Expenses													
Non-Labor:													
Payroll	\$41,963	\$42,305	\$45,976	\$41,847	\$44,333	\$44,080	\$44,144	\$46,155	\$45,543	\$42,159	\$44,685	\$46,491	\$529,681
Overtime	9,043	9,650	8,042	8,468	8,969	8,728	9,397	9,325	9,525	8,841	9,792	10,825	110,604
Health and Welfare	9,241	9,664	10,254	9,294	9,987	9,907	10,000	10,527	10,417	9,484	10,226	10,836	119,837
OPEB Current Payment	2,411	2,388	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	29,000
Pensions	7,977	8,146	8,672	8,024	8,501	8,406	8,506	8,821	8,760	8,109	8,651	10,917	103,490
Other Fringe Benefits	9,357	10,089	10,852	10,160	10,653	10,583	10,658	11,056	10,964	10,234	10,824	11,309	126,737
Reimbursable Overhead	(0,116)	(0,106)	(0,117)	(0,175)	(0,173)	(0,190)	(0,162)	(0,181)	(0,176)	(0,170)	(0,195)	(0,191)	(1,950)
Total Labor	\$79,876	\$82,107	\$86,102	\$80,041	\$84,693	\$83,937	\$84,966	\$88,127	\$87,456	\$81,079	\$86,405	\$92,610	\$1,077,398
Non-Labor:													
Electric Power	\$5,872	\$5,508	\$5,701	\$4,531	\$5,691	\$6,042	\$6,623	\$5,696	\$5,683	\$5,108	\$4,835	\$5,952	\$67,243
Fuel	0,998	0,887	1,280	1,468	1,514	1,209	1,245	1,212	1,181	1,242	1,287	1,331	14,854
Insurance	1,745	1,956	1,902	1,946	2,000	2,034	1,938	2,004	2,026	2,027	2,038	1,905	23,521
Claims	0,007	0,015	0,112	0,106	0,112	0,106	0,112	0,106	0,112	0,112	0,106	0,039	0,976
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	8,005	7,678	10,730	12,467	10,895	13,047	10,550	10,098	10,525	10,332	9,721	13,770	127,817
Professional Service Contracts	2,824	1,912	3,006	4,028	4,446	4,635	3,771	5,688	6,424	7,053	7,034	7,533	58,363
Materials & Supplies	8,278	6,233	7,102	8,969	9,024	11,018	9,319	11,600	10,558	10,698	8,892	11,928	113,078
Other Business Expenses	0,070	0,969	1,253	0,869	1,110	1,587	1,486	1,251	1,373	1,121	1,189	1,584	13,862
Total Non-Labor	\$27,798	\$25,157	\$31,087	\$34,384	\$34,793	\$39,678	\$35,045	\$37,126	\$37,881	\$37,694	\$35,102	\$43,970	\$419,715
Other 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
Total Other Adjustments	\$0,000												
Total Expenses before Non-Cash Liability Adjs.	\$107,673	\$107,264	\$117,189	\$114,425	\$119,485	\$123,615	\$120,011	\$125,253	\$125,337	\$118,772	\$121,507	\$136,580	\$1,437,113
Depreciation	\$23,921	\$14,084	\$19,946	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$236,900
OPEB Obligation	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	5,693	68,316
GASB 68 Pension Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(7,500)	(7,500)
Environmental Remediation	0,000	(0,000)	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	4,167
Total Expenses	\$137,287	\$127,042	\$143,244	\$140,418	\$145,478	\$149,608	\$146,003	\$151,246	\$151,330	\$144,765	\$147,500	\$155,074	\$1,738,996
Net Surplus/(Deficit)	(\$69,104)	(\$58,532)	(\$67,263)	(\$59,932)	(\$61,305)	(\$64,446)	(\$62,597)	(\$65,414)	(\$63,073)	(\$54,713)	(\$61,647)	(\$69,239)	(\$757,266)
Cash Conversion Adjustments:													
Depreciation	\$23,921	\$14,084	\$19,946	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$236,900
Operating Capital	(1,629)	(0,464)	(1,124)	(2,403)	(4,751)	(4,858)	(7,025)	(2,093)	(3,183)	(3,276)	(3,710)	(6,948)	(41,464)
Other Cash Adjustments	18,383	19,261	3,256	13,276	13,965	(13,000)	5,348	11,243	(7,607)	4,605	9,419	(24,335)	53,814
Total Cash Conversion Adjustments	\$40,675	\$32,881	\$22,076	\$30,756	\$29,097	\$2,025	\$18,206	\$29,033	\$9,093	\$21,212	\$25,593	(\$11,400)	\$249,250
Net Cash Surplus/(Deficit)	(\$28,429)	(\$25,651)	(\$45,185)	(\$29,176)	(\$32,208)	(\$62,422)	(\$44,391)	(\$36,381)	(\$53,980)	(\$33,501)	(\$36,055)	(\$80,639)	(\$508,018)

MTA METRO NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$51,862	\$52,900	\$59,082	\$56,294	\$59,897	\$61,218	\$62,071	\$59,860	\$59,944	\$61,019	\$59,751	\$60,627	\$704,528
Vehicle Toll 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	6,676	7,052	6,294	14,208	7,654	6,489	6,399	7,057	16,517	6,737	8,185	17,128	110,397
Capital and Other Reimbursements	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	20,513	10,370	15,551	3,450	8,360	7,861	7,391	9,316	9,319	8,839	10,259	(1,488)	109,741
MNR - CDOT	4,427	2,829	3,069	9,514	7,722	8,018	6,379	9,531	9,211	9,796	7,396	6,053	83,945
MNR - Other	2,021	3,595	2,464	2,045	2,042	1,960	1,988	1,734	1,987	1,781	1,776	(1,164)	21,881
Total Receipts	\$85,499	\$76,746	\$86,461	\$85,511	\$85,676	\$85,546	\$83,829	\$87,498	\$96,979	\$88,172	\$87,368	\$81,157	\$1,030,442
Expenditures													
Non-Labor:													
Payroll	\$40,927	\$40,584	\$47,355	\$41,312	\$41,238	\$51,428	\$40,551	\$41,680	\$50,429	\$40,824	\$40,415	\$54,264	\$531,009
Overtime	8,944	9,393	10,554	7,970	7,938	10,358	8,897	7,764	11,151	8,338	8,758	10,499	110,564
Health and Welfare	16,705	1,995	16,766	9,587	10,284	10,271	10,299	10,824	10,777	9,787	10,528	5,790	123,614
OPEB Current Payment	2,346	0,455	4,394	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,423	2,420	29,000
Pensions	8,469	8,476	8,525	8,103	8,569	8,540	8,617	8,936	8,856	8,174	8,717	10,546	104,527
Other Fringe Benefits	11,574	10,918	12,233	9,545	9,490	12,376	10,139	9,396	12,696	9,639	9,659	7,985	125,649
GASB Account	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	\$85,965	\$71,821	\$99,827	\$78,940	\$79,942	\$95,397	\$60,926	\$81,023	\$96,332	\$79,185	\$80,500	\$91,503	\$1,024,363
Non-Labor:													
Electric Power	\$2,278	\$5,257	\$6,144	\$4,531	\$5,691	\$6,042	\$6,623	\$5,696	\$5,683	\$5,108	\$4,835	\$9,354	\$67,243
Fuel	0,813	1,092	1,004	1,243	1,514	0,984	1,245	1,212	0,966	1,242	1,287	1,361	13,964
Insurance	2,688	3,146	0,000	1,870	0,959	0,736	3,417	1,958	2,433	0,454	3,148	2,602	23,411
Claims	0,200	0,528	0,126	0,864	0,870	0,864	5,111	5,105	5,111	2,786	2,780	1,958	26,305
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	5,464	6,089	7,254	10,978	11,541	22,168	10,424	8,611	15,793	11,405	10,657	30,580	150,965
Professional Service Contracts	2,740	2,785	3,778	2,787	3,409	7,912	5,818	4,706	9,336	6,246	6,218	9,942	65,676
Materials & Supplies	7,921	7,978	11,326	9,748	9,835	9,349	10,035	11,367	10,996	11,119	9,895	7,384	116,951
Other Business Expenditures	2,859	3,701	2,186	3,726	4,122	4,518	4,619	4,201	4,319	4,127	4,102	7,112	49,592
Total Non-Labor	\$24,963	\$30,576	\$31,818	\$35,748	\$37,942	\$52,571	\$47,293	\$42,856	\$54,627	\$42,488	\$42,923	\$70,293	\$514,097
Other 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
Total Other Adjustments	\$0.000												
Total Expenditures	\$113,928	\$102,397	\$131,645	\$114,687	\$117,884	\$147,968	\$128,220	\$123,879	\$150,959	\$121,673	\$123,423	\$161,796	\$1,538,460
Net Cash Deficit	(\$28,429)	(\$25,651)	(\$45,185)	(\$29,176)	(\$32,208)	(\$62,422)	(\$44,391)	(\$36,381)	(\$53,980)	(\$33,501)	(\$36,055)	(\$80,639)	(\$508,016)
MTA Subsidy	\$8,706	\$22,001	\$34,832	\$22,155	\$24,510	\$53,736	\$36,829	\$27,711	\$45,114	\$27,496	\$28,158	\$70,767	\$402,014
CDOT Subsidy	16,379	5,711	10,352	7,022	7,697	8,687	7,561	8,670	8,867	6,009	7,897	11,152	106,004

MTA METRO NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
CASH FLOW ADJUSTMENTS													
Receipts													
Farebox Revenue	(\$1,352)	\$1,392	\$2,582	\$0,352	\$0,340	\$0,426	\$0,394	\$0,464	\$0,483	\$0,499	\$0,415	(\$1,182)	\$4,812
Vehicle Toll 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	0.496	2.514	0.803	8.614	2.119	1.418	1.476	2.146	11.331	1.326	2.272	11.604	46.119
Capital and Other Reimbursements													
MNR - MTA	16.994	1.972	7.690	(3.941)	(0.956)	(1.458)	(1.448)	(0.944)	(3.082)	(3.706)	(1.172)	(12.157)	(2,218)
MNR - CDOT	0.987	0.303	(1.181)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.109)	0.000
MNR - Other	0.191	2.056	0.585	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.832)	(0.000)
Total Receipts	\$17,315	\$8,236	\$10,479	\$5,026	\$1,503	\$0,385	\$0,422	\$1,666	\$8,722	(\$1,880)	\$1,515	(\$4,677)	\$48,714
Expenditures													
Labor:													
Payroll	\$1,036	\$1,721	(\$1,378)	\$0,535	\$3,095	(\$7,348)	\$3,593	\$4,475	(\$4,886)	\$1,334	\$4,270	(\$7,772)	(\$1,328)
Overtime	0.099	0.257	(2,512)	0.498	1.031	(1,630)	0.500	1.560	(1,626)	0.503	1.034	0.326	0.040
Health and Welfare	(7,464)	7,669	(6,512)	(0,293)	(0,297)	(0,364)	(0,300)	(0,297)	(0,360)	(0,303)	(0,302)	5,046	(3,778)
OPEB Current Payment	0.065	1.903	(1,971)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000
Pensions	(0,492)	(0,330)	0,147	(0,079)	(0,068)	(0,134)	(0,111)	(0,114)	(0,097)	(0,065)	(0,066)	0,371	(1,037)
Other Fringe Benefits	(2,217)	(0,829)	(1,382)	0,615	1,163	(1,794)	0,519	1,660	(1,792)	0,595	1,165	3,323	1,088
GASB Account	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	(0,116)	(0,106)	(0,117)	(0,125)	(0,173)	(0,190)	(0,162)	(0,181)	(0,176)	(0,170)	(0,195)	(0,191)	(1,950)
Total Labor	(\$9,089)	\$10,286	(\$13,726)	\$1,102	\$4,751	(\$11,460)	\$4,039	\$7,104	(\$8,876)	\$1,894	\$5,905	\$1,107	(\$6,965)
Non-Labor:													
Electric Power	\$3,594	\$0,251	(\$0,443)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$3,402)	\$0,000
Fuel	0.185	(0,205)	0,276	0,225	0,000	0,225	0,000	0,000	0,225	0,000	0,000	(0,030)	0,900
Insurance	(0,943)	(1,190)	1,902	0,076	1,041	1,299	(1,479)	0,046	(0,407)	1,573	(1,110)	(0,697)	0,111
Claims	(0,193)	(0,513)	(0,013)	(0,758)	(0,758)	(0,758)	(4,999)	(4,999)	(4,999)	(2,674)	(2,674)	(1,991)	(25,329)
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	2,541	1,589	3,476	1,488	(0,646)	(9,120)	0,126	1,486	(5,269)	(1,072)	(0,936)	(16,810)	(23,147)
Professional Service Contracts	0.084	(0,873)	(0,772)	1,241	1,037	(3,277)	(2,047)	0,992	(2,912)	0,807	0,816	(2,409)	(7,313)
Materials & Supplies	0.357	(1,745)	(4,224)	(0,779)	(0,811)	1,669	(0,716)	(0,307)	(0,498)	(0,421)	(1,003)	4,544	(3,873)
Other Business Expenditures	(2,789)	(2,732)	(0,933)	(2,857)	(3,011)	(2,930)	(3,133)	(2,950)	(2,947)	(3,006)	(2,914)	(5,528)	(35,730)
Total Non-Labor	\$2,835	(\$5,419)	(\$0,731)	(\$1,364)	(\$3,150)	(\$12,893)	(\$12,248)	(\$5,730)	(\$16,746)	(\$4,794)	(\$7,821)	(\$26,323)	(\$94,382)
Other 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
Total Other Expenditures 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 Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$11,061	\$13,103	(\$3,977)	\$4,763	\$3,104	(\$23,967)	(\$7,787)	\$3,040	(\$16,900)	(\$4,780)	(\$0,400)	(\$29,893)	(\$52,633)
Depreciation Adjustment	\$23,921	\$14,084	\$19,946	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$19,883	\$236,900
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68,317
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(7,500)	(7,500)
Environmental Remediation	0.000	(0,000)	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	4,167
Total Cash Conversion Adjustments	\$40,675	\$32,861	\$22,078	\$30,756	\$29,097	\$2,025	\$18,206	\$29,093	\$9,093	\$21,212	\$25,593	(\$11,399)	\$249,251

MTA METRO-NORTH RAILROAD
 July Financial Plan - 2016 Mid-Year Forecast
 Overtime - Non-Reimbursable/Reimbursable Basis
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	3.600	2.791	2.927	3.115	3.100	3.049	3.105	2.917	3.191	2.768	3.631	3.709	37.903
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.832	2.384	2.086	2.194	2.702	2.452	2.941	2.928	2.791	2.727	2.734	2.103	29.874
<u>Unscheduled Maintenance</u>	0.030	0.038	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.082	0.600
<u>Vacancy/Absentee Coverage</u>	1.085	1.299	1.383	1.631	1.359	1.419	1.593	1.599	1.483	1.377	1.545	2.035	17.810
<u>Weather Emergencies</u>	1.491	0.854	0.500	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	2.054	7.300
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.084	0.299	-	-	-	-	-	-	-	-	-	-	0.383
Sub-Total	\$8.122	\$7.665	\$6.947	\$7.290	\$7.511	\$7.270	\$7.990	\$7.794	\$7.815	\$7.222	\$8.259	\$9.983	\$93.870
REIMBURSABLE OVERTIME													
	\$0.921	\$1.985	\$1.095	\$1.178	\$1.458	\$1.458	\$1.408	\$1.531	\$1.709	\$1.618	\$1.533	\$0.842	\$16.735
TOTAL NR & R OVERTIME	\$9.043	\$9.650	\$8.042	\$8.468	\$8.969	\$8.728	\$9.397	\$9.325	\$9.525	\$8.841	\$9.792	\$10.825	\$110.605

MTA METRO-NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Ridership (Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Farebox Revenue by Line & Type													
Harlem Line - Commutation	9,085	9,084	9,185	9,161	9,156	9,448	9,361	8,694	9,247	9,524	9,397	9,027	110,369
Harlem Line - Non-Commutation	7,077	6,613	7,714	7,561	8,485	8,561	8,782	8,659	8,490	8,561	8,225	9,167	97,893
Total	\$16,161	\$15,696	\$16,899	\$16,722	\$17,641	\$18,009	\$18,143	\$17,352	\$17,737	\$18,084	\$17,622	\$18,195	\$208,261
Hudson Line - Commutation	5,922	5,951	6,027	5,987	5,953	6,065	5,951	5,635	5,997	6,162	6,045	5,861	71,557
Hudson Line - Non-Commutation	5,414	5,142	6,170	6,127	7,030	6,963	7,248	7,348	7,033	7,124	6,670	7,249	79,517
Total	\$11,336	\$11,093	\$12,197	\$12,114	\$12,983	\$13,029	\$13,198	\$12,983	\$13,030	\$13,286	\$12,715	\$13,110	\$151,074
New Haven Line - Commutation	12,559	12,408	12,787	12,574	12,649	13,180	12,993	12,141	12,919	13,219	12,960	12,260	152,651
New Haven Line - Non-Commutation	13,127	12,283	14,587	14,501	16,256	16,545	17,315	16,894	15,750	15,905	16,015	18,221	187,399
Total	\$25,687	\$24,691	\$27,374	\$27,076	\$28,905	\$29,725	\$30,309	\$29,035	\$28,670	\$29,124	\$28,974	\$30,481	\$340,050
Total Commutation (East of Hudson)	27,566	27,443	28,000	27,722	27,758	28,693	28,305	26,470	28,164	28,906	28,402	27,149	334,577
Total Non-Commutation (East of Hudson)	25,618	24,037	28,471	28,189	31,771	32,069	33,345	32,901	31,273	31,590	30,909	34,636	364,809
Total Farebox Revenue (East of Hudson)	\$53,184	\$51,480	\$56,470	\$55,911	\$59,528	\$60,762	\$61,650	\$59,371	\$59,437	\$60,495	\$59,311	\$61,785	\$699,386
West of Hudson Mail & Ride Revenue ⁽¹⁾	\$0.031	\$0.029	\$0.030	\$0.030	\$0.029	\$0.030	\$0.027	\$0.025	\$0.025	\$0.025	\$0.025	\$0.025	\$0.332
Total Farebox Revenue	\$53,215	\$51,510	\$56,500	\$55,942	\$59,558	\$60,792	\$61,677	\$59,396	\$59,462	\$60,520	\$59,337	\$61,810	\$699,718
Ridership by Line & Type													
Harlem Line - Commutation	1,296	1,343	1,549	1,425	1,425	1,512	1,372	1,424	1,429	1,489	1,403	1,404	17,071
Harlem Line - Non-Commutation	0,803	0,755	0,886	0,870	0,953	0,945	0,962	0,964	0,955	0,959	0,935	1,024	11,011
Total	2,099	2,098	2,435	2,295	2,378	2,457	2,334	2,388	2,384	2,449	2,338	2,428	28,082
Hudson Line - Commutation	0,715	0,748	0,867	0,792	0,789	0,830	0,753	0,794	0,790	0,821	0,768	0,777	9,445
Hudson Line - Non-Commutation	0,501	0,471	0,567	0,571	0,643	0,643	0,672	0,681	0,650	0,633	0,604	0,658	7,295
Total	1,216	1,219	1,434	1,364	1,433	1,473	1,424	1,475	1,440	1,454	1,372	1,435	16,740
New Haven Line - Commutation	1,739	1,784	2,081	1,898	1,912	2,045	1,853	1,936	1,956	2,020	1,899	1,859	22,971
New Haven Line - Non-Commutation	1,287	1,213	1,429	1,424	1,581	1,598	1,668	1,652	1,535	1,527	1,551	1,736	18,201
Total	3,026	2,997	3,510	3,322	3,493	3,643	3,521	3,588	3,491	3,547	3,440	3,595	41,172
Total Commutation (East of Hudson)	3,749	3,875	4,497	4,115	4,126	4,387	3,978	4,154	4,174	4,330	4,060	4,041	49,488
Total Non-Commutation (East of Hudson)	2,592	2,439	2,882	2,865	3,178	3,186	3,301	3,297	3,140	3,119	3,090	3,418	36,507
Total Ridership (East of Hudson)	6,341	6,314	7,379	6,980	7,304	7,573	7,279	7,451	7,315	7,449	7,150	7,459	85,994
West of Hudson Ridership ⁽²⁾	0.127	0.129	0.153	0.146	0.149	0.158	0.153	0.157	0.152	0.153	0.145	0.145	1.767
Total Ridership	6,468	6,443	7,532	7,126	7,453	7,731	7,432	7,608	7,467	7,602	7,295	7,604	87,761

(1) West of Hudson ticket sales received through Metro-North Mail & Ride program are reported as Metro-North Farebox Revenues; all other West of Hudson ticket revenues are offset against New Jersey Transit operating costs for providing service for both Pascack Valley and Port Jervis lines.

(2) West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2016 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	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	17	17	17	17	17	17	18	18	18	18	18	18
Safety ⁽¹⁾	42	42	42	43	45	50	50	50	54	54	54	54
Security ⁽¹⁾	16	16	16	16	16	17	19	19	19	19	19	19
Office of the Executive VP ⁽²⁾	6	6	5	6	6	6	6	6	10	10	10	10
Corporate & Public Affairs ⁽²⁾	18	18	20	20	20	19	19	19	19	19	19	19
Customer Service	59	58	55	58	58	58	58	58	60	60	60	61
Legal	16	16	17	17	17	17	17	17	17	17	18	19
Claims	13	13	13	13	13	13	13	13	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	6	6	6	7	7	7	8
VP Human Resources ⁽³⁾	38	39	41	41	41	41	46	46	46	46	46	47
Training	68	67	69	70	70	76	82	88	90	92	94	98
Employee Relations & Diversity	6	6	6	6	6	6	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	21	21	20	20	19	19	19	21	22	22	22	22
Capital Planning & Programming	9	9	12	12	12	12	12	13	15	17	17	18
Long Range Planning	6	6	6	6	6	8	8	8	8	8	8	8
VP Finance & Info Systems	1	1	1	2	2	2	2	2	2	2	7	7
Controller	74	73	74	74	74	74	76	76	77	77	77	80
Budget	18	18	17	16	17	19	19	20	20	20	20	22
Procurement & Material Management	28	29	30	28	28	32	33	34	34	34	34	36
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	468	467	472	478	481	499	517	527	544	553	556	572
Operations												
Operations Admin	76	77	71	54	55	57	59	66	66	68	68	70
Transportation	1,533	1,509	1,491	1,514	1,521	1,527	1,536	1,537	1,550	1,548	1,548	1,488
Customer Service	301	300	309	313	316	316	318	317	318	318	318	329
Metro-North West	27	28	32	32	32	32	32	32	32	32	32	46
Total Operations	1,937	1,914	1,903	1,913	1,924	1,932	1,943	1,952	1,966	1,966	1,966	1,933
Maintenance												
Maintenance of Equipment	1,623	1,620	1,627	1,636	1,643	1,616	1,614	1,624	1,624	1,647	1,652	1,764
Maintenance of Way	2,016	2,008	2,026	2,040	2,065	2,068	2,101	2,154	2,158	2,175	2,177	2,314
Procurement & Material Mgmt	120	117	118	119	119	122	122	123	123	123	123	123
Total Maintenance	3,759	3,745	3,771	3,795	3,827	3,806	3,837	3,901	3,905	3,945	3,952	4,201
Engineering/Capital												
Construction Management	37	37	36	36	36	36	40	40	40	43	43	43
Engineering & Design	68	67	72	69	69	71	71	72	76	76	78	80
Total Engineering/Capital	104	104	108	105	105	107	111	112	116	119	121	123
Total Positions	6,268	6,230	6,254	6,291	6,337	6,344	6,408	6,492	6,531	6,583	6,595	6,829
Non-Reimbursable	5,937	5,844	5,684	5,626	5,629	5,632	5,679	5,770	5,768	5,824	5,851	6,230
Reimbursable	331	386	570	664	708	712	729	723	763	759	745	599
Total Full-Time	6,267	6,229	6,253	6,290	6,336	6,343	6,407	6,491	6,530	6,582	6,594	6,828
Total Full-Time-Equivalents	1											

⁽¹⁾ To improve the focus on two critical operating units the Safety and Security Department was re-organized to form two separate departments.

⁽²⁾ In 2015 positions were transferred to the newly formed Office of the Executive VP department.

⁽³⁾ In 2016 positions in the Human Resources department will be consolidated with VP Human Resources department.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2016 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	153	154	153	156	158	157	158	159	160	162	162	160
Professional, Technical, Clerical	315	313	319	322	323	342	359	368	384	391	394	412
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	468	467	472	478	481	499	517	527	544	553	556	572
Operations												
Managers/Supervisors	215	210	205	205	207	216	221	224	226	229	229	185
Professional, Technical, Clerical	173	173	168	167	171	174	175	184	185	191	193	291
Operational Hours	1,549	1,532	1,530	1,541	1,546	1,542	1,547	1,544	1,555	1,546	1,544	1,457
Total Operations	1,937	1,914	1,903	1,913	1,924	1,932	1,943	1,952	1,966	1,966	1,966	1,933
Maintenance												
Managers/Supervisors	599	608	593	599	606	621	621	624	631	639	645	539
Professional, Technical, Clerical	462	441	447	448	452	460	478	479	482	487	492	588
Operational Hours	2,699	2,695	2,731	2,748	2,769	2,725	2,738	2,798	2,792	2,819	2,815	3,074
Total Maintenance	3,759	3,745	3,771	3,795	3,827	3,806	3,837	3,901	3,905	3,945	3,952	4,201
Engineering/Capital												
Managers/Supervisors	38	39	41	41	41	41	41	42	43	43	44	53
Professional, Technical, Clerical	66	64	67	64	64	66	70	70	73	76	77	70
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	104	104	108	105	105	107	111	112	116	119	121	123
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Total Positions												
Managers/Supervisors	1,005	1,012	992	1,001	1,012	1,035	1,041	1,049	1,060	1,073	1,080	937
Professional, Technical, Clerical	1,016	992	1,001	1,001	1,010	1,042	1,082	1,101	1,124	1,145	1,156	1,361
Operational Hours	4,248	4,227	4,261	4,289	4,315	4,267	4,285	4,342	4,347	4,365	4,359	4,531
Total Positions	6,268	6,230	6,254	6,291	6,337	6,344	6,408	6,492	6,531	6,583	6,595	6,829



Metro-North Railroad

Diversity/EEO Report

2nd Quarter 2016

Overview

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's June 30, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The numbers and information provided above do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2016, 2nd QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES

As of June 30, 2016

JOB CATEGORY	TOTAL ¹		FEMALES ²		MINORITIES		NON MINORITIES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPi		OTHER	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	34		9	26.5%	15	44.1%	19	55.9%	7	20.6%	4	11.8%	2	5.9%	0	0.0%	0	0.0%	2	5.9%
Professionals	13		5	38.5%	7	53.8%	6	46.2%	4	30.8%	2	15.4%	1	7.7%	0	0.0%	0	0.0%	0	0.0%
Technicians	1		1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0		0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	2		0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	62		24	38.7%	33	53.2%	29	46.8%	12	19.4%	7	11.3%	10	16.1%	0	0.0%	0	0.0%	4	6.5%
Skilled Craft	90		8	8.9%	36	40.0%	54	60.0%	17	18.9%	14	15.6%	0	0.0%	0	0.0%	0	0.0%	5	5.6%
Service Maintenance	92		4	4.3%	45	48.9%	47	51.1%	28	30.4%	15	16.3%	1	1.1%	0	0.0%	0	0.0%	1	1.1%
Total	294		51	17.3%	136	46.3%	158	53.7%	68	23.1%	42	14.3%	14	4.8%	0	0.0%	0	0.0%	12	4.1%

¹ Total includes male and female new hires, both minority and non-minority.

² Total includes female new hires, both minority and non-minority.

**2016 SECOND QUARTER EEO REPORT
AGENCY NAME:**

**EEO AND TITLE VI COMPLAINTS
Mid-Year 2016¹ vs. Mid-Year 2015¹**

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	14	19	11	3	6	11	17	9	2	0	8	7	8	5	20	23	86	77	55	41	18	19
EEO TOTAL	6	4	2	0	4	5	5	4	0	0	4	2	6	4	6	6	33	25	18	16	8	9
External	8	15	9	3	2	6	12	5	2	0	4	5	2	1	14	17	53	52	37	25	10	10
Internal																						

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	12	8	3	2	1	2	0	0	16	12	12	10	3	1
Title VI														

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of June 30, 2016 vs June 30, 2015

2016 SECOND QUARTER EEO REPORT
 AGENCY NAME:

EEO AND TITLE VI COMPLAINT RESOLUTIONS
Mid-Year 2016 vs. Mid-Year 2015

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
EEO Total	18	6	1	5	7	6	2	1	7	0	2	4	37	22
External	0	2	0	0	2	2	1	0	7	0	0	3	10	7
Internal	18	4	1	5	5	4	1	1	0	0	2	1	27	15

**Due to reclassification of external cases, the corrected Withdrawn category is noted above.*

TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS
Mid-Year 2016 vs. Mid-Year 2015

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSAL		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Title VI	2	4	0	0	6	3	0	1	0	0	0	1	8	9

Reporting Period as of June 30, 2016 vs June 30, 2015

Metro-North Railroad (“MNR”) has developed an aggressive outreach recruitment strategy to address the diversity of females and minorities in its workforce. The results of these efforts will ensure MNR achieves and maintains a diverse workforce population and is seen as an employer of choice in the region. To accomplish this task, Human Resources and Diversity/EEO Departments have partnered and developed a three-prong approach that focuses on outreach, retention and culture shift.

Recruiting and Outreach:

In order to recruit and hire qualified females and minorities, the recruitment staff is committed to participating in and leading events and career fairs that portray a positive image of MNR in order to create the foundation for future recruiting success. [See list below] The strategies that have proven to be the most effective are those that focus on direct contact and to that end MNR maintains extensive contacts in urban and minority communities and reaches out to high schools, local colleges, female and minority affiliated organizations and elected officials. MNR continues to seek those venues which are the most beneficial to our recruitment strategy and recognizes that our success depends upon how we market ourselves.

To that end MNR’s Internship Program continues to be a successful recruitment tool whereby interns have been recruited and hired after successfully completing the Program. In 2016 we had 58 total interns of which 21 (36.2%) were female, 30 (52%) were White, 7 (12%) were Black, 7 (12%) were Hispanic, 10 (17%) were Asian, and 4 (7%) identified as Other.

The goal of the recruiting component is to identify and attract talent from a diverse pool and to ensure that every candidate is treated fairly throughout the hiring process. To ensure that diverse pools are reviewed and screened appropriately, hiring managers and search committee members will be provided mandatory training that addresses ethics, hiring processes, EEO issues and interview skills. This training will ensure that the application and screening processes are bias-free and that hiring managers do not let their subtle biases or cultural knowledge gaps negatively impact the hiring process.

Retention and Mobility:

We offer voluntary development opportunities to all employees, which can assist them in planning for different careers within MNR or across the MTA, and can also assist them in developing business and leadership skills that will be valuable as they seek to move up within the organization. The Tuition Reimbursement Program, open-enrollment professional development courses, and Lynda.com library of online courses are available in-house to all employees, agreement and non-agreement. The Training Department will also assist managers and individual employees with finding alternative resources to meet specific employee needs. MNR has also enhanced our career counseling offerings and have expanded those services to agreement employees to assist them find higher level positions within MNR.

Culture Shift:

Finally, MNR will only be successful in increasing and maintaining diversity if the organizational culture embraces diversity as an important business necessity. In order to achieve this goal, MNR has instituted mandatory trainings that includes EEO and Transgender/Gender Awareness and ongoing events that celebrate diversity. These trainings are intended to show MNR employees that their individual qualities and contributions enhance the agency and make it better.

The following strategies have been or will be implemented by Metro-North Railroad to improve female and minority representation in its workforce:

- The Office of Diversity and EEO meets annually with all Metro-North executive and management staff to review the workplace diversity report and progress against goals, and discuss their responsibilities and efforts necessary to ensure that their departments strive to achieve their goals.
- Continue to attend career fairs of regional colleges with historically diverse student populations including CUNY and SUNY colleges as a way to recruit a diverse applicant pool for jobs and internships.
- Process established for following up with contacts made at job fairs, schools, and minority associations to ensure qualified diverse applicants apply for open positions.
- Develop long-term recruitment resources by visiting middle and high schools to introduce students to Metro-North Railroad and inform them of future career/employment opportunities before they seek college or craft schools.
- Continue to promote and enhance programs intended to promote from within and diversify job groups that have historically been underrepresented by females and minorities. These programs include the Foreman in Training program, Leadership Core Programs and the MNR Mentoring Program.
- Established Career Advisement Workshops for agreement employees to prepare them to apply for higher level management positions.
- Mandatory trainings for all employees participating in search committees on the *Recruitment and Hiring Process* that will instruct committee members on their ethical responsibilities and prepare them to conduct interviews and selections to ensure the hiring process is fair and non-discriminatory.
- Creating a diversity friendly and culturally sensitive workplace by instituting ongoing Diversity Awareness programs including Brown Bag Lunch and Learn Series.
- Work with organizations like COMTO and WTS co-host educational events geared to promoting diversity and inclusiveness.



STRATEGIES TO IMPROVE WORKFORCE DIVERSITY

New for 2016

- Mandatory EEO Transgender/Gender Awareness Training for all Metro-North employees to communicate EEO policies and value of diversity to MNR.
- Human Resources oversight of all internal hires and promotions to ensure the selection process is fair and consistent throughout the agency and that efforts are made to recruit diverse internal applicants.
- EEO must concur on all new hires and promotions.

Date of the Event	Name of Organization/Event
2/2/2016	Gateway Community College New Haven, CT
02/03/2016	Queens College Student Veteran Organization Queens, NY
02/122016	Stony Brook University Long Island, NY
02/122016	Career Day – Equality Staff and Scholars Bronx, NY
02/18/2016	Recruit Military @ New Yorker Hotel New York, NY
03/16/2016	Queens College Student Veteran Organization Queens, New York
03/30/2016	John Jay College on Maximizing the Job Fair Experience New York, NY
03/31/2016	MTA Metro-North Railroad and DDCR present MTA SBMP – MNR Employment Opportunities – MTAPD Recruitment
4/13/2016	George Westinghouse High School
04/14/2016	Vaughn College Queens, NY
04/14/2016	Mercy College Dobbs Ferry, NY
4/19/2016	APEX



STRATEGIES TO IMPROVE WORKFORCE DIVERSITY

	New York, NY
04/21/2016	NYC Hiring Our Heroes – Lexington Armory NYC, NY
05/19/2016	John Jay College NYC, NY
05/26/2016	Recruit Military @ Metropolitan Pavilion New York, NY
06/15/2016	AARP Foundation SCSEP 2016 Career Fair NYC, NY
06/28/2016	Nassau Community College Nassau, NY
7/22/2016 & 7/25/2016	Co-op Tech New York, NY
08/04/2016	US Coast Guard Family Day at Fort Wadsworth Staten Island, NY
08/08/2016	Vaughn College, Queens, NY
08/08/2016	Berk Technical School New York, NY
08/09/2016	Edge4Vets Veterans Roundtable for HR Professionals
08/20/2016	MTA Agency-Wide 2016 Annual Harlem Week Celebration NY, NY
09/09/2016	VIP Community Services Bronx, New York 176th Street
09/15/2016	Seton Hall U Career Fair South Orange, NJ
09/23/2016	Stony Brook University Long Island, NY
09/28/2016	NJIT Career Fair South Orange, NJ



STRATEGIES TO IMPROVE WORKFORCE DIVERSITY

09/28/2016	Stony Brook University Long Island, NY
09/29/2016	New Haven University Career Fair New Haven, CT
10/04/2016	Manhattan College Career Fair NY, NY
10/14/2016	Suffolk County Community College Veteran Career Fair & Expo Long Island, NY
10/14/2016	Hofstra University Career Fair

- Metro-North continues to identify opportunities to reach communities throughout Metro-North's territory and throughout the five boroughs.
- We continue to practice a hands on approach to our recruitment outreach. We partner with the office of State Senator Andrea Stewart-Cousins, Council Member Christopher Johnson and others. On a weekly basis we release our job postings to council members as well as other organizations and agencies.
- Human Resources has attended 26 events this year to date.¹ Our purpose is to continue to identify and target females, minorities and veterans. Job fairs, career fairs, and military fairs and events, continue to assist Metro-North Railroad in addressing underutilization. Lastly we have hired 34 veterans this year to date.

¹ As of September 14, 2016



2016 YTD Totals

Maintenance of Way Division

(Track, Structures, Stations & Facilities)



2016 Track Work*

Tie Replacement

- ❖ New Haven – **19,986 ties (66% complete)**
- ❖ Total 2016 to date – **19,986 ties (45% complete)**
- ❖ Total in 2015 – 40,211 ties

Mini Tie Gang

- ❖ **Hudson – 137 ties**
- ❖ **Harlem – 120 ties**
- ❖ **Total 2016 to date – 257 ties**

Rail Vac

- ❖ GCT – **379 ties**
- ❖ Hudson – **1,053 ties**
- ❖ Harlem – **1,146 ties**
- ❖ New Haven – **514 ties**
- ❖ Total 2016 to date – **3,092 ties**
- ❖ Total in 2015 – 5,443 ties

2016 Track Work*

Rail Replacement

- ❖ Hudson – **1.87 miles (115% complete)**
- ❖ Harlem – **0.62 miles (141% complete)**
- ❖ New Haven – **2.99 miles (48% complete)**
- ❖ Total 2016 to date – **5.48 miles (67% complete)**
- ❖ Total in 2015 – 12.81 miles

Surfacing

- ❖ GCT – **17,952 feet**
- ❖ Hudson – **87,660 feet (45% complete)**
- ❖ Harlem – **68,086 feet**
- ❖ New Haven – **165,040 feet (67% complete)**
- ❖ Total 2016 to date – **338,738 feet (64.15 miles, 56% complete)**
- ❖ Total in 2015 – 147.96 miles

Grade Crossings

- ❖ Hudson Line – **2 crossings (33% complete)**
- ❖ Harlem Line – **9 crossings (100% complete)**
- ❖ New Haven – **7 crossings (78% complete)**
- ❖ Total 2016 to date – **18 crossings (52% complete)**
- ❖ Total in 2015 – 16 crossings

2016 Track Work*

Switch Renewal

- ❖ GCT – 7 switches (*117% complete*)
- ❖ Harlem – 7 switches (*50% complete*)
- ❖ **New Haven – 5 switches (*33% complete*)**
- ❖ Stamford Yard – 8 switches (*72% complete*)
- ❖ Total 2016 to date – **27 switches (*52% complete*)**
- ❖ Total in 2015 – 50 switches

Welds

- ❖ Hudson – **455 joints**
- ❖ Harlem – **371 joints**
- ❖ New Haven – **478 joints**
- ❖ Port Jervis – **44 joints**
- ❖ Total 2016 to date – **1,348 joints (*84% complete*)**
- ❖ Total in 2015 – 1,529 joints

Loram Rail Grinder

- ❖ New Haven – 12.2 miles (57.86 pass miles)

2016 Track Work*

GCT Station Track Rehabilitation

- ❖ Completed:
 - Track 11 – 800 ft. rail
 - Track 18 – 800 ft. rail, 60 block ties & plates
 - Track 23 – 50 wood ties
 - Track 33 – **794 block ties & plates, 1,600 ft. rail**
 - Track 37 – 350 ft. rail, 150 plates
 - Track 38 – 800 ft. rail, 400 block ties & plates
 - Track 40 – 120 block ties & plates
 - Track 102 – 120 block ties & plates
 - Track 103 – 120 block ties & plates
 - Track 104 – 60 block ties & plates
- ❖ Totals 2016 to date:
 - **1,674 block ties**
 - **1,824 plates**
 - 50 wood ties
 - **4,350 ft. rail**



2016 Automated Inspection Work

Sperry Rail

- ❖ 1st run - field survey **100%** complete, **79** defects corrected
- ❖ 2nd run - field survey to begin September 2016

Mermec Geometry Car

- ❖ **Completed April 16, 2016**

Enesco Geometry

- ❖ **Contracted for 6 tests over 3 years**
- ❖ **1st run – Survey scheduled to begin November 2016**

TSAVe Geometry/GRMS Car

- ❖ **Surveying Hudson and New Haven lines currently**

Track Loading Vehicle

- ❖ **Due to continuing equipment malfunctions, the remainder of the 2016 testing is cancelled.**
- ❖ **TLV is scheduled for long-distance transport back to TTCl, in Pueblo, CO.**

2016 Structures Work

Overhead Bridge Program

- ❖ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load barring supports, and timber deck replacements.
- ❖ Harlem
 - Fabricate Bridge Walkway (MP 73.41) – 100% complete
- ❖ Port Jervis
 - Bridge Walkway (MP 86.44 SR) –100% complete
- ❖ Harlem
 - Bridge Walkway (MP 72.41) – 100% complete

Timber Replacement Program

- ❖ *Harlem*
 - *River (MP 72.41, Track 1) - 100% complete*
 - *Swamp River (MP 73.21, Track 1) - 100% complete*
- ❖ Port Jervis
 - Neversink River (MP 86.44 SR, 1 deck) - *100% complete*
 - *(MP 86.52 SR, Track 1) - 100% complete*



2016 Structures Work

Timber Replacement Program

- ❖ New Haven
 - Purchase St. (MP 24.00, Trk 3) – 100% complete
 - Sachem Rd. (MP 29.48, Trk 2) – 100% complete
 - Cos Cob Bridge “spot” timbers (CP 230, Trk 1&2) – 100% complete
 - Cos Cob Bridge (CP 230, Trk 4) – **85% complete**
 - Tomac Ave. (MP 31.62 Trk 2) – 100% complete
 - **Elm St. (MP 33.75, Track 8) – 100% complete**
 - **East Main (MP 34.17, Track 4) – 100% complete**
 - **Saga Bridge “spot” timbers (MP 44.32, Track 4) – 75% complete**
 - **Bostwick Ave. (MP 53.60, Track 3) – 100% complete**
 - Seaview Ave. (MP 56.77, Track 6) – 100% complete
 - Union Ave. (MP 55.40, Track 3) – 100% complete
 - **King St. (MP 58.88, Track 3) – 100% complete**
 - Devon Bridge (MP 60.42, Track 1) – **90% complete**
 - Gulf St. (MP 63.83, Track 1) – 100% complete

Direct Fixation Fasteners, Pad & Trainshed Repairs

- ❖ Park Avenue Viaduct – replaced approximately **621 failed concrete inserts**
- ❖ GCT Trainshed
 - Replaced **222 direct fixation pads** on 5 tracks
 - **Repoint circular arch brick vents (Track 4, MP 1.12 – MP 2.56)**

2016 Structures Work

Walk Bridge (New Haven)

- ❖ Continued from 2015
- ❖ Replacement of center pivot pier roller shafts completed (90 of 90 installed)

S-Program (New Haven – CDOT)

- ❖ Greenwich Ave. (MP 32.81) – Steel Repairs 100% complete
- ❖ East Main St. (MP 34.17) – Steel Repairs 75% complete
- ❖ Hamilton Ave. (MP 34.72) – Steel Repairs 100% complete
- ❖ Franklin St. (MP 40.89) – Steel Repairs 95% complete
- ❖ SAGA Bridge (MP 44.32, Trk 3) – Steel Repairs 100% complete
- ❖ Devon Bridge (CP 261, Track 1) – Steel Repairs **100% complete**

Steel Repair Program

- ❖ Port Jervis
 - Ramapo River (MP 32.06JS) – Steel Repairs 45% complete
 - Day Rd. (MP 63.14JS) – Steel Repairs 25% complete

NY Overhead Bridge Program

- ❖ **Central Ave. (MP 23.5) – 20% complete**
- ❖ **Williams St. (MP 25.38) – 15% complete**

2016 Structures Work

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

- ❖ Completed various (minor) steel and/or concrete repairs

Tomac & Soundbeach Contractor Support

- ❖ Tomac Bridge (Track 2) – 100% complete
 - Removed bridge timbers and rail
 - Contractor installed a temporary superstructure
 - Installed new rail and timbers on temporary superstructure
- ❖ Soundbeach Bridge (Track 2) – 100% complete
 - Fabricated and installed steel ballast retainers
 - Installed bridge timbers

Graffiti Removal Program

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



Metro-North Railroad

Date: September 16, 2016
To: Metro-North Committee
From: Joe Giulietti
Re: **October 2, 2016 East of Hudson Schedule Change**

For your information, schedules will change on Metro-North's East of Hudson lines effective Sunday, October 2nd, 2016. Following on adjustments made in the April 3rd, 2016 schedule change, this schedule change will:

- Address additional on-time performance issues in peak periods;
- Address customer and stakeholder requests where practicable;
- Support critical capital and Maintenance of Way work.

On-Time Performance and Reliability Adjustments

We continue to address on-time performance issues through analysis of performance data to examine interactions between trains. Problems identified are addressed through incremental timing, crew, and equipment changes which are targeted to improve performance and reduce the likelihood of cascading delays. Most adjustments were two minutes or less and reflect the trains' actual performance; details follow.

- **Harlem Line**
To improve on-time performance, running time adjustments of 1-2 minutes were made to eleven AM Peak and ten PM peak trains. One train, the 9:25 PM Wassaic shuttle, is moved 2 minutes later from Southeast to reflect the performance of its connection, and has added 2 minutes' running time to reflect its own performance, for a total NYC-Wassaic timetable increase of 4 minutes.
- **New Haven Line**
To further address congestion in Stamford during the PM Peak, the 7:04 PM local to GCT will depart 3 minutes later. This change, with a number of structural changes to the Stamford operation (all of which are invisible to customers), is intended to further streamline New Haven Line operations in the PM Peak and will improve on time performance of several Metro-North and Amtrak trains.

Two minutes are added to the running time of five AM Peak trains to reflect actual station dwell times and improve on-time performance; one additional train has intermediate stop times adjusted but no overall running time increase.

Addressing Customer and Stakeholder Requests

Two initiatives will improve service for different markets on the Harlem Line.

- In an effort to build ridership and provide Bronx residents with more convenient travel options, we will implement a demonstration project to increase service frequency at Tremont and Melrose stations, from the current two-hour frequency, to hourly frequency. This demonstration would entail making service at Melrose and Tremont stations consistent with most other Bronx stations, and provide a much more attractive service for customers in these neighborhoods.

In addition to the increased frequency, the service day would be extended, with earlier inbound service on weekdays and significantly later outbound service on weekdays and weekends.

	Current	Expanded
Weekday Inbound:	7:20 AM – 10:41 PM	5:51 AM – 12:44 AM
Weekday Outbound:	5:38 AM – 9:25 PM	5:38 AM – 1:16 AM
Weekend Inbound:	6:44 AM – 10:44 PM	6:44 AM – 12:44 AM
Weekend Outbound:	6:25 AM – 9:25 PM	6:25 AM – 1:16 AM

This demonstration project would continue for one year until October 2017 and evaluation will be based on a combination of ridership and operational impacts. If the demonstration is deemed to be successful, we would undertake the necessary steps to make the service permanent.

This demonstration can be undertaken at no incremental cost as existing trains would make additional stops at these stations.

- To provide inbound North White Plains arrivals timed to morning work starts nearby, three Upper Harlem AM peak trains (the 6:58 AM from Southeast, the 6:51 AM from Wassaic, and the 8:08 AM from Southeast) will stop at North White Plains, adding 1-2 minutes to the run times of these trains.

Construction-Related Changes

The final phase of the project to replace the switches at CP 6 on the Hudson Line will be undertaken the weekend of October 8th and 9th. The first phase was completed in November 2015, and a special train schedule was in effect for 7 weekends while that work was done. This final work will be completed over one weekend.

Because this switching point is at a critical location in the south Bronx and two of the three main line tracks must be taken out of service for the work, service on the Hudson Line will be reduced from half-hourly to hourly at most times for that weekend. A limited number of additional trains will be operated during the busiest times of day on both days of the project. In addition, some trains that operate between Grand Central Terminal and Poughkeepsie will operate in two sections – Grand Central/Croton-Harmon and Croton-Harmon/Poughkeepsie – with direct, cross-platform transfers between the sections at Croton-Harmon. Special customer notices and station posters will be distributed to inform customers of this one-weekend service change.

At Devon on the New Haven Line, bridge timber replacement on track 1, and catenary work on track 3, will be completed. As a result, the temporary Devon Transfer station will be decommissioned, and customers will once again transfer to/from Waterbury Branch trains at Bridgeport.

Impact on the Operating Budget:

The above changes are projected to result in no change to the operating budget.

CTDOT Approval:

The Connecticut Department of Transportation has approved the New Haven Line schedule changes.

Upcoming Schedule Changes:

The next East of Hudson schedule change is planned for April 2, 2017.

cc: T. Prendergast
K. Betries-Kendall
S. Doering
R. Gans
J. Kennard
J. Kesich
K. Porcelain
C. Rinaldi
M. Shiffer
J. Vonashek
M. Mannix



Metro-North Railroad

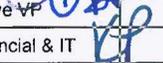
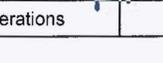
Action Item

Staff Summary

Subject	New Haven Line Connecticut Fare Increase
Department	Operations Planning & Analysis
Department Head Name	Michael Shiffer
Department Head Signature	
Project Manager Name	Thomas Marchwinski

Date	September 26, 2016
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref#	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9/26	X		
2	MTA Fin. Comm.	9/26	X		
3	MTA Board Mtg.	9/28	X		

Internal Approvals			
Order	Approval	Order	Approval
5	President 		Budget
4	Executive VP 		VP Capital Programs
3	VP Financial & IT 		Engr/Const
	SVP Operations		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning 		Government Relations		Labor Relations	2	General Counsel 
	Press		VP Human Resources		Personnel		Other

Narrative

Purpose and Recommendation:

That the MTA Board approve a Resolution authorizing increases proposed by the Connecticut Department of Transportation to Metro-North New Haven Line fares for travel to or from Connecticut stations.

Discussion:

The Connecticut Department of Transportation (CTDOT) proposes that New Haven Line fares for travel to or from stations located in the State of Connecticut be increased by an average of 6%, which includes CTDOT's previously approved 1% fare increase that was scheduled for January 1, 2017 to fund the acquisition of the new M8 rail cars. The increases will be effective on or about December 1, 2016, and are proposed to help close a CTDOT budget shortfall. The range of individual fare increases may vary because of rounding. There will be no changes in fares charged on the New Haven Line for travel taking place wholly within New York State as a result of this action.

In addition to the fare increases, CTDOT is also proposing the following changes: elimination of the "WebTicket" program after full implementation of the MTA eTix mobile ticketing app for all stations on the New Haven, New Canaan, Danbury, and Waterbury Lines; elimination of the 2% discount on "Mail and Ride" tickets; and reduction of the discount on joint monthly ticket/unlimited MetroCard packages from 4% to 2%. Equivalent changes have already been implemented for New York State fares.

Metro-North operates New Haven Line service within the State of Connecticut pursuant to the Amended and Restated Service Agreement (ARSA) with CTDOT. Joint approval by the MTA Board and CTDOT is needed to implement CTDOT fare increases for the New Haven Main Line. CTDOT, with Metro-North participation as previously authorized by the Board, held public hearings on the fare increase proposal in Waterbury on September 13th, in Stamford on September 14th and in New Haven on September 15th. These Connecticut public hearings were advertised in advance in newspapers of general circulation. Notice advising the public of the proposed changes and establishing dates for the hearings were posted throughout the New Haven Line Connecticut stations and in Grand Central Terminal, and seat notices were distributed on Metro-North New Haven Line trains.

Staff Summary

The last fare increases on the Connecticut portion of the Metro-North system occurred on January 1, 2016 and January 1, 2015 when Connecticut fares were increased by 1% on each occasion. In addition, a 5.04% increase was implemented on January 1, 2014.

Metro-North will also implement Connecticut Branch Line fare increases in the same percent amount and at the same time as the New Haven Main Line increase (under the terms of the ARSA, Branch Line fares are determined solely by CTDOT). UniRail and UniTicket prices will also be increased based upon CTDOT's determination of those fares.

Budget Impact:

Adopting this Resolution will raise revenues for the New Haven Line starting in December 2016 and in subsequent years, by increasing fares paid for commuter service, ensuring adequate funding for these services.

RESOLUTION

FARE CHANGES APPLICABLE TO METRO-NORTH'S NEW HAVEN MAIN LINE FOR TRAVEL TO OR FROM CONNECTICUT STATIONS

WHEREAS, the Amended and Restated Service Agreement by and among the Metropolitan Transportation Authority ("MTA"), Metro-North Commuter Railroad Company ("Metro-North") and the Connecticut Department of Transportation ("CTDOT") requires joint approval by the MTA Board and CTDOT to implement fare increases for travel to or from Connecticut stations on Metro-North's New Haven Main Line;

WHEREAS, on July 27, 2016, the Board authorized one or more public hearings with regard to fare increases proposed by CTDOT;

WHEREAS, notices of public hearing on proposed changes in fares proposed by CTDOT were prepared and posted by MTA and Metro-North at New Haven Line transportation facilities; and advertisements of said public hearings were contemporaneously published in The New York Post, El Diario, Inquiring News and the Amsterdam News (in addition to advertisements placed by CTDOT);

WHEREAS, public hearings were conducted by CTDOT, with the participation of Metro-North, at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed fare changes were permitted to speak and written comments for inclusion in the record of the proceeding were invited, at Silas Bronson Library, 267 Grand Street, Waterbury, Connecticut on September 13, 2016; at University of Connecticut Stamford Campus, One University Place, in Stamford, Connecticut on September 14, 2016; and at the Hall of Records, 200 Orange Street in New Haven, Connecticut on September 15, 2016;

WHEREAS, the testimony of the public at the public hearings and written comments submitted on the proposed changes in fare have been considered, as have, among other things, the impacts of proposed fare changes upon the financial condition of Metro-North and upon the riders of mass transportation services, including minority and low-income users of such services;

NOW, THEREFORE, upon motion duly made and seconded, the following resolution was adopted by the MTA Board:

RESOLVED, that in accordance with the requirements of section 1266 of the Public Authorities Law, the MTA Board hereby approves increases to the Metro-North New Haven Line fares for travel to or from Connecticut stations in the cumulative amount of approximately 6%, which increases include a previously approved 1% increase which was to be implemented on January 1, 2017; that certain reductions and eliminations of discounts to certain tickets are also approved; that the increases to specific fares to become effective on or about December 1,

2016, and the aforementioned reductions and eliminations of discounts shall be as set forth in Attachment A hereto; and that President of Metro-North and his designees are hereby authorized and directed to take such additional and further steps as may be necessary or desirable to implement the approved increases in fares.

September 26, 2016
New York, New York

Table 1
PROPOSED NEW HAVEN LINE STATION FARES TO/FROM MANHATTAN ^(1,2)
 (Effective 12/1/2016)
 (Page 1 of 2)

Station	Monthly Commutation		Weekly Commutation		10-Trip Peak		10-Trip Off-Peak		10-Trip Senior/Disabled/Medicare	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Mount Vernon Pelham New Rochelle	\$231.00	\$231.00	\$74.00	\$74.00	\$105.00	\$105.00	\$66.00	\$66.00	\$52.50	\$52.50
Larchmont Mamaroneck Harrison	\$259.00	\$259.00	\$83.00	\$83.00	\$117.50	\$117.50	\$74.50	\$74.50	\$57.50	\$57.50
Rye Port Chester	\$279.00	\$279.00	\$89.25	\$89.25	\$125.00	\$125.00	\$80.75	\$80.75	\$62.50	\$62.50
Greenwich Cos Cob Riverside Old Greenwich	\$281.00	\$298.00	\$90.00	\$95.25	\$130.00	\$137.50	\$83.00	\$87.25	\$65.00	\$67.50
Stamford Noroton Heights Darien Rowayton	\$313.00	\$332.00	\$100.25	\$106.25	\$145.00	\$152.50	\$93.50	\$97.75	\$72.50	\$75.00
South Norwalk East Norwalk	\$337.00	\$357.00	\$107.75	\$114.25	\$155.00	\$165.00	\$100.00	\$106.25	\$77.50	\$82.50
Westport Green's Farms Southport Fairfield Fairfield Metro	\$366.00	\$388.00	\$117.00	\$124.00	\$167.50	\$177.50	\$106.25	\$112.75	\$82.50	\$87.50
Bridgeport	\$398.00	\$422.00	\$127.25	\$135.00	\$185.00	\$195.00	\$119.00	\$125.50	\$92.50	\$97.50
Stratford Milford	\$420.00	\$445.00	\$134.50	\$142.50	\$197.50	\$210.00	\$125.50	\$131.75	\$97.50	\$105.00
West Haven New Haven NH State Street	\$467.00	\$495.00	\$149.50	\$158.50	\$220.00	\$232.50	\$140.25	\$148.75	\$110.00	\$115.00
Glenbrook Springdale Talmadge Hill New Canaan	\$313.00	\$332.00	\$100.25	\$106.25	\$145.00	\$152.50	\$93.50	\$97.75	\$72.50	\$75.00
Merritt-7 Wilton Cannondale	\$348.00	\$369.00	\$111.25	\$118.00	\$160.00	\$170.00	\$102.00	\$108.50	\$80.00	\$85.00
Branchville Redding Bethel Danbury	\$366.00	\$388.00	\$117.00	\$124.00	\$167.50	\$177.50	\$106.25	\$112.75	\$82.50	\$87.50
Derby Shelton Ansonia Seymour Beacon Falls Naugatuck Waterbury	\$422.00	\$447.00	\$135.00	\$143.00	\$195.00	\$205.00	\$125.50	\$131.75	\$97.50	\$102.50

Notes:

- (1) Reflects fares for principal ticket types sold at ticket offices and ticket vending machines.
- (2) Fares for travel within NY state do not change.
- (3) Fares for one way peak and one way off-peak tickets purchased onboard trains are calculated as the station fare plus \$6.00, rounded to the nearest dollar. Fares for senior citizen/disabled tickets purchased onboard trains are the same as the station fares.
- (4) Discounts of 2% for monthly commutation rail tickets when you purchase a joint Monthly Ticket/Monthly Unlimited MetroCard.

Table 1
PROPOSED NEW HAVEN LINE STATION FARES TO/FROM MANHATTAN ^(1,2)
(Effective 12/1/2016)
 (Page 2 of 2)

Station	One-Way Peak		One-Way Off-Peak		One-Way Senior/Disabled/Medicare		School Commutation	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Mount Vernon Pelham New Rochelle	\$10.50	\$10.50	\$7.75	\$7.75	\$5.25	\$5.25	\$155.00	\$155.00
Larchmont Mamaroneck Harrison	\$11.75	\$11.75	\$8.75	\$8.75	\$5.75	\$5.75	\$174.00	\$174.00
Rye Port Chester	\$12.50	\$12.50	\$9.50	\$9.50	\$6.25	\$6.25	\$187.00	\$187.00
Greenwich Cos Cob Riverside Old Greenwich	\$13.00	\$13.75	\$9.75	\$10.25	\$6.50	\$6.75	\$188.00	\$199.00
Stamford Noroton Heights Darien Rowayton	\$14.50	\$15.25	\$11.00	\$11.50	\$7.25	\$7.50	\$210.00	\$222.00
South Norwalk East Norwalk	\$15.50	\$16.50	\$11.75	\$12.50	\$7.75	\$8.25	\$226.00	\$239.00
Westport Green's Farms Southport Fairfield Fairfield Metro	\$16.75	\$17.75	\$12.50	\$13.25	\$8.25	\$8.75	\$245.00	\$260.00
Bridgeport	\$18.50	\$19.50	\$14.00	\$14.75	\$9.25	\$9.75	\$267.00	\$283.00
Stratford Milford	\$19.75	\$21.00	\$14.75	\$15.50	\$9.75	\$10.50	\$281.00	\$298.00
West Haven New Haven NH State Street	\$22.00	\$23.25	\$16.50	\$17.50	\$11.00	\$11.50	\$313.00	\$332.00
Glenbrook Springdale Talmadge Hill New Canaan	\$14.50	\$15.25	\$11.00	\$11.50	\$7.25	\$7.50	\$210.00	\$222.00
Merritt-7 Wilton Cannondale	\$16.00	\$17.00	\$12.00	\$12.75	\$8.00	\$8.50	\$233.00	\$247.00
Branchville Redding Bethel Danbury	\$16.75	\$17.75	\$12.50	\$13.25	\$8.25	\$8.75	\$245.00	\$260.00
Derby Shelton Ansonia Seymour Beacon Falls Naugatuck Waterbury	\$19.50	\$20.50	\$14.75	\$15.50	\$9.75	\$10.25	\$283.00	\$299.00

Notes:

- (1) Reflects fares for principal ticket types sold at ticket offices and ticket vending machines.
- (2) Fares for travel within NY state do not change.
- (3) Fares for one way peak and one way off-peak tickets purchased onboard trains are calculated as the station fare plus \$6.00, rounded to the nearest dollar. Fares for senior citizen/disabled tickets purchased onboard trains are the same as the station fares.
- (4) Discounts of 2% for monthly commutation rail tickets when you purchase a joint Monthly Ticket/Monthly Unlimited MetroCard.

(Table 2)
NEW HAVEN LINE INTERMEDIATE ONE WAY STATION FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
	Fordham																
12	Mt. Vernon East Pelham New Rochelle	New	\$3.00	\$3.00													
		Current	\$3.00	\$3.00													
13	Larchmont Mamaroneck Harrison	New	\$3.75	\$3.00	\$3.00												
		Current	\$3.75	\$3.00	\$3.00												
14	Rye Port Chester	New	\$4.75	\$3.50	\$3.50	\$3.00											
		Current	\$4.75	\$3.50	\$3.50	\$3.00											
15	Greenwich Cos Cob Riverside	New	\$5.00	\$4.75	\$3.75	\$3.50	\$2.75										
		Current	\$4.75	\$4.50	\$3.50	\$3.25	\$2.75										
16	Stamford Noroton Hts. Darien Rowayton	New	\$6.00	\$6.00	\$5.00	\$4.75	\$2.75	\$2.75	\$2.75								
		Current	\$5.75	\$5.75	\$4.75	\$4.50	\$2.75	\$2.75	\$2.75								
17	South Norwalk East Norwalk	New	\$7.00	\$7.00	\$6.00	\$5.75	\$3.50	\$2.75	\$2.75	\$2.75							
		Current	\$6.50	\$6.50	\$5.75	\$5.25	\$3.25	\$2.75	\$2.75								
18	Westport Greens Farms Southport Fairfield Fairfield Metro	New	\$8.50	\$8.50	\$7.25	\$7.00	\$4.50	\$2.75	\$2.75	\$2.75	\$2.75						
		Current	\$8.00	\$8.00	\$6.75	\$6.50	\$4.25	\$2.75	\$2.75								

Notes:

- (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
- (2) Fares for travel within NY state do not change.

Table 2 (continued)
NEW HAVEN LINE INTERMEDIATE ONE WAY STATION FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
19	Bridgeport	New	\$10.00	\$10.00	\$8.75	\$8.25	\$6.00	\$4.50	\$3.75	\$2.75							
		Current	\$9.50	\$9.50	\$8.25	\$7.75	\$5.75	\$4.25	\$3.50	\$2.75							
20	Stratford Millford	New	\$11.25	\$11.25	\$10.00	\$9.50	\$7.25	\$5.75	\$4.50	\$3.50	\$2.75	\$2.75	\$2.75				
		Current	\$10.75	\$10.75	\$9.50	\$9.00	\$6.75	\$5.25	\$4.25	\$3.25	\$2.75	\$2.75	\$2.75				
21	West Haven New Haven NH State Street	New	\$13.75	\$13.75	\$12.50	\$12.00	\$9.75	\$8.00	\$7.00	\$5.50	\$3.75	\$3.50	\$3.50	\$2.75			
		Current	\$13.00	\$13.00	\$11.75	\$11.25	\$9.25	\$7.50	\$6.50	\$5.25	\$5.25	\$3.50	\$3.25	\$2.75			
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$6.00	\$6.00	\$5.00	\$4.75	\$2.75	\$2.75	\$3.50	\$4.50	\$5.75	\$6.25	\$6.00	\$8.50	\$2.75		
		Current	\$5.75	\$5.75	\$4.75	\$4.50	\$2.75	\$2.75	\$2.75	\$3.25	\$4.25	\$5.25	\$6.00	\$8.00	\$2.75		
41	Merritt-7 Wilton Cannondale	New	\$7.50	\$7.50	\$6.25	\$6.00	\$4.00	\$3.50	\$2.75	\$3.50	\$4.50	\$5.00	\$5.00	\$7.00	\$4.50	\$2.50	
		Current	\$7.00	\$7.00	\$6.00	\$5.75	\$3.75	\$3.25	\$3.25	\$2.75	\$3.25	\$4.25	\$4.75	\$6.50	\$4.25	\$2.25	
42	Branchville Redding Bethel Danbury	New	\$9.75	\$8.50	\$7.50	\$7.00	\$5.75	\$4.75	\$3.50	\$5.00	\$6.00	\$6.25	\$8.75	\$5.75	\$2.50	\$2.25	
		Current	\$9.25	\$8.00	\$7.00	\$6.50	\$5.25	\$4.50	\$3.25	\$4.75	\$5.75	\$6.00	\$6.00	\$8.25	\$5.25	\$2.25	
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$12.00	\$11.50	\$10.75	\$10.25	\$7.75	\$6.50	\$6.00	\$5.00	\$2.75	\$2.75	\$2.75	\$6.00	\$7.75	\$8.75	\$2.50
		Current	\$11.25	\$11.00	\$10.00	\$9.75	\$7.50	\$6.25	\$6.25	\$5.75	\$4.75	\$2.75	\$2.75	\$5.75	\$7.50	\$8.25	\$2.25

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

(Table 3)
NEW HAVEN LINE INTERMEDIATE MONTHLY COMMUTATION FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
12	Mt. Vernon East Pelham New Rochelle	New	\$67.25	\$67.25													
		Current	\$67.25	\$67.25													
13	Larchmont Mamaroneck Harrison	New	\$75.00	\$67.25	\$67.25												
		Current	\$75.00	\$67.25	\$67.25												
14	Rye Port Chester	New	\$92.75	\$68.50	\$68.50	\$64.00											
		Current	\$92.75	\$68.50	\$68.50	\$64.00											
15	Greenwich Cos Cob Riverside Old Greenwich	New	\$98.25	\$98.25	\$76.75	\$67.75	\$62.75										
		Current	\$92.75	\$92.75	\$72.50	\$64.00	\$59.25										
16	Stamford Noroton Hts. Darlen Rowayton	New	\$129.50	\$129.50	\$109.00	\$93.00	\$62.75	\$62.75									
		Current	\$122.25	\$122.25	\$102.75	\$87.75	\$59.25										
17	South Norwalk East Norwalk	New	\$152.50	\$152.50	\$130.75	\$115.75	\$70.50	\$62.75	\$62.75								
		Current	\$143.75	\$143.75	\$123.25	\$109.25	\$66.50	\$59.25									
18	Westport Greens Farms Southport Fairfield Fairfield Metro	New	\$182.25	\$182.25	\$159.50	\$142.75	\$90.00	\$67.75	\$62.75	\$62.75							
		Current	\$172.00	\$172.00	\$150.50	\$134.75	\$85.00	\$64.00	\$59.25								

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Table 3 (continued)
NEW HAVEN LINE INTERMEDIATE MONTHLY COMMUTATION FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51	
19	Bridgeport	New	\$217.50	\$217.50	\$190.75	\$182.25	\$124.50	\$91.25	\$74.50	\$62.75								
		Current	\$205.25	\$205.25	\$180.00	\$172.00	\$117.50	\$86.00	\$70.25	\$59.25								
20	Stratford Milford	New	\$238.50	\$238.50	\$212.50	\$195.75	\$147.25	\$113.50	\$88.00	\$62.75	\$62.75	\$62.75						
		Current	\$225.00	\$225.00	\$200.50	\$184.75	\$139.00	\$107.00	\$83.00	\$59.25	\$59.25							
21	West Haven New Haven NH State Street	New	\$290.50	\$290.50	\$264.25	\$247.50	\$197.25	\$163.75	\$139.25	\$115.75	\$75.50	\$75.50	\$75.50	\$63.75				
		Current	\$274.00	\$274.00	\$249.25	\$233.50	\$186.00	\$154.50	\$131.25	\$109.25	\$71.25	\$71.25		\$60.25				
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$129.50	\$129.50	\$109.00	\$93.00	\$62.75	\$62.75	\$73.00	\$94.25	\$120.00	\$134.50	\$178.50	\$62.75				
		Current	\$122.25	\$122.25	\$102.75	\$87.75	\$59.25	\$59.25	\$68.75	\$89.00	\$113.25	\$127.00	\$168.50	\$59.25				
41	Merritt-7 Wilton Cannondale	New	\$165.75	\$162.00	\$140.75	\$124.50	\$86.75	\$71.75	\$55.00	\$73.00	\$98.25	\$107.75	\$146.75	\$93.00	\$55.00			
		Current	\$156.25	\$152.75	\$132.75	\$117.50	\$81.75	\$67.75	\$52.00	\$68.75	\$92.75	\$101.75	\$138.50	\$87.75	\$52.00			
42	Branchville Redding Bethel Danbury	New	\$199.50	\$182.25	\$165.75	\$149.75	\$120.00	\$100.75	\$73.00	\$107.75	\$126.75	\$134.50	\$187.25	\$120.00	\$55.00	\$55.00		
		Current	\$188.25	\$172.00	\$156.25	\$141.25	\$113.25	\$95.00	\$68.75	\$101.75	\$119.50	\$127.00	\$176.75	\$113.25	\$52.00	\$52.00		
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$251.00	\$241.50	\$218.75	\$203.50	\$165.75	\$140.75	\$126.75	\$107.75	\$66.25	\$66.25	\$66.25	\$126.75	\$165.75	\$148.25	\$187.25	\$55.00
		Current	\$236.75	\$227.75	\$206.25	\$192.00	\$156.25	\$132.75	\$119.50	\$101.75	\$62.50	\$62.50	\$62.50	\$119.50	\$156.25	\$139.75	\$176.75	\$52.00

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

(Table 4)
NEW HAVEN LINE INTERMEDIATE WEEKLY COMMUTATION FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
	Fordham																
12	Mt. Vernon East	New	\$20.75	\$20.75													
	Pelham New Rochelle	Current	\$20.75	\$20.75													
13	Larchmont	New	\$23.25	\$20.75	\$20.75												
	Mamaroneck Harrison	Current	\$23.25	\$20.75	\$20.75												
14	Rye	New	\$28.75	\$21.25	\$21.25	\$19.75											
	Port Chester	Current	\$28.75	\$21.25	\$21.25	\$19.75											
15	Greenwich	New	\$30.50	\$30.50	\$23.75	\$21.00	\$19.50										
	Cos Cob Riverside Old Greenwich	Current	\$28.75	\$28.75	\$22.50	\$19.75	\$18.25										
16	Stamford	New	\$40.25	\$40.25	\$33.75	\$28.75	\$19.50	\$19.50									
	Noroton Hts. Darien Rowayton	Current	\$38.00	\$38.00	\$31.75	\$27.25	\$18.25	\$18.25									
17	South Norwalk	New	\$47.25	\$47.25	\$40.50	\$36.00	\$21.75	\$19.50	\$19.50								
	East Norwalk	Current	\$44.50	\$44.50	\$38.25	\$33.75	\$20.50	\$18.25	\$18.25								
18	Westport	New	\$56.50	\$56.50	\$49.50	\$44.25	\$28.75	\$21.00	\$19.50	\$19.50							
	Greens Farms Southport Fairfield Fairfield Metro	Current	\$53.25	\$53.25	\$46.75	\$41.75	\$27.00	\$19.75	\$18.25	\$18.25							

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Table 4 (continued)
NEW HAVEN LINE INTERMEDIATE WEEKLY COMMUTATION FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
19	Bridgeport	New	\$67.50	\$67.50	\$59.25	\$56.50	\$39.75	\$28.75	\$23.00	\$19.50							
		Current	\$63.75	\$63.75	\$55.75	\$53.25	\$37.25	\$27.00	\$21.75	\$18.25							
20	Stratford Milford	New	\$74.00	\$74.00	\$66.00	\$60.75	\$47.25	\$36.25	\$28.25	\$19.50	\$19.50	\$19.50					
		Current	\$69.75	\$69.75	\$62.25	\$57.25	\$44.50	\$34.25	\$26.75	\$18.25	\$18.25	\$18.25					
21	West Haven New Haven NH State Street	New	\$90.00	\$90.00	\$82.00	\$76.75	\$63.25	\$52.25	\$44.25	\$36.00	\$23.50	\$23.50		\$19.75			
		Current	\$85.00	\$85.00	\$77.25	\$72.50	\$59.50	\$49.25	\$41.75	\$33.75	\$22.25	\$22.00	\$22.00	\$18.75			
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$40.25	\$40.25	\$33.75	\$28.75	\$19.50	\$19.50	\$22.75	\$29.25	\$37.25	\$41.75		\$55.25	\$19.50		
		Current	\$38.00	\$38.00	\$31.75	\$27.25	\$18.25	\$18.25	\$21.25	\$21.25	\$27.50	\$35.00	\$39.25	\$52.25	\$18.25		
41	Merritt-7 Wilton Cannondale	New	\$51.50	\$50.25	\$43.75	\$38.50	\$27.00	\$22.25	\$17.00	\$22.75	\$30.50	\$33.50		\$45.50	\$28.75	\$17.00	
		Current	\$48.50	\$47.25	\$41.25	\$36.50	\$25.25	\$21.00	\$16.00	\$16.00	\$21.25	\$28.75	\$31.50	\$43.00	\$27.25	\$16.00	
42	Branchville Redding Bethel Danbury	New	\$61.75	\$56.50	\$51.50	\$46.50	\$37.25	\$31.25	\$22.75	\$33.50	\$39.25	\$41.75		\$58.00	\$37.25	\$17.00	
		Current	\$58.25	\$53.25	\$48.50	\$43.75	\$35.00	\$29.50	\$21.25	\$21.25	\$31.50	\$37.00	\$39.25	\$54.75	\$35.00	\$16.00	\$16.00
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$77.75	\$74.75	\$67.75	\$63.00	\$51.50	\$43.75	\$39.25	\$33.50	\$20.50	\$20.50		\$39.25	\$51.50	\$58.00	\$17.00
		Current	\$73.50	\$70.50	\$64.00	\$59.50	\$48.50	\$41.25	\$37.00	\$37.00	\$19.50	\$19.50	\$19.50	\$37.00	\$48.50	\$43.25	\$54.75

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

(Table 5)
NEW HAVEN LINE INTERMEDIATE TEN-TRIP FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
	Fordham																
12	Mt. Vernon East	New	\$25.50	\$25.50													
	Pelham	Current	\$25.50	\$25.50													
13	New Rochelle																
	Larchmont	New	\$32.00	\$25.50	\$25.50												
14	Mamaroneck	Current	\$32.00	\$25.50	\$25.50												
	Harrison																
15	Rye	New	\$40.50	\$29.75	\$29.75	\$25.50											
	Port Chester	Current	\$40.50	\$29.75	\$29.75	\$25.50											
16	Greenwich	New	\$42.50	\$40.50	\$32.00	\$29.75	\$23.50										
	Cos Cob	Current	\$40.50	\$38.25	\$29.75	\$27.75	\$23.50										
17	Riverside																
	Old Greenwich																
18	Stamford	New	\$51.00	\$51.00	\$42.50	\$40.50	\$23.50	\$23.50	\$23.50								
	Noroton Hts.	Current	\$49.00	\$49.00	\$40.50	\$38.25	\$23.50	\$23.50	\$23.50								
19	Darien																
	Rowayton																
20	South Norwalk	New	\$59.50	\$59.50	\$51.00	\$49.00	\$29.75	\$23.50	\$23.50	\$23.50							
	East Norwalk	Current	\$55.25	\$55.25	\$49.00	\$44.75	\$27.75	\$23.50	\$23.50	\$23.50							
21	Westport	New	\$72.25	\$72.25	\$61.75	\$59.50	\$38.25	\$23.50	\$23.50	\$23.50	\$23.50						
	Greens Farms	Current	\$68.00	\$68.00	\$57.50	\$55.25	\$36.25	\$23.50	\$23.50	\$23.50	\$23.50	\$23.50					
22	Southport																
	Fairfield																
23	Fairfield Metro																

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Table 5 (continued)
NEW HAVEN LINE INTERMEDIATE TEN-TRIP FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
19	Bridgeport	New	\$85.00	\$85.00	\$74.50	\$70.25	\$51.00	\$38.25	\$32.00	\$23.50							
		Current	\$80.75	\$80.75	\$70.25	\$66.00	\$49.00	\$29.75	\$23.50								
20	Stratford Milford	New	\$95.75	\$95.75	\$85.00	\$80.75	\$61.75	\$49.00	\$38.25	\$29.75	\$23.50	\$23.50					
		Current	\$91.50	\$91.50	\$80.75	\$76.50	\$57.50	\$44.75	\$36.25	\$27.75	\$23.50						
21	West Haven New Haven NH State Street	New	\$117.00	\$117.00	\$106.25	\$102.00	\$83.00	\$68.00	\$59.50	\$46.75	\$32.00	\$29.75	\$23.50				
		Current	\$110.50	\$110.50	\$100.00	\$95.75	\$78.75	\$63.75	\$55.25	\$44.75	\$29.75	\$27.75	\$23.50				
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$51.00	\$51.00	\$42.50	\$40.50	\$23.50	\$23.50	\$29.75	\$38.25	\$49.00	\$53.25	\$72.25	\$23.50			
		Current	\$49.00	\$49.00	\$40.50	\$38.25	\$23.50	\$23.50	\$27.75	\$36.25	\$44.75	\$51.00	\$68.00	\$23.50			
41	Merritt-7 Wilton Cannondale	New	\$63.75	\$63.75	\$53.25	\$51.00	\$34.00	\$29.75	\$23.50	\$29.75	\$38.25	\$42.50	\$59.50	\$38.25	\$21.25		
		Current	\$59.50	\$59.50	\$51.00	\$49.00	\$32.00	\$27.75	\$23.50	\$27.75	\$36.25	\$40.50	\$55.25	\$36.25	\$19.25		
42	Branchville Redding Bethel Danbury	New	\$83.00	\$72.25	\$63.75	\$59.50	\$49.00	\$40.50	\$29.75	\$42.50	\$51.00	\$53.25	\$74.50	\$49.00	\$21.25	\$21.25	
		Current	\$78.75	\$68.00	\$59.50	\$55.25	\$44.75	\$38.25	\$40.50	\$40.50	\$49.00	\$51.00	\$51.00	\$70.25	\$44.75	\$19.25	
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$102.00	\$97.75	\$91.50	\$87.25	\$66.00	\$55.25	\$51.00	\$42.50	\$23.50	\$23.50	\$51.00	\$51.00	\$59.50	\$74.50	\$21.25
		Current	\$95.75	\$93.50	\$85.00	\$83.00	\$63.75	\$53.25	\$53.25	\$49.00	\$40.50	\$23.50	\$23.50	\$49.00	\$55.25	\$70.25	\$19.25

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

(Table 6)
NEW HAVEN LINE INTERMEDIATE SENIOR CITIZEN/DISABLED FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
	Fordham			Mt. Vernon New Roch	Larchmont- Harrison	Rye- Port Chstr	Greenwich- Old Greenwich	Stamford- Rowayton	S.Norwalk- E.Norwalk	Westport- Fairfield	Bridgept	Stratford- Milford	West Hvn- New Hvn	Glenbrook- New Can.	Merritt-7- Cannondl	Branchville- Danbury	Waterbury Branch
12	Mt. Vernon East Pelham New Rochelle	New Current	\$1.50 \$1.50	\$1.50 \$1.50	\$1.50 \$1.50												
13	Larchmont Mamaroneck Harrison	New Current	\$1.75 \$1.75	\$1.50 \$1.50	\$1.50 \$1.50												
14	Rye Port Chester	New Current	\$2.25 \$2.25	\$1.75 \$1.75	\$1.75 \$1.75	\$1.50 \$1.50											
15	Greenwich Cos Cob Riverside Old Greenwich	New Current	\$2.50 \$2.25	\$2.25 \$2.25	\$1.75 \$1.75	\$1.75 \$1.50	\$1.25 \$1.25										
16	Stamford Noroton Hts. Darrien Rowayton	New Current	\$3.00 \$2.75	\$3.00 \$2.75	\$2.50 \$2.25	\$2.25 \$2.25	\$1.25 \$1.25	\$1.25 \$1.25									
17	South Norwalk East Norwalk	New Current	\$3.50 \$3.25	\$3.50 \$3.25	\$3.00 \$2.75	\$2.75 \$2.50	\$1.75 \$1.50	\$1.25 \$1.25	\$1.25 \$1.25								
18	Westport Greens Farms Southport Fairfield Fairfield Metro	New Current	\$4.25 \$4.00	\$4.25 \$4.00	\$3.50 \$3.25	\$3.50 \$3.25	\$2.25 \$2.00	\$1.25 \$1.25	\$1.25 \$1.25	\$1.25 \$1.25							

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Table 6 (continued)
NEW HAVEN LINE INTERMEDIATE SENIOR CITIZEN/DISABLED FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
19	Bridgeport	New	\$5.00	\$5.00	\$4.25	\$4.00	\$3.00	\$2.25	\$1.75	\$1.25							
		Current	\$4.75	\$4.75	\$4.00	\$3.75	\$2.75	\$2.00	\$1.75	\$1.25							
20	Strafford Milford	New	\$5.50	\$5.50	\$5.00	\$4.75	\$3.50	\$2.75	\$2.25	\$1.75	\$1.25	\$1.25					
		Current	\$5.25	\$5.25	\$4.75	\$4.50	\$3.25	\$2.50	\$2.00	\$1.50	\$1.25						
21	West Haven New Haven NH State Street	New	\$6.75	\$6.75	\$6.25	\$6.00	\$4.75	\$4.00	\$3.50	\$2.75	\$1.75	\$1.75	\$1.25	\$1.25			
		Current	\$6.50	\$6.50	\$5.75	\$5.50	\$4.50	\$3.75	\$3.25	\$2.50	\$2.50	\$1.75	\$1.50	\$1.25			
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$3.00	\$3.00	\$2.50	\$2.25	\$1.25	\$1.25	\$1.75	\$2.25	\$2.75	\$3.00	\$3.00	\$4.25	\$1.25		
		Current	\$2.75	\$2.75	\$2.25	\$2.25	\$1.25	\$1.25	\$1.25	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$1.25		
41	Merritt-7 Wilton Cannondale	New	\$3.75	\$3.75	\$3.00	\$3.00	\$2.00	\$1.75	\$1.25	\$1.75	\$2.25	\$2.50	\$3.50	\$3.50	\$2.25	\$1.25	
		Current	\$3.50	\$3.50	\$3.00	\$2.75	\$1.75	\$1.50	\$1.50	\$1.25	\$1.50	\$2.00	\$2.25	\$3.25	\$2.00	\$1.00	
42	Branchville Redding Bethel Danbury	New	\$4.75	\$4.25	\$3.75	\$3.50	\$2.75	\$2.25	\$1.75	\$2.50	\$3.00	\$3.00	\$4.25	\$4.25	\$2.75	\$1.25	\$1.25
		Current	\$4.50	\$4.00	\$3.50	\$3.25	\$2.50	\$2.25	\$2.25	\$1.50	\$2.25	\$2.75	\$3.00	\$4.00	\$2.50	\$1.00	\$1.00
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$6.00	\$5.75	\$5.25	\$5.00	\$3.75	\$3.25	\$3.00	\$2.50	\$1.25	\$1.25	\$3.00	\$3.00	\$3.75	\$4.25	\$1.25
		Current	\$5.50	\$5.50	\$5.00	\$4.75	\$3.75	\$3.00	\$3.00	\$2.75	\$2.25	\$1.25	\$1.25	\$2.75	\$3.75	\$3.25	\$4.00

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

(Table 7)
NEW HAVEN LINE INTERMEDIATE SCHOOL COMMUTATION FARES
 Effective 12/1/2016
 (Page 1 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51
	Fordham																
12	Mt. Vernon East	New	\$45.00	\$45.00													
	Pelham New Rochelle	Current	\$45.00	\$45.00													
13	Larchmont	New	\$50.25	\$45.00													
	Mamaroneck Harrison	Current	\$50.25	\$45.00													
14	Rye	New	\$62.25	\$46.00	\$46.00	\$43.00											
	Port Chester	Current	\$62.25	\$46.00	\$46.00	\$43.00											
15	Greenwich	New	\$65.75	\$65.75	\$51.50	\$45.50	\$42.00										
	Cos Cob Riverside	Current	\$62.25	\$62.25	\$48.50	\$43.00	\$39.75										
16	Stamford	New	\$86.75	\$86.75	\$73.00	\$62.25	\$42.00	\$42.00									
	Noroton Hts. Darien Rowayton	Current	\$82.00	\$82.00	\$68.75	\$58.75	\$39.75	\$39.75									
17	South Norwalk	New	\$102.25	\$102.25	\$87.50	\$77.50	\$47.25	\$42.00	\$42.00								
	East Norwalk	Current	\$96.25	\$96.25	\$82.50	\$73.25	\$44.50	\$39.75	\$39.75								
18	Westport	New	\$122.00	\$122.00	\$106.75	\$95.75	\$61.00	\$45.50	\$42.00	\$42.00							
	Greens Farms Southport Fairfield Fairfield Metro	Current	\$115.25	\$115.25	\$100.75	\$90.25	\$57.00	\$43.00	\$39.75	\$39.75							

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Table 7 (continued)
NEW HAVEN LINE INTERMEDIATE SCHOOL COMMUTATION FARES
 Effective 12/1/2016
 (Page 2 of 2)

Zone #	Station	Fare	11	12	13	14	15	16	17	18	19	20	21	31	41	42	51	
19	Bridgeport	New	\$145.75	\$145.75	\$177.75	\$122.00	\$84.00	\$61.25	\$50.00	\$42.00								
		Current	\$137.50	\$137.50	\$120.50	\$115.25	\$79.00	\$57.50	\$47.00	\$39.75								
20	Stratford Milford	New	\$159.75	\$159.75	\$142.50	\$131.25	\$99.00	\$76.00	\$59.00	\$42.00	\$42.00	\$42.00						
		Current	\$150.75	\$150.75	\$134.25	\$123.75	\$93.25	\$71.75	\$55.50	\$39.75	\$39.75							
21	West Haven New Haven NH State Street	New	\$194.75	\$194.75	\$177.00	\$165.75	\$133.00	\$110.00	\$93.25	\$77.50	\$50.50	\$50.50	\$42.75					
		Current	\$183.50	\$183.50	\$167.00	\$156.50	\$125.00	\$103.50	\$88.00	\$73.25	\$47.75	\$47.75		\$40.25				
31	Glenbrook Springdale Talmadge Hill New Canaan	New	\$86.75	\$86.75	\$73.00	\$62.25	\$42.00	\$42.00	\$49.00	\$63.25	\$80.50	\$90.00	\$90.00	\$119.50	\$42.00			
		Current	\$82.00	\$82.00	\$68.75	\$58.75	\$39.75	\$39.75	\$46.00	\$59.75	\$76.00	\$85.00	\$85.00	\$113.00	\$39.75			
41	Merritt-7 Wilton Cannondale	New	\$111.00	\$108.50	\$94.25	\$83.50	\$58.00	\$48.00	\$36.75	\$49.00	\$65.75	\$72.25	\$98.25	\$62.25	\$36.75			
		Current	\$104.75	\$102.25	\$89.00	\$78.75	\$54.75	\$45.50	\$34.75	\$46.00	\$62.25	\$68.25	\$92.75	\$58.75	\$34.75			
42	Branchville Redding Bethel Danbury	New	\$133.75	\$122.00	\$111.00	\$100.25	\$80.50	\$67.50	\$49.00	\$72.25	\$85.00	\$90.00	\$90.00	\$125.50	\$80.50	\$36.75		
		Current	\$126.25	\$115.25	\$104.75	\$94.75	\$76.00	\$63.75	\$46.00	\$68.25	\$80.00	\$85.00	\$85.00	\$118.50	\$76.00	\$34.75		
51	Derby-Shelton Ansonia Seymour Naugatuck Waterbury	New	\$168.25	\$161.75	\$146.50	\$136.25	\$111.00	\$94.25	\$85.00	\$72.25	\$44.50	\$44.50	\$44.50	\$85.00	\$111.00	\$99.25	\$125.50	\$36.75
		Current	\$158.50	\$152.50	\$138.25	\$128.75	\$104.75	\$89.00	\$89.00	\$80.00	\$68.25	\$42.00	\$42.00	\$80.00	\$104.75	\$93.75	\$118.50	\$34.75

Notes:
 (1) Reflects fares for tickets sold at ticket offices and ticket vending machines.
 (2) Fares for travel within NY state do not change.

Staff Summary

Subject NYS DOT Grant for Connecting Services	
Department Operations Planning and Analysis	
Department Head Name Delana Glenn 	
Department Head Signature 	
Project Manager Name Edilma Jarvis	Program Manager Name

Date August 11, 2016
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 Mto	9/26	X		
2	MTA Finance Mto	9/28	X		
3	MTA Board Mto	9/28	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 Press					2	General Counsel <i>Zle</i>

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept \$565,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from October 1, 2016 through September 30, 2017.

DISCUSSION:

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

Over the past fifteen years, Metro-North has received over \$3.5 million from similar NYSDOT(CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; for customer parking and miscellaneous operational improvements. Metro-North plans to use the \$565,000 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 \$565,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from October 1, 2016 through September 30, 2017.

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



Metro-North Railroad

Operations Report



MONTHLY OPERATING REPORT

August 2016

Date Issued:
Friday, September 09, 2016

Performance Summary			2016 Data			2015 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%	91.7%	93.7%	96.1%	92.9%	
		AM Peak	93.0%	91.2%	92.1%	97.5%	90.0%	
		AM Reverse Peak	93.0%	94.2%	95.2%	98.5%	93.9%	
		PM Peak	93.0%	94.5%	94.5%	96.7%	95.5%	
		Total Peak	93.0%	93.0%	93.6%	97.3%	92.8%	
		Off Peak Weekday	93.0%	89.1%	92.4%	94.0%	91.7%	
		Weekend	93.0%	95.2%	96.4%	98.0%	95.0%	
		Hudson Line	Overall	93.0%	94.2%	94.9%	94.8%	93.7%
		AM Peak	93.0%	91.5%	91.7%	97.7%	91.0%	
		AM Reverse Peak	93.0%	96.0%	96.8%	99.1%	96.8%	
		PM Peak	93.0%	96.6%	96.6%	95.2%	97.0%	
		Total Peak	93.0%	94.2%	94.4%	96.8%	94.3%	
		Off Peak Weekday	93.0%	92.2%	94.2%	92.0%	92.4%	
		Weekend	93.0%	98.2%	97.0%	96.4%	95.1%	
		Harlem Line	Overall	93.0%	94.0%	94.6%	97.2%	93.7%
		AM Peak	93.0%	93.6%	93.5%	97.4%	90.8%	
		AM Reverse Peak	93.0%	95.2%	95.8%	98.7%	94.2%	
		PM Peak	93.0%	95.9%	94.1%	98.1%	95.0%	
		Total Peak	93.0%	94.8%	94.1%	97.9%	93.1%	
		Off Peak Weekday	93.0%	93.0%	93.9%	95.6%	93.3%	
		Weekend	93.0%	94.8%	96.6%	99.2%	95.4%	
	New Haven Line	Overall	93.0%	88.4%	92.4%	96.0%	91.8%	
	AM Peak	93.0%	89.1%	91.2%	97.5%	88.6%		
	AM Reverse Peak	93.0%	92.2%	93.9%	97.9%	92.1%		
	PM Peak	93.0%	91.9%	93.4%	96.5%	94.8%		
	Total Peak	93.0%	90.7%	92.5%	97.1%	91.6%		
	Off Peak Weekday	93.0%	84.7%	90.5%	93.9%	90.3%		
	Weekend	93.0%	93.5%	95.8%	98.1%	94.7%		
Operating Statistics	Trains Scheduled		20,223	154,295	19,710	153,761		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		12.2	13.2	11.7	11.9		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	322	1,919	138		
	Trains Canceled		220	18	259	5		
	Trains Terminated		220	20	249	12		
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.7%	99.9%		
Consist Compliance	System	Overall	99.8%	99.4%	99.6%	99.8%	99.6%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.8%	98.5%	99.2%	99.7%	99.3%	
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%	
		PM Peak	99.8%	98.5%	99.0%	99.4%	98.8%	
		Total Peak	99.8%	98.7%	99.2%	99.6%	99.2%	
		Off Peak Weekday	99.8%	99.7%	99.8%	99.9%	99.8%	
		Weekend	99.8%	99.9%	99.9%	99.9%	99.9%	
		Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.9%	99.9%	100.0%	99.7%	
		Harlem Line	AM Peak	99.8%	98.8%	99.2%	99.7%	99.1%
		PM Peak	99.8%	98.8%	99.0%	99.6%	98.8%	
		New Haven Line	AM Peak	99.8%	97.2%	98.6%	99.5%	99.1%
		PM Peak	99.8%	97.4%	98.5%	98.9%	98.1%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	July	2016 Data		2015 Data		YTD 2016 Vs 2015
			August	YTD thru August	August	YTD thru August	
Engineering (Scheduled)	16.1%	327	641	2,248	313	2,525	-277
Engineering (Unscheduled)	44.9%	1,344	1,792	7,674	679	10,377	-2,703
Maintenance of Equipment	21.9%	357	873	3,432	320	3,418	14
Transportation	3.4%	72	134	630	66	702	-72
Capital Projects	0.1%	6	4	93	0	23	70
Weather and Environmental	4.0%	174	161	1,838	26	2,161	-323
Police	4.3%	608	172	2,661	132	1,625	1,036
Customers	2.6%	147	102	752	84	916	-164
Other	2.8%	113	112	3,076	162	1,498	1,578
3rd Party Operations	0.0%	6	0	26	2	55	-29
TOTAL	100.0%	3,154	3,991	22,430	1,784	23,300	-870

HUDSON LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2016 Vs 2015
Engineering	48.4%	155	241	1,314	296	2,221	-907
Maintenance of Equipment	20.7%	95	103	869	102	712	157
Transportation	5.0%	15	25	118	18	148	-30
Capital Projects	0.0%	0	0	4	0	0	4
Weather and Environmental	5.8%	9	29	295	24	396	-101
Police	4.2%	78	21	285	20	254	31
Customers	7.2%	38	36	182	21	266	-84
Other	8.6%	18	43	743	15	385	358
3rd Party Operations	0.0%	1	0	2	1	6	-4
TOTAL	100.0%	409	498	3,812	497	4,388	-576

HARLEM LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2016 Vs 2015
Engineering	51.6%	236	360	1,942	136	2,925	-983
Maintenance of Equipment	28.7%	120	200	903	50	821	82
Transportation	5.2%	21	36	184	23	176	8
Capital Projects	0.0%	0	0	1	0	0	1
Weather and Environmental	4.0%	116	28	735	0	733	2
Police	4.7%	23	33	705	12	640	65
Customers	3.2%	23	22	193	14	220	-27
Other	2.6%	50	18	953	104	478	475
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	589	697	5,617	339	5,993	-376

NEW HAVEN LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2016 Vs 2015
Engineering	55.3%	954	1,191	4,418	247	5,232	-814
Maintenance of Equipment	26.5%	142	570	1,660	168	1,886	-226
Transportation	3.4%	36	74	328	25	378	-50
Capital Projects	0.2%	6	4	88	0	23	65
Weather and Environmental	4.8%	49	104	808	2	1,032	-224
Police	5.5%	507	118	1,672	100	731	941
Customers	2.0%	86	43	377	49	429	-52
Other	2.3%	46	50	1,380	43	635	745
3rd Party Operations	0.0%	5	0	22	2	49	-27
TOTAL	100.0%	1,831	2,154	10,753	636	10,395	358



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
08/03	Wed	Scheduled 138th Street Bridge bridge opening.	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
08/05	Fri	No battery charge and no power faults on Engine 112 of Train 909 at Patterson.	0	0	0	0	0	0	5	0	0	15	4	0	20	4	0
08/10	Wed	Unable to normal the 31 switch at CP112.	13	0	0	13	0	0	0	0	0	6	0	0	32	0	0
08/12	Fri	Delayed account transfer of control from OCC to ECC.	0	0	0	0	0	0	8	0	0	43	0	0	51	0	0
08/15	Mon	Stop and Warn in effect after a vehicle struck the gate at Cornwall Hill Road at MP 59.0.	0	0	0	0	0	0	2	0	0	12	0	0	14	0	0
08/15	Mon	Sagging wire and several broken hangers at Cat 217 on track 3.	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
08/15	Mon	Congestion account a defective frog on the 311 Switch at CP1.	0	0	0	0	0	0	56	1	0	25	0	0	81	1	0
08/16	Tue	Congestion account code lines down at CP240.	0	0	0	0	0	0	28	2	1	19	2	0	47	4	1
08/16	Tue	Districts P, U, L and M lost controls of their territory, causing delays.	2	0	0	0	0	0	0	0	0	33	0	0	35	0	0
08/16	Tue	Delays from CP5 to CP1 account track circuits down.	10	0	0	0	0	0	0	0	0	5	0	0	15	0	0
08/18	Thu	Suspicious object between tracks 2 and 4 at 97th Street.	13	0	0	2	0	0	0	0	0	1	0	0	16	0	0
08/23	Tue	Dark signals at CP26 on the Hudson Line.	22	0	0	2	0	0	0	0	0	0	0	0	24	0	0
08/23	Tue	Train 926 unable to take power at CP1.	5	0	0	1	0	0	0	0	0	8	0	0	14	0	0

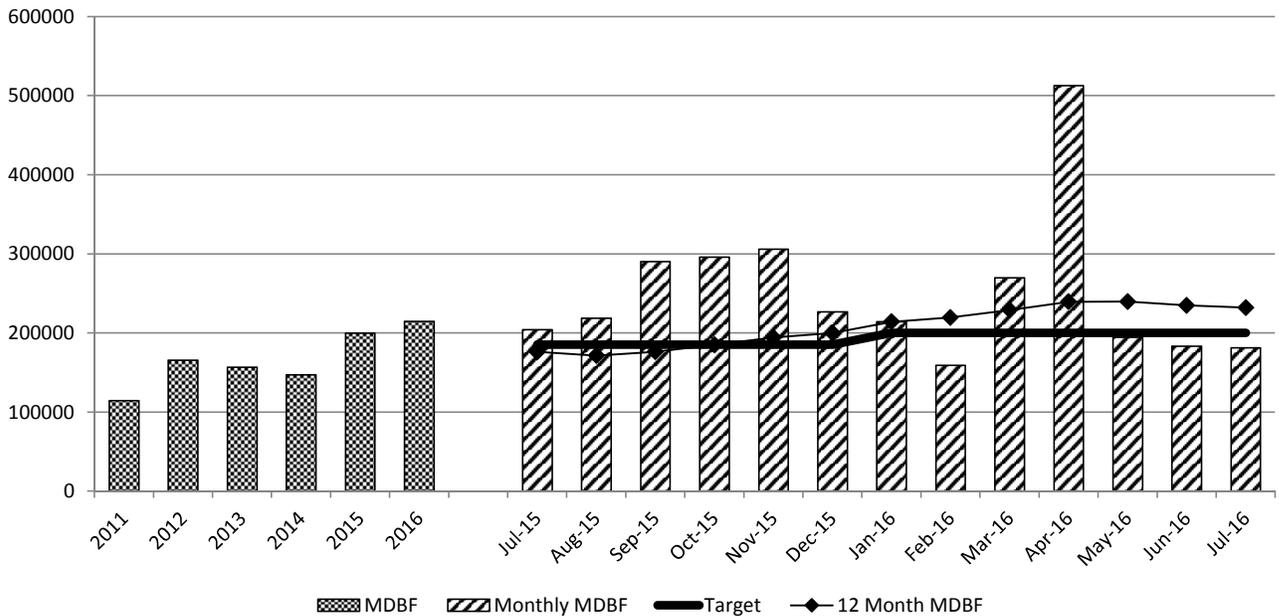
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
08/24	Wed	Train 1549 stopped at CP257 due to wire damage, inspected equipment.	0	0	0	0	0	1	0	0	0	30	3	3	30	3	4
08/26	Fri	Deadhead train 2325 disabled on track 3 in 106 interlocking.	69	0	0	14	0	0	0	0	0	23	0	0	106	0	0
08/29	Mon	Train 1568 had an unattended bag on track 3 at 125th Street.	0	0	0	0	0	0	9	0	0	2	0	0	11	0	0
TOTAL FOR MONTH			134	0	0	32	0	1	108	3	1	250	9	3	524	12	5
															541		

			2016 Data						2015 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M2	36	20,000	18,020	3	3	27,572	34,554	49,629	1	37,547
	M8	405	300,000	323,623	8	8	466,178	400,236	337,822	8	255,766
	M3	138	135,000	58,111	2	5	78,977	108,927	62,065	5	126,845
	M7	334	460,000	692,272	4	3	533,826	608,889	713,600	3	416,987
	Coach	210	295,000	243,731	5	6	204,430	255,116	374,327	4	276,760
	P-32	31	30,000	17,444	6	11	22,698	24,370	16,250	12	22,186
	BL-20	12	13,000	40,410	3	1	39,590	25,500	44,635	1	15,591
	Fleet	1166	200,000	181,219	31	37	214,570	232,002	204,126	34	171,007
	M2/8		200,000	240,277	11	11	369,685	337,993	305,801	9	172,446
	M3/7		320,000	295,921	6	8	310,692	389,728	306,391	8	230,273
Diesel/Coach		120,000	94,149	14	18	101,848	111,344	102,173	17	102,238	

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

ALL FLEETS Mean Distance Between Failures 2011 - 2016



West of Hudson Performance Summary			2016 Data			2015 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%	96.2%	96.7%	96.8%	94.7%	
		AM Peak	95.5%	97.2%	96.2%	95.6%	94.5%	
		PM Peak	95.5%	96.7%	97.4%	98.2%	94.5%	
		Total Peak	95.5%	96.9%	96.8%	96.8%	94.5%	
		Off Peak Weekday	95.5%	95.6%	96.8%	95.6%	94.6%	
		Weekend	95.5%	96.4%	96.6%	99.2%	95.2%	
		Pascack Line	Overall	96.5%	96.7%	97.2%	96.8%	94.8%
		AM Peak	96.5%	97.3%	96.7%	93.5%	94.9%	
		PM Peak	96.5%	95.7%	97.7%	99.3%	94.1%	
		Total Peak	96.5%	96.5%	97.2%	96.2%	94.5%	
		Off Peak Weekday	96.5%	96.9%	97.3%	96.1%	94.8%	
		Weekend	96.5%	96.4%	96.9%	98.8%	95.3%	
		Port Jervis Line	Overall	95.0%	95.5%	96.2%	96.9%	94.4%
		AM Peak	95.0%	97.1%	95.4%	98.4%	93.9%	
		PM Peak	95.0%	97.8%	97.1%	96.8%	94.9%	
		Total Peak	95.0%	97.5%	96.2%	97.6%	94.4%	
		Off Peak Weekday	95.0%	93.6%	96.1%	94.9%	94.2%	
	Weekend	95.0%	96.4%	96.0%	100.0%	95.1%		
Operating Statistics	Trains Scheduled		1,758	13,466	1,703	13,388		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		19.4	21.1	15.2	19.0		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	30	210	11	266		
	Trains Canceled	60	5	26	14	60		
	Trains Terminated	60	4	30	4	40		
	Percent of Scheduled Trips Completed	99.4%	99.5%	99.6%	98.9%	99.3%		



AUGUST 2016 STANDEE REPORT

East of Hudson			AUGUST 2015	YTD 2015	AUGUST 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	0
		Total Standees	0	0	1	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	3	17	10	16
		Total Standees	3	17	10	16
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	23	15	39	28
		Total Standees	23	15	39	28
	EAST OF HUDSON TOTAL - AM PEAK			26	32	50
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	1
		Total Standees	0	2	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	5	26	26	18
		Total Standees	5	26	26	18
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	15	32	69	48
		Total Standees	15	32	69	48
	EAST OF HUDSON TOTAL - PM PEAK			20	60	95

West of Hudson			AUGUST 2015	YTD 2015	AUGUST 2016	YTD 2016
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
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
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.

The August 2016 and YTD 2016 East of Hudson numbers shown above reflect a correction to the August 2016 report previously issued, which contained a calculation error.

ELEVATOR AND ESCALATOR OPERATING REPORT
FOR MONTH OF August 2016

Elevator Availability	2016		2015	
	August	Year to Date	August	Year to Date
Grand Central Terminal	92.37%	98.70%	97.81%	98.71%
Harlem	100.00%	99.67%	98.62%	99.61%
Hudson	100.00%	99.84%	99.94%	99.70%
New Haven	100.00%	99.73%	100.00%	99.94%
Overall Average	98.09%	99.48%	99.09%	99.49%

Escalator Availability	2016		2015	
	August	Year to Date	August	Year to Date
Grand Central Terminal	100.00%	98.32%	96.00%	97.64%
White Plains	100.00%	100.00%	100.00%	99.81%
Overall Average	100.00%	99.16%	98.00%	98.72%



MONTHLY OPERATING REPORT

July 2016

Date Issued:

Tuesday, August 16, 2016

Performance Summary			2016 Data			2015 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%	93.3%	94.0%	94.2%	92.4%	
		AM Peak	93.0%	95.2%	92.2%	94.2%	88.9%	
		AM Reverse Peak	93.0%	96.5%	95.4%	97.3%	93.3%	
		PM Peak	93.0%	93.8%	94.5%	94.5%	95.3%	
		Total Peak	93.0%	94.8%	93.6%	94.8%	92.1%	
		Off Peak Weekday	93.0%	90.1%	93.0%	92.4%	91.4%	
		Weekend	93.0%	96.3%	96.5%	96.8%	94.6%	
		Hudson Line	Overall	93.0%	95.9%	95.0%	93.5%	93.6%
		AM Peak	93.0%	94.9%	91.8%	94.6%	90.1%	
		AM Reverse Peak	93.0%	98.2%	96.9%	98.3%	96.5%	
		PM Peak	93.0%	98.9%	96.7%	94.9%	97.2%	
		Total Peak	93.0%	97.0%	94.5%	95.2%	93.9%	
		Off Peak Weekday	93.0%	94.1%	94.5%	88.9%	92.5%	
		Weekend	93.0%	97.1%	96.9%	98.7%	94.9%	
		Harlem Line	Overall	93.0%	95.1%	94.7%	95.5%	93.2%
		AM Peak	93.0%	97.4%	93.5%	95.5%	89.8%	
		AM Reverse Peak	93.0%	98.9%	95.9%	97.6%	93.6%	
		PM Peak	93.0%	95.4%	93.8%	94.3%	94.6%	
		Total Peak	93.0%	96.9%	94.0%	95.4%	92.4%	
		Off Peak Weekday	93.0%	92.3%	94.1%	95.0%	93.0%	
		Weekend	93.0%	97.1%	96.9%	96.6%	94.9%	
	New Haven Line	Overall	93.0%	90.4%	93.0%	93.6%	91.1%	
	AM Peak	93.0%	93.5%	91.5%	92.7%	87.3%		
	AM Reverse Peak	93.0%	93.3%	94.2%	96.4%	91.2%		
	PM Peak	93.0%	89.0%	93.7%	94.4%	94.6%		
	Total Peak	93.0%	91.7%	92.8%	94.0%	90.9%		
	Off Peak Weekday	93.0%	86.5%	91.4%	92.4%	89.8%		
	Weekend	93.0%	95.2%	96.1%	95.7%	94.2%		
Operating Statistics	Trains Scheduled		19,394	134,072	19,940	134,051		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		13.6	13.4	10.5	11.9		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	311	1,597	143		
	Trains Canceled		220	16	241	3		
	Trains Terminated		220	29	229	19		
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.6%	99.9%		
Consist Compliance	System	Overall	99.8%	99.3%	99.6%	99.7%	99.6%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.8%	98.5%	99.3%	99.6%	99.3%	
		AM Reverse Peak	99.8%	99.9%	99.9%	100.0%	99.9%	
		PM Peak	99.8%	98.4%	99.1%	99.4%	98.7%	
		Total Peak	99.8%	98.7%	99.3%	99.6%	99.1%	
		Off Peak Weekday	99.8%	99.6%	99.8%	99.8%	99.8%	
		Weekend	99.8%	99.8%	99.9%	99.8%	99.9%	
		Hudson Line	AM Peak	99.8%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.8%	100.0%	99.9%	99.9%	99.7%	
		Harlem Line	AM Peak	99.8%	99.3%	99.2%	99.4%	99.0%
		PM Peak	99.8%	99.1%	99.0%	99.1%	98.7%	
		New Haven Line	AM Peak	99.8%	96.7%	98.9%	99.5%	99.1%
		PM Peak	99.8%	96.7%	98.7%	99.5%	98.0%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	June	2016 Data		2015 Data		YTD 2016 Vs 2015
			July	YTD thru July	July	YTD thru July	
Engineering (Scheduled)	10.4%	352	327	1,607	432	2,212	-605
Engineering (Unscheduled)	42.6%	1,212	1,344	5,882	1,208	9,698	-3,816
Maintenance of Equipment	11.3%	532	357	2,559	316	3,098	-539
Transportation	2.3%	79	72	496	98	637	-141
Capital Projects	0.2%	25	6	88	0	23	65
Weather and Environmental	5.5%	481	174	1,678	42	2,135	-457
Police	19.3%	269	608	2,489	156	1,493	996
Customers	4.7%	88	147	650	111	832	-182
Other	3.6%	218	113	2,964	68	1,336	1,628
3rd Party Operations	0.2%	6	6	26	4	53	-27
TOTAL	100.0%	3,262	3,154	18,439	2,435	21,517	-3,078

HUDSON LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2016 Vs 2015
Engineering	37.9%	269	155	1,073	325	1,925	-852
Maintenance of Equipment	23.2%	142	95	765	92	610	155
Transportation	3.7%	13	15	93	28	130	-37
Capital Projects	0.0%	2	0	4	0	0	4
Weather and Environmental	2.2%	3	9	266	2	373	-107
Police	19.1%	33	78	264	109	234	30
Customers	9.3%	22	38	146	41	246	-100
Other	4.4%	67	18	700	8	370	330
3rd Party Operations	0.2%	0	1	2	2	5	-3
TOTAL	100.0%	551	409	3,313	607	3,893	-580

HARLEM LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2016 Vs 2015
Engineering	40.1%	345	236	1,581	309	2,788	-1,207
Maintenance of Equipment	20.4%	149	120	704	83	770	-66
Transportation	3.6%	23	21	148	22	153	-5
Capital Projects	0.0%	1	0	1	0	0	1
Weather and Environmental	19.7%	90	116	708	14	732	-24
Police	3.9%	87	23	672	10	628	44
Customers	3.9%	23	23	170	32	206	-36
Other	8.5%	50	50	934	16	374	560
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	768	589	4,919	486	5,651	-732

NEW HAVEN LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2016 Vs 2015
Engineering	52.1%	597	954	3,228	574	4,984	-1,756
Maintenance of Equipment	7.8%	242	142	1,090	140	1,718	-628
Transportation	2.0%	44	36	254	48	353	-99
Capital Projects	0.3%	22	6	84	0	23	61
Weather and Environmental	2.7%	389	49	704	26	1,030	-326
Police	27.7%	149	507	1,554	38	631	923
Customers	4.7%	44	86	334	39	380	-46
Other	2.5%	100	46	1,330	44	592	738
3rd Party Operations	0.3%	6	5	22	1	47	-25
TOTAL	100.0%	1,593	1,831	8,600	910	9,758	-1,158

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	
07/01	Fri	Overhead power breaker failure at Cat 524.	7	0	0	7	0	0	0	0	0	6	0	0	20	0	0
07/05	Tue	Congestion from CP5 - CP1 due to disabled 2772, lost power on track I.	0	0	0	0	0	0	12	0	0	20	0	0	32	0	0
07/06	Wed	Overhead wire ground on track 1 from Cat 537 to Cat 524.	5	1	1	3	0	0	0	0	0	9	0	0	17	1	1
07/07	Thu	Train 1860 unable to take power on track 1 at CP 229 at Cat 286.	0	0	0	0	0	0	9	0	1	10	0	1	19	0	2
07/07	Thu	Tracks 2 and 4 out of service from CP26 - CP33 due to track circuit down.	1	0	0	1	0	0	0	0	0	25	0	0	27	0	0
07/12	Tue	Train 1437 terminated at 125th Street due to missing 3rd rail shoes.	4	0	1	0	0	0	2	0	0	12	0	0	18	0	1
07/12	Tue	The 664BK Track circuit on track 4, south of Tremont Station, is down.	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
07/13	Wed	Congestion account trespassers at CAT 145, foul time on all tracks CP217 to CP223.	0	0	0	0	0	0	37	0	0	31	0	0	68	0	0
07/13	Wed	Congestion account after Harlem River Lift bridge opening, unable to return the 1/3 span back for rail service.	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0
07/14	Thu	A tree down across tracks 1 and 2 between Fleetwood and the Iron Bridge, MP 14.2 to MP 14.3.	0	0	0	0	0	0	5	0	0	12	0	0	17	0	0
07/14	Thu	A power feeder on fire on track 4 at Cat 867.	14	0	0	2	0	0	0	0	0	6	0	0	22	0	0
07/25	Mon	Lost signal power from CP230 to CP274.	0	0	0	0	0	0	9	1	0	37	0	0	46	1	0

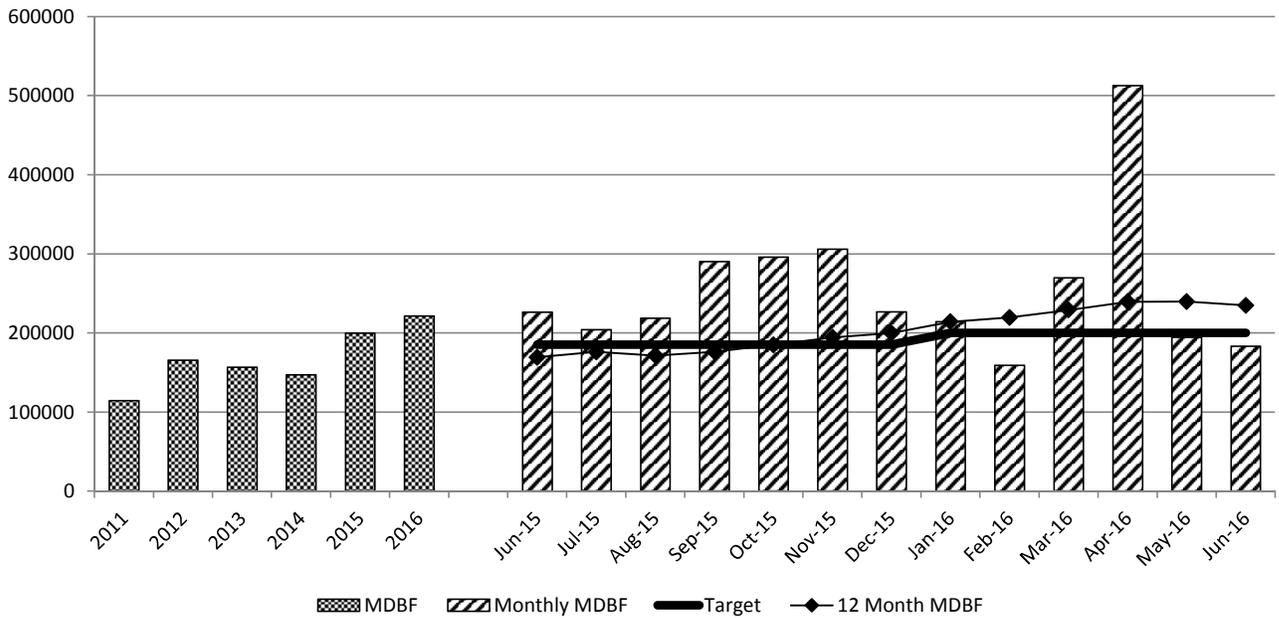
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
07/25	Mon	Track circuit down at CP230 and track 4 out of service from CP223 to CP233.	16	0	0	0	0	0	13	0	1	13	1	0	42	1	1
07/28	Thu	Train 1359 struck trespasser at Harrison Station.	0	0	0	0	0	0	0	0	0	22	0	1	22	0	1
TOTAL FOR MONTH			47	1	2	13	0	0	87	1	2	233	1	2	380	3	6
															389		

			2016 Data						2015 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M2	36	20,000	54,799	3	1	31,155	39,174	202,974	0	37,252
	M8	405	300,000	659,392	8	4	502,967	401,693	192,470	13	244,825
	M3	138	135,000	83,470	2	4	83,945	109,545	303,379	1	153,837
	M7	334	460,000	1,045,017	4	2	514,020	610,450	2,091,562	1	388,282
	Coach	210	295,000	89,484	5	16	198,946	263,502	728,928	2	264,564
	P-32	31	30,000	23,477	6	8	23,927	24,141	21,124	9	23,701
	BL-20	12	13,000	20,093	3	2	39,453	25,723	10,633	4	13,882
	Fleet	1166	200,000	183,136	31	37	221,425	234,725	226,351	30	166,315
	M2/8		200,000	538,473	11	5	406,185	346,527	308,083	13	160,563
	M3/7		320,000	403,985	6	6	313,318	390,875	1,197,471	2	322,856
Diesel/Coach		120,000	63,836	14	26	103,291	112,212	112,700	15	102,250	

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 2011 - 2016



West of Hudson Performance Summary			2016 Data			2015 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%	96.7%	96.8%	94.9%	94.4%
		AM Peak	95.5%	96.4%	96.0%	94.8%	94.3%
		PM Peak	95.5%	98.1%	97.6%	97.6%	93.9%
		Total Peak	95.5%	97.2%	96.8%	96.1%	94.1%
		Off Peak Weekday	95.5%	96.6%	97.0%	94.4%	94.4%
		Weekend	95.5%	96.4%	96.6%	93.9%	94.6%
	Pascack Line	Overall	96.5%	97.2%	97.2%	95.3%	94.6%
	Valley Line	AM Peak	96.5%	96.9%	96.7%	95.5%	95.1%
		PM Peak	96.5%	97.1%	98.0%	97.4%	93.3%
		Total Peak	96.5%	97.0%	97.3%	96.4%	94.3%
		Off Peak Weekday	96.5%	97.4%	97.3%	94.0%	94.6%
		Weekend	96.5%	97.0%	97.0%	96.8%	94.8%
	Port Jervis Line	Overall	95.0%	96.1%	96.3%	94.3%	94.1%
		AM Peak	95.0%	95.8%	95.1%	93.9%	93.3%
		PM Peak	95.0%	99.2%	97.0%	97.7%	94.6%
		Total Peak	95.0%	97.5%	96.1%	95.8%	93.9%
		Off Peak Weekday	95.0%	95.3%	96.5%	95.1%	94.1%
	Weekend	95.0%	95.5%	96.0%	89.2%	94.3%	
Operating Statistics	Trains Scheduled		1,683	11,708	1,732	11,685	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		23.6	21.4	18.1	19.2	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	25	180	35	255	
	Trains Canceled	60	2	21	2	46	
	Trains Terminated	60	1	26	4	36	
	Percent of Scheduled Trips Completed	99.4%	99.8%	99.6%	99.7%	99.3%	



JULY 2016 STANDEE REPORT

East of Hudson			JULY 2015	YTD 2015	JULY 2016	YTD 2016
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	16	19	30	17
		Total Standees	16	19	30	17
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	3	14	69	25
		Total Standees	3	14	69	25
EAST OF HUDSON TOTAL - AM PEAK			19	33	99	42
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	1
		Total Standees	0	2	0	1
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	19	29	9	17
		Total Standees	19	29	9	17
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	2	35	107	45
		Total Standees	2	35	107	45
EAST OF HUDSON TOTAL - PM PEAK			21	66	116	63

West of Hudson			JULY 2015	YTD 2015	JULY 2016	YTD 2016
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.

The July 2016 and YTD 2016 East of Hudson numbers shown above reflect a correction to the July 2016 report previously issued, which contained a calculation error.

ELEVATOR AND ESCALATOR OPERATING REPORT
FOR MONTH OF July 2016

Elevator Availability	2016		2015	
	July	Year to Date	July	Year to Date
Grand Central Terminal	100.00%	99.60%	100.00%	98.84%
Harlem	97.82%	99.63%	100.00%	99.75%
Hudson	99.88%	99.82%	100.00%	99.67%
New Haven	100.00%	99.69%	100.00%	99.93%
Overall Average	99.43%	99.68%	100.00%	99.55%

Escalator Availability	2016		2015	
	July	Year to Date	July	Year to Date
Grand Central Terminal	99.75%	98.08%	94.17%	97.87%
White Plains	100.00%	100.00%	100.00%	99.79%
Overall Average	99.88%	99.04%	97.08%	98.83%



Metro-North Railroad

Finance Report



FINANCIAL STATEMENTS

MONTH ENDED: JULY 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
JULY 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST
(\$ in millions)**

SUMMARY

July 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$425.7 million was \$17.5 million or 3.9% lower than the Mid-Year Forecast. The month of July Net Deficit (Non-Reimbursable and Reimbursable) of \$59.3 million was \$3.3 million or 5.2% lower than the Mid-Year Forecast.

Major drivers of the July 2016 YTD favorable results of \$17.5 million include lower Non-Reimbursable Expenses of \$24.2 million primarily due to a non-cash adjustment to reflect Metro-North's net pension liability (\$14.2 million), timing of both maintenance contracts and professional services expenditures (\$10.9 million), and lower than budgeted energy rates for both electric power and fuel (\$4.2 million). Partly offsetting these favorable expense results were the reallocation of reimbursable project forces to operations (\$4.0 million) as well as higher other fringe benefits primarily due to increased employee claims (\$1.3 million). In addition, Non-Reimbursable Revenues were \$6.8 million unfavorable due to lower farebox revenue (\$4.9 million) reflecting lower overall ridership and lower other operating revenue due to timing of GCT rental income and decreased advertising revenue (\$1.9 million).

July 2016 YTD Reimbursable results (Capital and Other Reimbursements) of \$111.1 million was \$1.7 million higher than the Mid-Year Forecast primarily due to higher contractual expenditures for the Positive Train Control project and increased activity for several capital projects including Turnouts Mainline High Speed, C-30 Track Program, and GCT Turnouts Switch Renewal.

REVENUE/RIDERSHIP

- Farebox Revenue – YTD was lower than the Mid-Year Forecast by \$4.9 million (1.2%) primarily due to the non-commutation ridership losses from the fire under the Park Avenue Viaduct on May 17th. For the month, revenue was \$1.7 million lower than the Mid-Year Forecast primarily reflecting lower commutation ridership.
- YTD Ridership of 49.7 million was 1.0% below the Mid-Year Forecast and 0.8% higher than YTD 2015. July ridership of 7.2 million was 2.5% below the Mid-Year Forecast and 1.1% lower than 2015.
- YTD East of Hudson Ridership of 48.7 million was 1.0% below the Mid-Year Forecast and 0.9% higher than YTD 2015. East of Hudson ridership for July of 7.1 million was 2.5% lower than the Mid-Year Forecast and 1.0% lower than 2015.
 - YTD commutation ridership of 28.5 million was 0.9% lower than the Mid-Year Forecast and 1.1% higher than YTD 2015. July commutation ridership of 3.8 million was 3.8% lower than the Mid-Year Forecast and 1.9% lower than 2015.
 - YTD non-commutation ridership of 20.2 million was 1.1% below the Mid-Year Forecast and 0.5% higher than YTD 2015. July non-commutation ridership of 3.3 million was 0.9% lower than the Mid-Year Forecast and in line with 2015.
- YTD West of Hudson Ridership of 1.0 million was 2.1% lower than the Mid-Year Forecast and 1.6% lower than YTD 2015. July ridership of 0.1 million was 3.3% lower than the Mid-Year Forecast and 5.7% lower than 2015.
- **Other Operating Revenue** – YTD was \$1.9 million (5.0%) below the Mid-Year Forecast reflecting timing of GCT rental income and lower advertising revenue. For the month, revenue was \$0.3 million below the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$1.7 million higher than the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$2.7 million lower than the Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$966.6 million were \$22.5 million or 2.3% lower than the Mid-Year Forecast through July. For the month, expenses of \$138.1 million were \$7.9 million or 5.4% lower than the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$585.2 million YTD were \$3.4 million higher than the Mid-Year Forecast. For the month, expenses of \$82.3 million were \$2.6 million lower than the Mid-Year Forecast.

- **Payroll** – YTD was \$1.0 million below the Mid-Year Forecast due to unfilled positions. For the month, expenses were \$1.1 million below the Mid-Year Forecast.
- **Overtime** – YTD was \$3.1 million above the Mid-Year Forecast due to higher Reimbursable project activity and accelerated infrastructure maintenance, partially offset by improved employee availability for train service coverage and fewer weather events. For the month, expenses were \$0.2 million below the Mid-Year Forecast.

Non-Labor Expenses of \$218.2 million YTD were \$9.8 million lower than the Mid-Year Forecast. For the month, expenses of \$31.3 million were lower by \$3.8 million compared to the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable results vs. the Mid-Year Forecast of \$3.2 million YTD and \$1.5 million for the month.
- **Fuel** – YTD expenses were lower by \$1.0 million due to lower diesel fuel prices per gallon. For the month, expenses were essentially flat compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$6.4 million below the YTD Mid-Year Forecast primarily due to timing of Non-Reimbursable expenses for maintenance services, Genesis Reliability Centered Maintenance (RCM), M7 Systems Equipment Replacement Project, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment and RCM technical support as well as lower expenditures for GCT utilities. For the month, expenses were \$1.0 million lower than the Mid-Year Forecast.
- **Professional Services** – YTD was \$0.6 million above the Mid-Year Forecast primarily due to higher Reimbursable project activity partially offset by the timing of Non-Reimbursable expenses for consulting and engineering services, market research studies, advertising and outside training. For the month, expenses were favorable by \$0.3 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$0.6 million above the Mid-Year Forecast primarily due to Non-Reimbursable expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs as well as purchase price adjustments partially offset by lower Reimbursable project activity. For the month, expenses were \$0.5 million below the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were lower than the Mid-Year Forecast by \$0.2 million primarily due to lower NJT subsidy payments for West of Hudson operations. For the month, expenses were \$0.4 million below than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$16.2 million YTD lower than the Mid-Year Forecast primarily due to the GASB 68 Pension Adjustment (\$14.2 million) and the timing of the capitalization of assets (\$0.6 million). For the month, expenses were \$1.5 million below the Mid-Year Forecast.

CASH DEFICIT SUMMARY

July YTD Net Cash Deficit of \$262.7 million was \$4.7 million or 1.8% favorable to the Mid-Year Forecast primarily due to lower expenditures for both maintenance and professional services (\$22.0 million) largely offset by lower receipts (\$7.6 million), timing of payments for fringe benefits (\$7.1 million) and timing of materials being placed into inventory (\$2.3 million).

FINANCIAL PERFORMANCE MEASURES

July YTD performance indicators primarily reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 67.5% was 2.2% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.36 was \$0.53 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$8.19 was \$0.02 lower than the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY

July 2016
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	
Revenue										
Farebox Revenue	\$61,677	\$59,987	(\$1,691) (2.7)	\$0,000	\$0,000	\$0,000	\$61,677	\$59,987	(\$1,691) (2.7)	
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Other Operating Revenue	4,923	4,869	(0,255) (5.2)	0,000	0,000	0,000	4,923	4,869	(0,255) (5.2)	
Capital & Other Reimbursements:										
MTA	0,000	0,000	0,000	8,839	5,769	(3,070) (34.7)	8,839	5,769	(3,070) (34.7)	
CDOT	0,000	0,000	0,000	6,379	6,655	0,276 4.3	6,379	6,655	0,276 4.3	
Other	0,000	0,000	0,000	1,588	1,713	0,125 7.9	1,588	1,713	0,125 7.9	
Total Capital and Other Reimbursements	0,000	0,000	0,000	16,806	14,137	(2,669) (15.9)	16,806	14,137	(2,669) (15.9)	
Total Revenue/Receipts	\$66,600	\$64,655	(\$1,945) (2.9)	\$16,806	\$14,137	(\$2,669) (15.9)	\$83,407	\$78,792	(\$4,614) (5.5)	
Expenses										
Labor:										
Payroll	\$39,903	\$40,345	(\$4,442) (1.1)	\$4,241	\$2,720	\$1,521 (35.9)	\$44,144	\$43,066	\$1,079 2.4	
Overtime	7,990	7,614	0,376 4.7	1,408	1,508	(0,100) (7.1)	9,397	9,122	0,276 2.9	
Health and Welfare	8,678	8,623	0,055 0.6	1,322	0,937	0,384 29.1	10,000	9,560	0,440 4.4	
OPEB Current Payment	2,423	2,593	(0,170) (7.0)	0,000	0,000	0,000	2,423	2,593	(0,170) (7.0)	
Pensions	7,640	7,632	0,008 0.1	0,966	0,623	0,243 28.0	8,506	8,255	0,250 2.9	
Other Fringe Benefits	9,660	9,156	0,504 5.2	0,998	0,722	0,275 27.6	10,658	9,878	0,779 7.3	
Reimbursable Overhead	(3,803)	(3,296)	(0,507) (13.3)	3,641	3,155	0,486 13.3	(0,162)	(0,141)	(0,021) (12.8)	
Total Labor	\$72,491	\$72,666	(\$0,176) (0.2)	\$12,475	\$9,666	\$2,809 22.5	\$84,966	\$82,333	\$2,633 3.1	
Non-Labor:										
Electric Power	\$6,623	\$5,091	\$1,532 23.1	\$0,000	\$0,001	(\$0,001)	\$6,623	\$5,092	\$1,531 23.1	
Fuel	1,245	1,264	(0,019) (1.5)	0,000	0,000	0,000	1,245	1,264	(0,019) (1.5)	
Insurance	1,597	1,592	0,004 0.3	0,341	0,325	0,016 4.8	1,938	1,917	0,021 1.1	
Claims	0,112	0,108	0,005 4.2	0,000	0,000	0,000	0,112	0,108	0,005 4.2	
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Maintenance and Other Operating Contracts	9,918	8,054	1,864 18.8	0,000	0,632	(0,636)	10,550	9,522	1,028 9.7	
Professional Service Contracts	3,313	2,211	1,102 33.3	0,457	1,302	(0,845)	3,771	3,513	0,258 6.8	
Materials & Supplies	6,455	7,474	(1,019) (15.8)	2,864	1,328	1,536 53.6	9,319	8,801	0,518 5.6	
Other Business Expenses	1,450	1,015	0,435 30.0	0,036	0,047	(0,011) (31.4)	1,486	1,063	0,424 28.5	
Total Non-Labor	\$30,714	\$26,809	\$3,905 12.7	\$4,331	\$4,471	(\$0,140) (3.2)	\$35,045	\$31,279	\$3,765 10.7	
Other Adjustments:										
Other	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Total Other Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	
Total Expenses before Non-Cash Liability Adjs.	\$103,204	\$99,475	\$3,729 3.6	\$16,806	\$14,137	\$2,669 15.9	\$120,011	\$113,612	\$6,398 5.3	
Depreciation	19,883	18,833	1,051 5.3	0,000	0,000	0,000	19,883	18,833	1,051 5.3	
OPEB Obligation	5,693	5,693	0,000 0.0	0,000	0,000	0,000	5,693	5,693	0,000 0.0	
GASB88 Pension Adjustment**	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Environmental Remediation	0,417	0,000	0,417 100.0	0,000	0,000	0,000	0,417	0,000	0,417 100.0	
Total Expenses	\$129,197	\$124,001	\$5,197 4.0	\$16,806	\$14,137	\$2,669 15.9	\$146,003	\$138,138	\$7,866 5.4	
Net Surplus/(Deficit)	(\$62,597)	(\$59,345)	\$3,251 5.2	\$0,000	\$0,000	\$0,000	(\$62,597)	(\$59,345)	\$3,251 5.2	
Cash Conversion Adjustments:										
Depreciation	19,883	18,833	(1,051) (5.3)	0,000	0,000	0,000	19,883	18,833	(1,051) (5.3)	
Operating/Capital	(7,025)	(3,475)	3,550 50.5	0,000	0,000	0,000	(7,025)	(3,475)	3,550 50.5	
Other Cash Adjustments	5,348	0,986	(4,362) (81.6)	0,000	0,000	0,000	5,348	0,986	(4,362) (81.6)	
Total Cash Conversion Adjustments	\$18,206	\$16,343	(\$1,863) (10.2)	\$0,000	\$0,000	\$0,000	\$18,206	\$16,343	(\$1,863) (10.2)	
Net Cash Surplus/(Deficit)	(\$44,391)	(\$43,002)	\$1,389 3.1	\$0,000	\$0,000	\$0,000	(\$44,391)	(\$43,002)	\$1,389 3.1	

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 - 2016 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
 July Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent
Revenue									
Farebox Revenue	\$399,191	\$394,275	(\$4,916) (1.2)	\$0,000	\$0,000	\$0,000	\$399,191	\$394,275	(\$4,916) (1.2)
Vehicle Toll Revenue	0,000	0,000	0,000 -	0,000	0,000	0,000	0,000	0,000	0,000 -
Other Operating Revenue	37,333	35,461	(1,872) (5.0)	0,000	0,000	0,000	37,333	35,461	(1,872) (5.0)
<i>Capital & Other Reimbursements:</i>									
MTA	0,000	0,000	0,000 -	54,643	52,133	(2,511) (4.6)	54,643	52,133	(2,511) (4.6)
CDOT	0,000	0,000	0,000 -	41,849	44,957	3,108 7.4	41,849	44,957	3,108 7.4
Other	0,000	0,000	0,000 -	12,884	14,029	1,145 8.9	12,884	14,029	1,145 8.9
Total Capital and Other Reimbursements	0,000	0,000	0,000 -	109,376	111,119	1,742 1.6	109,376	111,119	1,742 1.6
Total Revenue/Receipts	\$436,524	\$429,736	(\$6,788) (1.6)	\$109,376	\$111,119	\$1,742 1.6	\$545,900	\$540,855	(\$5,046) (0.9)
Expenses									
<i>Labor:</i>									
Payroll	\$277,416	\$281,453	(\$4,037) (1.5)	\$27,232	\$22,206	\$5,025 18.5	\$304,648	\$303,660	\$988 0.3
Overtime	52,796	51,843	952 1.8	9,501	13,602	(4,101) (43.2)	62,297	65,445	(3,148) (5.1)
Health and Welfare	59,973	60,280	(307) (0.5)	8,374	7,693	681 8.1	68,347	67,973	374 0.5
OP&B Current Payment	16,885	17,576	(691) (4.1)	0,000	0,000	0,000 -	16,885	17,576	(691) (4.1)
Pensions	52,702	53,144	(442) (0.8)	5,530	5,119	410 7.4	58,232	58,263	(31) (0.1)
Other Fringe Benefits	65,943	67,233	(1,290) (2.0)	6,407	6,000	407 6.4	72,350	73,233	(883) (1.2)
Reimbursable Overhead	(27,494)	(27,188)	(306) (1.1)	26,457	26,198	259 1.0	(1,038)	(0,990)	(48) (4.6)
Total Labor	\$498,220	\$504,341	(\$6,121) (1.2)	\$63,501	\$60,819	\$2,682 3.2	\$581,721	\$585,160	(\$3,439) (0.6)
<i>Non-Labor:</i>									
Electric Power	\$39,968	\$36,733	\$3,235 8.1	\$0,000	\$0,059	(\$0,059) -	\$39,968	\$36,792	\$3,176 7.9
Fuel	8,601	7,646	954 11.1	0,000	0,000	0,000 -	8,601	7,646	954 11.1
Insurance	11,046	10,891	155 1.4	2,475	2,742	(267) (10.8)	13,521	13,633	(111) (0.8)
Claims	0,572	0,158	0,414 72.4	0,000	0,000	0,000 -	0,572	0,158	0,414 72.4
Paratransit Service Contracts	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -
Maintenance and Other Operating Contracts	66,064	58,065	7,999 12.1	7,308	8,869	(1,562) (21.4)	73,372	66,935	6,437 8.8
Professional Service Contracts	20,326	17,435	2,891 14.2	4,295	7,830	(3,535) (82.3)	24,621	25,285	(664) (2.6)
Materials & Supplies	48,385	50,161	(1,776) (3.7)	11,557	10,414	1,143 9.9	59,942	60,575	(633) (1.1)
Other Business Expenses	7,105	6,799	306 4.3	0,240	0,384	(0,145) (60.5)	7,345	7,184	161 2.2
Total Non-Labor	\$202,066	\$187,887	\$14,179 7.0	\$25,875	\$30,300	(\$4,425) (17.1)	\$227,942	\$218,188	\$9,754 4.3
<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.	\$700,286	\$692,228	\$8,058 1.2	\$109,376	\$111,119	(\$1,743) (1.6)	\$809,662	\$803,347	\$6,315 0.8
Depreciation	137,484	135,863	1,621 1.2	0,000	0,000	0,000 -	137,484	135,863	1,621 1.2
OP&B Obligation	39,851	39,851	0,000 0.0	0,000	0,000	0,000 -	39,851	39,851	0,000 0.0
GASB68 Pension Adjustment**	0,000	(14,188)	14,188 (34.1)	0,000	0,000	0,000 -	0,000	(14,188)	14,188 -
Environmental Remediation	2,083	1,708	375 18.0	0,000	0,000	0,000 -	2,083	1,708	375 18.0
Total Expenses	\$879,704	\$855,462	\$24,242 2.8	\$109,376	\$111,119	(\$1,743) (1.6)	\$989,080	\$966,581	\$22,499 2.3
Net Surplus/(Deficit)	(\$443,180)	(\$425,726)	\$17,454 3.9	\$0,000	(\$0,000)	(\$0,000) -	(\$443,180)	(\$425,726)	\$17,454 3.9
<i>Cash Conversion Adjustments:</i>									
Depreciation	137,484	135,863	(1,621) (1.2)	0,000	0,000	0,000 -	137,484	135,863	(1,621) (1.2)
Operating/Capital	(22,254)	(12,733)	9,521 42.8	0,000	0,000	0,000 -	(22,254)	(12,733)	9,521 42.8
Other Cash Adjustments	60,488	39,853	20,635 (34.1)	0,000	0,000	0,000 -	60,488	39,853	20,635 (34.1)
Total Cash Conversion Adjustments	\$175,718	\$162,983	\$12,735 (7.2)	\$0,000	\$0,000	\$0,000 -	\$175,718	\$162,983	\$12,735 (7.2)
Net Cash Surplus/(Deficit)	(\$267,462)	(\$262,743)	\$4,719 1.8	\$0,000	(\$0,000)	(\$0,000) -	(\$267,462)	(\$262,743)	\$4,719 1.8

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 ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JULY 2016
(\$ 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	(\$0.255)	(5.2%)	Primarily due to lower advertising revenue.	(\$1.872)	(5.0%)	Primarily reflects timing of GCT rental income and lower advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.669)	(15.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	\$1.742	1.6%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$1.521	35.9%	Reflects lower activity for the following projects: Program Scope Development Program, Turnouts Mainline High Speed, Positive Train Control Program, West of Hudson Signal Improvement, C-31 Track Program, Catenary C1A & C2 Replacement and the S-21 Bridge Program	\$5.025	18.5%	YTD reflects lower activity for the following projects: Program Scope Development, Turnouts Mainline/High Speed, Positive Train Control, Refurbishment of Electrical Program, West of Hudson Signal Improvements, Railroad Culverts, Harlem & Hudson Lines Power Improvement, WHRTAS Study Phase II AA, the Substation Bridge 23 Construction, Station Building Rehabilitations, Replace East Nonwalk Retaining Wall, CT Cameras/Audio for M8 Fleet, West Haven Station Project, MIN-CDOT Bicycle Rack Pilot and Stamford Station Improvements.
OVERTIME	Non-Reimb Reimb	\$0.376 (\$0.100)	4.7% (7.1%)	See overtime tables. See overtime tables.	\$0.952 (\$4.101)	1.8% (43.2%)	See overtime tables. See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.384	29.1%	Reflects lower activity for the following projects: C-31 Track Program, Turnouts/Mainline High Speed project, Program Scope Development, Positive Train Control, West of Hudson Signal Improvement and Power Infrastructure Restoration.	\$0.681	8.1%	YTD reflects lower activity for the following projects: GCT Turnout Switch Renewal, Positive Train Control in NY & CT, Program Scope Development and C-31 Track Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.170)	(7.0%)	Reflects additional retirees.	(\$0.691)	(4.1%)	
PENSIONS	Reimb	\$0.243	28.0%	Reflects lower activity for the following projects: Turnouts Mainline High Speed, Program Scope Development Program, Positive Train Control in NY & CT and the C-31 Track Program.	\$0.410	7.4%	YTD reflects lower activity for the following projects: GCT Turnout Switch Renewal, Positive Train Control in NY & CT, Program Scope Development and C-31 Track Program.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JULY 2016
(\$ in millions)

Generic Revenue or Expense Category	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
	Non-Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)	Reason for Variance		
		\$	%			\$	%	
OTHER FRINGE BENEFITS	Non-Reimb	\$0.504	5.2%	Primarily reflects timing of employee claims.	(\$1,290)	(2.0%)	Reflects lower activity for the following projects: GCT Turnout Switch Renewal, Positive Train Control in NY & CT, Program Scope Development and the C-31 Track Program.	
	Reimb	\$0.275	27.6%	Reflects lower activity for the following projects: C-31 Track Program, Turnouts Mainline High Speed, Program Scope Development and Positive Train Control in NY & CT.	\$0.407	6.4%		
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.507)	(13.3%)	The non-reimbursable and reimbursable variances reflect lower project activity for Turnouts Mainline High Speed, Positive Train Control in NY & CT and the Program Scope Development.	(\$0.306)	(1.1%)		
	Reimb	\$0.486	13.3%		\$0.259	1.0%		
ELECTRIC POWER	Non-Reimb	\$1.532	23.1%	Primarily due to favorable rates.	\$3.235	8.1%	YTD variance primarily due to favorable rates.	
FUEL	Non-Reimb	(\$0.019)	(1.5%)		\$0.954	11.1%	YTD variance reflects a lower diesel fuel price per gallon.	
INSURANCE	Reimb	\$0.016	4.8%	Reflects lower activity for Positive Train Control projects in NY & CT.	(\$0.267)	(10.8%)	Reflects higher activity for Turnouts Mainline High Speed, GCT Turnouts Switch Renewal and Cyclical Track Program.	
CLAIMS	Non-Reimb	\$0.005	4.2%		\$0.414	72.4%	YTD variance reflects lower claim payments.	
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.864	18.8%	Reflects timing of expenses for Reliability Centered Maintenance (RCM) technical support, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement Project and maintenance services as well as lower expenditures for GCT utilities.	\$7.999	12.1%	Reflects timing of expenses for maintenance services, Genesis Reliability Centered Maintenance (RCM), M7 Systems Equipment Replacement Project, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment and RCM technical support as well as lower expenditures for GCT utilities.	
	Reimb	(\$0.836)	*	Reflects higher activity for the following projects: MNR East Side Access, Harmon Shop Improvements, GCT Leaks Remediation, Fordham Station Improvements, Replacement of the Anchor Bridge Substation and C-30 Track Program.	(\$1,562)	(21.4%)	Reflects higher activity for the following projects: Cyclical Track Program, Positive Train Control in NY & CT, MNR East Side Access, Harmon Shop Improvements and the C-30 Track Program.	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JULY 2016
(\$ in millions)

Generic Revenue or Expense Category	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast			
	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb Reimb	\$1,102 (\$0,845)	33.3% *	Primarily due to timing of expenses for both consulting and engineering services. Reflects higher project activity for the CCO Shop Furniture Acquisition, Design of Railway C&S Systems and MNR Technology Move.	\$2,891 (\$3,535)	14.2% (82.3%)	Primarily due to timing of expenses for consulting and engineering services, market research studies, advertising and outside training. YTD higher project activity for Positive Train Control - CT, Design of Railway C&S Systems, Replacement of the Anchor Bridge Substation and MNR Technology Move.
MATERIAL AND SUPPLIES	Non-Reimb Reimb	(\$1,019) \$1,556	(15.8%) 53.6%	Primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs. Reflects lower project activity for the Cyclical Track Program, Positive Train Control, Replacement of Fiber/Communication, W-O-H Track Improvements, NH Yard Component Change Out Shop and MNR Technology Move.	(\$1,776) \$1,143	(3.7%) 9.9%	YTD variance primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs as well as purchase price adjustments. Reflects lower project activity for Positive Train Control - CT, Design of Railway C&S Systems, Replacement of the Anchor Bridge Substation and the MNR Technology Move.
OTHER BUSINESS EXPENSES	Non-Reimb Reimb	\$0,435 (\$0,011)	30.0% (31.4%)	Primarily reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments. Driven by the NHL Grade Crossing Renewal Project.	\$0,306 (\$0,145)	4.3% (60.5%)	YTD variance primarily reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments largely offset by lower Amtrak recoveries. Driven primarily by Positive Train Control - CT and the NHL Grade Crossing Renewal Projects.
DEPRECIATION	Non-Reimb	\$1,051	5.3%	Reflects the timing of the capitalization of assets.	\$1,621	1.2%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0,000	-		\$14,188	-	This amount reflects MNR's YTD adjustment to account for its net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0,417	100.0%	Primarily due to the timing of projects requiring remediation.	\$0,375	18.0%	Primarily due to the timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$3,550	50.5%	Reflects timing of the following projects: Camera-Audio on M8/Non-M8 fleet, DVI Comm-Graybar 7th floor Renovation, Vehicle Replacement Provision, Mobile Ticketing Contractor, Drainage Grange Trailers, M of E Shop Equipment Replacement, VEH Replace Provision, GCT SMO Design & Reconfiguration, GCT Elevator, GCT Biltmore Restroom, Expand Real-time Train Status, PAT REP 3RD Rail ALR, PAT Safe Enhancement, Construction GCT 7B Renovation, Replacement of GCT Hi-rail vehicle, and PAT Safety Enhancement.	\$9,521	42.8%	Reflects timing of the following projects: Cameras/Audio on M8/Non-M8 fleet, Purchasing Furniture for CCO New Haven, Graybar 7 Renovation, Wolf Camera Install, Overhaul of 6 GP35 Locomotives, VEH Replacement Provision, Mobile Ticketing Contractor, Expand Real-Time Train Status, GCT Elevator, GCT Biltmore Restroom, PAT Safe Enhancement, Upper Harlem Traction Transformer Refurbishment and Snow Fighting Equipment.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2016 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Mid-Year Forecast		July		Var. - Fav/(Unfav)		Mid-Year Forecast		Year To Date (July)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service¹</u>	52,623	\$ 3,105	48,810	\$ 2,921	3,813	\$ 0.184	367,368	\$ 21,688	339,057	\$ 20,458	28,311	\$ 1,230
					7.2%	5.9%					7.7%	5.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	53,481	\$ 2,941	44,256	\$ 2,483	9,225	\$ 0.459	301,241	\$ 16,592	319,260	\$ 17,789	(18,019)	\$ (1,197)
					17.2%	15.6%					-6.0%	-7.2%
<u>Unscheduled Maintenance</u>	962	\$ 0.050	614	\$ 0.030	348	\$ 0.020	6,114	\$ 0.318	9,321	\$ 0.503	(3,207)	\$ (0.186)
					36.2%	40.3%					-52.5%	-58.4%
<u>Vacancy/Absentee Coverage²</u>	30,641	\$ 1,593	27,305	\$ 1,432	3,335	\$ 0.162	187,486	\$ 9,770	190,260	\$ 9,901	(2,775)	\$ (0.131)
					10.9%	10.1%					-1.5%	-1.3%
<u>Weather Emergencies</u>	5,455	\$ 0.300	4,326	\$ 0.246	1,129	\$ 0.054	73,272	\$ 4,046	56,393	\$ 3,135	16,879	\$ 0.910
					20.7%	18.0%					23.0%	22.5%
<u>Safety/Security/Law Enforcement³</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other⁴</u>	0	\$ -	0	\$ 0.502	-	\$ (0.502)	0	\$ 0.383	0	\$ 0.055	-	\$ 0.328
REIMBURSABLE OVERTIME												
Subtotal	143,161	\$ 7,990	125,311	\$ 7,614	17,850	\$ 0.376	935,481	\$ 52,796	914,292	\$ 51,841	21,189	\$ 0.954
					12.5%	4.7%					2.3%	1.8%
	26,493	\$ 1,408	29,611	\$ 1,508	(3,118)	\$ (0.100)	164,893	\$ 9,501	217,774	\$ 13,602	(52,881)	\$ (4,100)
					-11.8%	-7.1%					-32.1%	-43.2%
TOTAL OVERTIME	169,654	\$ 9,397	154,922	\$ 9,122	14,732	\$ 0.276	1,100,374	\$ 62,297	1,132,066	\$ 65,443	(31,692)	\$ (3,146)
					8.7%	2.9%					-2.9%	-5.1%

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

⁴ Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

MTA Metro-North Railroad
 July Financial Plan - 2016 Mid-Year Forecast
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	July		Year To Date(July)	
	Var. - Fav./Unfav)	Hours	Var. - Fav./Unfav)	Hours
	\$		\$	
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u> ¹	3,813	\$0.184	28,311	\$1,230
	7.2%	5.9%	7.7%	5.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	9,225	\$0.459	(18,019)	(\$1,197)
	17.2%	15.6%	-6.0%	-7.2%
<u>Unscheduled Maintenance</u>	348	\$0.020	(3,207)	(\$0.186)
	36.2%	40.3%	-52.5%	-58.4%
<u>Vacancy/Absentee Coverage</u> ²	3,395	\$0.162	(2,775)	(\$0.131)
	10.9%	10.1%	-1.5%	-1.3%
<u>Weather Emergencies</u>	1,129	\$0.054	16,879	\$0,910
	20.7%	18.0%	23.0%	22.5%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -
<u>Other</u> ⁴	0	(\$0.502)	0	\$0.328
REIMBURSABLE OVERTIME				
Subtotal	17,850	\$0.376	21,189	\$0.954
	12.5%	4.7%	2.3%	1.8%
	(3,118)	(\$0.100)	(52,881)	(\$4,100)
	-11.8%	-7.1%	-32.1%	-43.2%
TOTAL OVERTIME	14,732	\$0.276	(31,692)	(\$3,146)

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
⁴ Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions.
 Also reflects timing differences related to payroll and calendar cutoff dates.

MTA METRO-NORTH RAILROAD
2016 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 - 2016 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	July 2016			Year-to-Date			SCHEDULE III
	Mid-Year Forecast	Actual	Favorable	Mid-Year Forecast	Actual	Favorable	Percent
			(Unfavorable)			(Unfavorable)	
Receipts							
Farebox Receipts	\$62,071	\$57,857	(\$4,214)	\$403,325	\$394,964	(\$8,361)	(2.1)
Toll Receipts	0,000	0,000	0,000	0,000	0,000	0,000	-
Other Operating Receipts	6,399	6,615	0,216	54,772	48,650	(6,122)	(11.2)
<i>Capital & Other Reimbursements:</i>							
MTA	7,391	2,717	(4,674)	73,496	78,224	4,728	6.4
CDOT	6,379	9,144	2,765	41,959	40,950	(1,009)	(2.4)
Other	1,588	5,185	3,597	15,716	16,580	0,864	5.5
Total Capital and Other Reimbursements	15,358	17,046	1,688	131,170	135,754	4,584	3.5
Total Receipts	\$83,829	\$81,518	(\$2,311)	\$588,267	\$579,368	(\$8,899)	(1.7)
Expenditures							
<i>Labor:</i>							
Payroll	\$40,551	\$46,201	(\$5,650)	\$303,395	\$306,080	(\$2,685)	(0.9)
Overtime	8,897	8,767	0,130	64,054	65,095	(1,041)	(1.6)
Health and Welfare	10,299	9,416	0,883	75,907	77,764	(1,857)	(2.4)
OPEB Current Payment	2,423	2,531	(0,108)	16,887	17,657	(0,770)	(4.6)
Pensions	8,617	8,509	0,108	59,299	59,533	(0,234)	(0.4)
Other Fringe Benefits	10,139	13,527	(3,388)	76,275	83,420	(7,145)	(9.4)
GASB Account	0,000	0,000	0,000	0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	-
Total Labor	\$80,926	\$88,951	(\$8,025)	\$595,818	\$609,549	(\$13,731)	(2.3)
<i>Non-Labor:</i>							
Electric Power	\$6,623	\$4,651	\$1,972	\$36,566	\$33,835	\$2,731	7.5
Fuel	1,245	1,116	0,129	7,895	7,205	0,690	8.7
Insurance	3,417	0,346	3,071	12,816	10,930	1,886	14.7
Claims	5,111	2,805	2,306	8,564	6,263	2,301	26.9
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	10,424	8,293	2,131	73,918	59,057	14,861	20.1
Professional Service Contracts	5,818	5,478	0,340	29,229	22,074	7,155	24.5
Materials & Supplies	10,035	9,026	1,009	66,191	68,447	(2,256)	(3.4)
Other Business Expenditures	4,619	3,854	0,765	25,731	24,751	0,980	3.8
Total Non-Labor	\$47,293	\$35,569	\$11,724	\$260,911	\$232,562	\$28,349	10.9
<i>Other Adjustments:</i>							
Other	0,000	0,000	0,000	0,000	0,000	0,000	-
Other Post Employment Benefits	0,000	0,000	0,000	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$128,220	\$124,520	\$3,700	\$856,729	\$842,111	\$14,618	1.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$44,391)	(\$43,002)	\$1,389	(\$267,462)	(\$262,743)	\$4,719	1.8
Subsidies							
MTA	36,829	36,451	(0,378)	202,769	180,533	(22,236)	(11.0)
CDOT	7,561	15,709	8,148	63,410	82,623	19,213	30.3
Total Subsidies	\$44,390	\$52,160	\$7,770	\$266,179	\$263,156	(\$3,023)	(1.1)
Cash Timing and Availability Adjustment	\$0,000	(\$10,200)	(\$10,200)	\$0,000	(\$0,413)	(\$0,413)	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

-- Reclassified \$7,256M from Farebox Receipts into Other Operating Receipts and \$3,206M from Professional Service Contracts to Other Business Expenditures.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2016				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.394	(\$2.130)	(\$2,524)	*	\$4.134	\$0.689	(\$3,445)	(83.3)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.476	1,946	0.471	31.9	17,440	13,189	(4,250)	(24.4)
Capital & Other Reimbursements:								
MTA	(1,448)	(3,052)	(1,604)	*	0.000	26,091	7,239	38.4
CDOT	0.000	2,489	2,489	-	0.109	(4,007)	(4,117)	*
Other	0.000	3,472	3,472	-	2,832	2,551	(0,281)	(9.9)
Total Capital and Other Reimbursements	(1,448)	2,909	4,357	*	21,794	24,635	2,842	13.0
Total Revenue/Receipts	\$0,422	\$2,726	\$2,303	*	\$43,367	\$38,513	(\$4,854)	(11.2)
Expenditures								
Labor:								
Payroll	\$3,593	(\$3,135)	(\$6,728)	*	\$1,252	(\$2,420)	(\$3,672)	*
Overtime	0.500	0.355	(0,146)	(29.1)	(1,757)	0.350	2,107	*
Health and Welfare	(0,300)	0,144	0,444	*	(7,560)	(9,791)	(2,231)	(29.5)
OPEB Current Payment	0.000	0,062	0,000	(0.000)	(0,003)	(0,081)	(0,079)	*
Pensions	(0,111)	(0,254)	(0,142)	*	(1,067)	(1,270)	(0,203)	(19.0)
Other Fringe Benefits	0,519	(3,649)	(4,168)	*	(3,924)	(10,187)	(6,262)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0,162)	(0,141)	0,021	12.8	(1,038)	(0,990)	0,048	4.6
Total Labor	\$4,039	(\$6,618)	(\$10,658)	*	(\$14,097)	(\$24,389)	(\$10,292)	(73.0)
Non-Labor:								
Electric Power	\$0.000	\$0,441	\$0,441	-	\$3,402	\$2,957	(\$0,445)	(13.1)
Fuel	0.000	0,148	0,148	-	0,705	0,441	(0,264)	(37.4)
Insurance	(1,479)	1,571	3,050	*	0,705	2,703	1,998	*
Claims	(4,999)	(2,697)	2,302	46.0	(7,993)	(6,105)	1,887	23.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0,126	1,229	1,103	-	(0,547)	7,878	8,424	*
Professional Service Contracts	(2,047)	(1,965)	0,082	4.0	(4,608)	3,191	7,799	*
Materials & Supplies	(0,716)	(0,225)	0,491	68.6	(6,248)	(7,872)	(1,623)	(26.0)
Other Business Expenses	(3,133)	(2,791)	0,342	10.9	(18,386)	(17,567)	0,819	4.5
Total Non-Labor	(\$12,248)	(\$4,290)	\$7,959	65.0	(\$32,970)	(\$14,374)	\$18,595	56.4
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$8,209)	(\$10,908)	(\$2,699)	(32.9)	(\$47,067)	(\$38,764)	\$8,303	17.6
Depreciation	19,883	18,833	(1,051)	(5.3)	137,484	135,863	(1,621)	(1.2)
OPEB Obligation	5,693	5,693	0.000	0.0	39,851	39,851	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	0.000	(14,188)	(14,188)	-
Environmental Remediation	0,417	0.000	(0,417)	(100.0)	2,083	1,708	(0,375)	18.0
Total Expenditures Adjustments	\$17,784	\$13,618	(\$4,166)	(23.4)	\$132,351	\$124,470	(\$7,881)	(6.0)
Total Cash Conversion Adjustments	\$18,206	\$16,343	(\$1,863)	(10.2)	\$175,718	\$162,983	(\$12,735)	(7.2)

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
** Variance exceeds 100%.
** GASB68 became effective 12/31/15.

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(4,214)	(6.8%)	Timing of cash in transit.	(8,360)	(2.1%)	
OTHER OPERATING REVENUE	0.216	3.4%		(6.122)	(11.2%)	Timing of PRIIA reimbursement partially offset by higher GCT revenue and miscellaneous revenue.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(4,674)	(63.2%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	4,728	6.4%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	2,765	43.3%	Higher cash receipts due to timing of payments combined with higher capital related project activity.	(1,008)	(2.4%)	
OTHER	3,597	*	Higher cash receipts due to timing of payments combined with higher capital related project activity.	0.864	5.5%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
PAYROLL	(5,650)	(13.9%)	Timing of hiring reflected in monthly forecast lower than actual.	(2,686)	(0.9%)	
OVERTIME	0.130	1.5%		(1,041)	(1.6%)	
HEALTH & WELFARE	0.883	8.6%	Timing of NYSHIP payments.	(1,856)	(2.4%)	
OPEB CURRENT PAYMENT	(0.108)	(4.5%)		(0.770)	(4.6%)	
PENSIONS	0.108	1.3%		(0.235)	(0.4%)	
OTHER FRINGE BENEFITS	(3,388)	(33.4%)	Timing of hiring reflected in monthly forecast lower than actual.	(7,145)	(9.4%)	Timing of payroll and unemployment taxes.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	1,972	29.8%	Primarily reflects lower electric rates combined with timing of payments.	2,731	7.5%	Primarily reflects lower electric rates partially offset by timing of payments.
FUEL	0.129	10.4%	Primarily reflects timing of payments.	0.690	8.7%	Reflects lower diesel fuel prices per gallon partially offset by timing of payments.

\$ Detail

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast		Year-To-Date as of July 31, 2016		Reason for Variance
	Variance Fav (Unfav)		Variance Fav (Unfav)		
	\$	%	\$	%	
INSURANCE	3,071	89.9%	1,886	14.7%	Timing of premiums paid for All Agency Property, Station Liability and Force Account.
CLAIMS	2,306	45.1%	2,301	26.9%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	2,131	20.4%	14,861	20.1%	Timing of Maintenance & Repair - Other, Real Estate Rentals, Operating Capital Projects (Camera/Audio for Fleet) and Facility Maintenance & Repair.
PROFESSIONAL SERVICE CONTRACTS	0,340	5.8%	7,155	24.5%	Timing of Other Professional Services.
MATERIALS & SUPPLIES	1,009	10.1%	(2,255)	(3.4%)	Timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	0,765	16.6%	0,980	3.8%	Timing of Stationary, Print & Office Supplies and Purchases - Other Non-Operating.
MTA SUBSIDY RECEIPTS	(0,378)	(1.0%)	(22,236)	(11.0%)	Higher CDOT subsidy combined with lower cash deficit partially offset by impact of cash balances.
CDOT SUBSIDY RECEIPTS	8,148	*	19,213	30.3%	Timing of August subsidy payment, admin assets and YTD calendarization adjustment combined with higher estimated monthly deficit than forecasted.
TOTAL SUBSIDY RECEIPTS	7,770	17.5%	(3,023)	(1.1%)	

* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JULY 2016
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)			YTD			VARIANCE Fav/(Unfav)		
	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	%	2015	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	%	2015
FAREBOX REVENUE												
Harlem Line - Commutation	9,361	9,019	9,131	(0,342)	-3.7%	(0,112)	64,480	63,976	61,882	(0,504)	-0.8%	2,094
Harlem Line - Non-Commutation	8,782	8,652	8,635	(0,130)	-1.5%	0,017	54,791	53,842	52,732	(0,949)	-1.7%	1,110
TOTAL HARLEM LINE	\$18,143	\$17,671	\$17,766	(\$0,472)	-2.6%	(\$0,085)	\$119,271	\$117,818	\$114,614	(\$1,453)	-1.2%	\$3,204
Hudson Line - Commutation	5,951	5,711	5,858	(0,240)	-4.0%	(0,147)	41,856	41,476	40,559	(0,380)	-0.9%	0,917
Hudson Line - Non-Commutation	7,248	7,359	7,090	0,111	1.5%	0,269	44,094	43,677	42,474	(0,416)	-0.9%	1,203
TOTAL HUDSON LINE	\$13,199	\$13,069	\$12,947	(\$0,129)	-1.0%	\$0,122	\$85,950	\$85,153	\$83,034	(\$0,797)	-0.9%	\$2,119
New Haven Line - Commutation	12,993	12,470	12,672	(0,524)	-4.0%	(0,202)	89,151	88,391	86,423	(0,760)	-0.9%	1,969
New Haven Line - Non-Commutation	17,315	16,747	16,720	(0,568)	-3.3%	0,027	104,614	102,709	100,239	(1,906)	-1.8%	2,469
TOTAL NEW HAVEN LINE	\$30,309	\$29,217	\$29,392	(\$1,092)	-3.6%	(\$0,175)	\$193,765	\$191,100	\$186,662	(\$2,666)	-1.4%	\$4,438
All Lines - Commutation	28,305	27,200	27,660	(1,106)	-3.9%	(0,461)	195,488	193,843	188,864	(1,645)	-0.8%	4,979
All Lines - Non-Commutation	33,345	32,758	32,446	(0,587)	-1.8%	0,312	203,499	200,228	195,446	(3,271)	-1.6%	4,782
TOTAL EAST OF HUDSON LINES	\$61,650	\$59,958	\$60,106	(\$1,692)	-2.7%	(\$0,148)	\$398,987	\$394,071	\$384,309	(\$4,916)	-1.2%	\$9,762
West of Hudson Mail-n-Ride Revenue (1)	\$0,027	\$0,029	\$0,030	0,002	7.4%	(0,001)	\$0,204	\$0,204	\$0,218	0,000	0.1%	(\$0,014)
TOTAL FAREBOX REVENUE	\$61,677	\$59,987	\$60,136	(\$1,690)	-2.7%	(\$0,149)	\$399,191	\$394,275	\$384,527	(\$4,916)	-1.2%	\$9,748
RIDERSHIP												
Harlem Line - Commutation	1,372	1,324	1,341	(0,048)	-3.5%	(0,017)	9,923	9,839	9,704	(0,083)	-0.8%	0,136
Harlem Line - Non-Commutation	0,962	0,953	0,956	(0,008)	-0.8%	(0,003)	6,173	6,095	6,085	(0,078)	-1.3%	0,009
TOTAL HARLEM LINE	2,334	2,277	2,297	(0,056)	-2.4%	(0,020)	16,096	15,934	15,789	(0,162)	-1.0%	0,145
Hudson Line - Commutation	0,753	0,722	0,739	(0,031)	-4.1%	(0,017)	5,494	5,445	5,399	(0,049)	-0.9%	0,046
Hudson Line - Non-Commutation	0,672	0,680	0,664	0,009	1.3%	0,016	4,069	4,048	4,007	(0,021)	-0.5%	0,040
TOTAL HUDSON LINE	1,424	1,402	1,403	(0,022)	-1.5%	(0,001)	9,563	9,493	9,407	(0,069)	-0.7%	0,087
New Haven Line - Commutation	1,853	1,779	1,820	(0,074)	-4.0%	(0,041)	13,312	13,197	13,067	(0,115)	-0.9%	0,130
New Haven Line - Non-Commutation	1,668	1,639	1,651	(0,029)	-1.7%	(0,012)	10,200	10,066	10,012	(0,134)	-1.3%	0,054
TOTAL NEW HAVEN LINE	3,521	3,418	3,471	(0,103)	-2.9%	(0,054)	23,512	23,263	23,078	(0,249)	-1.1%	0,184
Total Ridership East of Hudson	3,978	3,825	3,901	(0,153)	-3.8%	(0,076)	28,728	28,481	28,170	(0,247)	-0.9%	0,312
All Lines - Commutation	3,301	3,273	3,271	(0,028)	-0.9%	0,001	20,442	20,209	20,104	(0,233)	-1.1%	0,104
All Lines - Non-Commutation	7,279	7,097	7,172	(0,182)	-2.5%	(0,074)	49,170	48,690	48,274	(0,480)	-1.0%	0,416
TOTAL EAST OF HUDSON LINES	10,580	10,372	10,443	(0,212)	-2.0%	(0,071)	69,612	68,899	68,378	(0,713)	-1.0%	0,520
West of Hudson (2)	0,153	0,148	0,157	(0,005)	-3.3%	(0,009)	1,015	0,994	1,010	(0,021)	-2.1%	0,016
TOTAL EAST & WEST OF HUDSON LINES	7,432	7,245	7,329	(0,187)	-2.5%	(0,083)	50,185	49,684	49,284	(0,501)	-1.0%	0,400

(1) West of Hudson ticket sales received through Metro-North Mail & Ride program are reported as Metro-North Farebox Revenues; all other West of Hudson ticket revenues are offset against New Jersey Transit operating costs for providing service to the Pascack Valley Line and Port Jervis Line.
(2) West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2016

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	4	4	-	
Labor Relations	18	17	1	
Safety	50	44	6	A
Security	19	18	1	
Office of the Executive VP	6	7	(1)	B
Corporate & Public Affairs	19	18	1	
Customer Service	58	58	0	
Legal	17	16	1	
Claims	13	12	1	
Environmental Compliance & Svce	7	6	1	
Human Resources	46	40	6	
Training	82	72	10	A
Employee Relations & Diversity	6	6	0	
VP Planning	2	2	-	
Operations Planning & Analysis	19	19	0	
Capital Planning & Programming	12	11	1	
Long Range Planning	8	7	1	
VP Finance & Info Systems	2	2	-	
Controller	76	74	2	
Budget	20	18	2	
Procurement & Material Management	33	26	7	
Corporate	-	-	-	
Total Administration	517	478	39	
Operations				
Operations Administration	59	56	3	
Transportation	1,536	1,554	(18)	C
Customer Service	316	305	11	A
Metro-North West	32	26	6	
Total Operations	1,943	1,942	1	
Maintenance				
Maintenance of Equipment	1,614	1,625	(11)	B
Maintenance of Way	2,101	2,043	58	A
Procurement & Material Mgmt	122	115	7	
Total Maintenance	3,837	3,782	55	
Engineering/Capital				
Construction Management	40	38	2	
Engineering & Design	71	69	2	
Total Engineering/Capital	111	107	4	
Total Positions	6,408	6,308	99	
Non-Reimbursable	5,679	5,873	(194)	D
Reimbursable	729	436	293	
Total Full-Time	6,407	6,307	99	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed and internal hiring of vacant positions.
- (B) Variance reflects lower attrition than planned.
- (C) Variance reflects higher recruiting than planned.
- (D) Variance reflects fewer Maintenance of Way positions working on reimbursable projects and performing operating work.

MTA METRO-NORTH RAILROAD
 2016 MID-YEAR FORECAST VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 July 31, 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	158	156	2
Professional, Technical, Clerical Operational Hourlies	359	322	37
	-	-	-
Total Administration	517	478	39
Operations			
Managers/Supervisors	221	235	(14)
Professional, Technical, Clerical Operational Hourlies	175	171	4
	1,547	1,536	11
Total Operations	1,943	1,942	1
Maintenance			
Managers/Supervisors	621	603	18
Professional, Technical, Clerical Operational Hourlies	478	471	7
	2,738	2,709	29
Total Maintenance	3,837	3,782	55
Engineering/Capital			
Managers/Supervisors	41	41	0
Professional, Technical, Clerical Operational Hourlies	70	66	4
	-	-	-
	111	107	4
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical Operational Hourlies	-	-	-
	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,041	1,035	6
Professional, Technical, Clerical Operational Hourlies	1,082	1,029	53
	4,285	4,245	40
Total Positions	6,408	6,308	99

**MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS**

July 31, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i> Operations	1,943	1,942	1	Primarily reflects delayed and internal hiring of vacant positions.
Maintenance	3,837	3,782	55	Reflects vacant positions in Maintenance of Way (trackworkers, mechanics, engineers, terminal attendants, electricians) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of filling vacant positions.
Administration	517	478	39	Vacancies reflects timing differences in hiring of positions primarily in the Training and Safety departments.
Engineering / Capital	111	107	4	
Total Agency-wide Headcount	6,408	6,308	99	
Non-Reimbursable	5,679	5,873	(194)	Reflects fewer Maintenance of Way positions working on reimbursable projects and performing operating work.
Reimbursable	729	436	293	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS (A)
JULY 2016**

	MONTH		VARIANCE	
	MYF	2016	MYF	2015
Farebox Operating Ratio				
Standard (B)	58.5%	61.1%	2.6%	0.8%
Adjusted (C)	65.0%	68.1%	3.1%	0.6%
Cost per Passenger				
Standard (B)	\$14.63	\$13.98	\$0.65	(\$0.52)
Adjusted (C)	\$14.36	\$13.67	\$0.69	(\$0.47)
Passenger Revenue/Passenger (D)	\$8.56	\$8.55	(\$0.01)	\$0.43

	YEAR-TO-DATE		VARIANCE	
	MYF	2016	MYF	2015
Farebox Operating Ratio				
Standard (B)	57.9%	59.9%	2.0%	2.5%
Adjusted (C)	65.3%	67.5%	2.2%	2.7%
Cost per Passenger				
Standard (B)	\$14.17	\$13.68	\$0.49	\$0.38
Adjusted (C)	\$13.89	\$13.36	\$0.53	\$0.40
Passenger Revenue/Passenger (D)	\$8.21	\$8.19	(\$0.02)	\$0.12

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses. Total passenger revenue also includes the West of Hudson passenger revenue which is reclassified from the net subsidy paid to New Jersey Transit for west of Hudson Lines operations.

(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.

(D) Includes Commissary Services.



FINANCIAL STATEMENTS

MONTH ENDED: JUNE 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
JUNE 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST
(\$ in millions)**

SUMMARY

June 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$366.4 million was \$14.2 million or 3.7% lower than the Mid-Year Forecast. The month of June Net Deficit (Non-Reimbursable and Reimbursable) of \$58.0 million was \$6.5 million or 10.0% lower than the Mid-Year Forecast.

Major drivers of the June 2016 YTD favorable results of \$14.2 million include lower Non-Reimbursable Expenses of \$19.0 million primarily due to a non-cash adjustment to reflect Metro-North's net pension liability (\$14.2 million), timing of both maintenance contracts and professional services expenditures (\$7.9 million) and lower than budgeted energy rates for both electric power and fuel (\$2.7 million). Partly offsetting these favorable expense results were higher labor costs resulting from the reallocation of reimbursable project forces to operations (\$3.6 million) as well as higher employee claims (\$1.8 million). In addition, Non-Reimbursable Revenues were \$4.8 million unfavorable primarily due to lower farebox revenue reflecting lower overall ridership (\$3.2 million) and lower other operating revenue due to timing of both GCT rental income and Vanderbilt Hall event revenue (\$1.6 million).

June 2016 YTD Reimbursable results (Capital and Other Reimbursements) of \$97.0 million was \$4.4 million higher than the Mid-Year Forecast primarily due to increased activity for several capital projects including Positive Train Control, Turnouts Mainline High Speed, C-30 Track Program, and GCT Turnouts Switch Renewal.

REVENUE/RIDERSHIP

- Farebox Revenue – YTD was lower than the Mid-Year Forecast by \$3.2 million (1.0%) primarily due to the non-commutation ridership losses from the fire under the Park Avenue Viaduct on May 17th. For the month, revenue was \$0.4 million lower than the Mid-Year Forecast reflecting lower commutation ridership on all lines, partially offset by higher non-commutation ridership on East of Hudson Lines.
- YTD Ridership of 42.4 million was 0.7% below the Mid-Year Forecast and 1.2% higher than YTD 2015. June ridership of 7.7 million was 0.7% below the Mid-Year Forecast and 1.0% higher than 2015.
- YTD East of Hudson Ridership of 41.6 million was 0.7% below the Mid-Year Forecast and 1.2% higher than YTD 2015. East of Hudson ridership for June of 7.5 million was 0.6% lower than the Mid-Year Forecast and 1.0% higher than 2015.
 - YTD commutation ridership of 24.7 million was 0.4% lower than the Mid-Year Forecast and 1.6% higher than YTD 2015. June commutation ridership of 4.3 million was 1.6% lower than the Mid-Year Forecast and 0.3% higher than 2015.
 - YTD non-commutation ridership of 16.9 million was 1.2% below the Mid-Year Forecast and 0.6% higher than YTD 2015. June non-commutation ridership of 3.2 million was 0.7% higher than the Mid-Year Forecast and 1.9% higher than 2015.
- YTD West of Hudson Ridership of 0.8 million was 1.8% lower than the Mid-Year Forecast and 0.7% lower than YTD 2015. June ridership of 0.2 million was 3.8% lower than the Mid-Year Forecast and 1.8% lower than 2015.
- **Other Operating Revenue** – YTD was \$1.6 million (5.0%) below the Mid-Year Forecast reflecting timing of both GCT rental income and Vanderbilt Hall event revenue (\$1.7 million). For the month, revenue was \$0.1 million below the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$4.4 million higher than the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$4.0 million higher than the Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$828.4 million were \$14.6 million or 1.7% lower than the Mid-Year Forecast through June. For the month, expenses of \$146.7 million were \$2.9 million or 1.9% lower than the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$502.8 million YTD were \$6.1 million higher than the Mid-Year Forecast. For the month, expenses of \$87.2 million were \$3.2 million higher than the Mid-Year Forecast.

- **Payroll** – YTD and the month were essentially flat compared to the Mid-Year Forecast.
- **Overtime** – YTD was \$3.4 million above the Mid-Year Forecast due to higher Reimbursable project activity and accelerated infrastructure maintenance partially offset by improved employee availability for train service coverage and fewer weather events. For the month, expenses were \$1.0 million above the Mid-Year Forecast.

Non-Labor Expenses of \$186.9 million YTD were \$6.0 million lower than the Mid-Year Forecast. For the month, expenses of \$39.8 million were higher by \$0.1 million compared to the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable results vs. the Mid-Year Forecast of \$1.6 million YTD and \$1.4 million for the month.
- **Fuel** – YTD and the month were lower by \$1.0 million and \$0.1 million, respectively, due to lower diesel fuel prices per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$5.4 million below the Mid-Year Forecast primarily due to timing of Non-Reimbursable expenses for maintenance services, Genesis Reliability Centered Maintenance, M7 Systems Equipment Replacement Project and contracted car repairs for equipment damaged in the 2013 Bridgeport derailment as well as lower expenditures for GCT utilities. For the month, expenses were \$0.2 million lower than the Mid-Year Forecast.
- **Professional Services** – YTD was \$0.9 million above the Mid-Year Forecast primarily due to higher Reimbursable project activity partially offset by timing of Non-Reimbursable expenses for market research, advertising, outside training, consulting services, MetLife Stadium Connecting Services and legal expenses. For the month, expenses were unfavorable by \$2.4 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$1.2 million above the Mid-Year Forecast primarily due to an increase in Non-Reimbursable expenses for purchase price adjustments and higher rolling stock parts usage as well as higher Reimbursable project activity. For the month, expenses were \$1.1 million below the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were higher than the Mid-Year Forecast by \$0.3 million reflecting the write-off for both damaged rolling stock equipment and bad debt, lower Amtrak recoveries and higher Reimbursable activity. These unfavorable results were mostly offset by lower NJT subsidy payments for West of Hudson operations due to inflationary adjustments. For the month, expenses were \$0.7 million higher than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$14.7 million YTD lower than the Mid-Year Forecast primarily due to the GASB 68 Pension Adjustment (\$14.2 million) and the timing of the capitalization of assets (\$0.6 million). For the month, expenses were \$6.3 million below the Mid-Year Forecast.

CASH DEFICIT SUMMARY

June YTD Net Cash Deficit of \$219.7 million was \$3.3 million or 1.5% favorable to the Mid-Year Forecast primarily due to lower expenditures for both maintenance and professional services (\$19.5 million) largely offset by lower receipts (\$7.6 million) and timing of both payments for fringe benefits (\$3.8 million) and materials being placed into inventory (\$3.3 million).

FINANCIAL PERFORMANCE MEASURES

June YTD performance indicators primarily reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 67.5% was 2.2% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.30 was \$0.51 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$8.13 was on target with the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 June Year-To-Date
 (\$ in millions)

SCHEDULE I - B

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
Revenue									
Farebox Revenue	\$337,514	\$334,289	(1.0)	\$0,000	\$0,000	-	\$337,514	\$334,289	(1.0)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	32,409	30,792	(5.0)	0,000	0,000	-	32,409	30,792	(5.0)
Capital & Other Reimbursements:									
MTA	0,000	0,000	-	45,805	46,364	1.2	45,805	46,364	0.559
CDOT	0,000	0,000	-	35,470	38,302	8.0	35,470	38,302	2,832
Other	0,000	0,000	-	11,296	12,316	9.0	11,296	12,316	1,020
Total Capital and Other Reimbursements	0,000	0,000	-	92,570	96,982	4.8	92,570	96,982	4.411
Total Revenue/Receipts	\$369,924	\$365,081	(1.3)	\$92,570	\$96,982	4.8	\$462,494	\$462,062	(0.1)
Expenses									
Labor:									
Payroll	\$237,513	\$241,108	(1.5)	\$22,991	\$19,486	15.2	\$260,504	\$260,594	(\$0.091)
Overtime	44,806	44,230	0.577	8,094	12,094	(49.4)	52,900	56,323	(3,424)
Health and Welfare	51,295	51,657	(0.362)	7,052	6,756	4.2	58,347	58,413	(0.065)
OPEB Current Payment	14,462	14,983	(0.521)	0,000	0,000	-	14,462	14,983	(0.521)
Pensions	45,062	45,512	(0.450)	4,664	4,496	3.6	49,726	50,008	(0.282)
Other Fringe Benefits	56,283	58,077	(1.794)	5,410	5,277	2.4	61,693	63,355	(1.662)
Reimbursable Overhead	(23,692)	(23,892)	0.200	22,815	23,043	(0.227)	(0,876)	(0,849)	(0.027)
Total Labor	\$425,729	\$431,875	(1.4)	\$71,025	\$71,152	(0.2)	\$496,755	\$502,827	(66.072)
Non-Labor:									
Electric Power	\$33,345	\$31,642	5.1	\$0,000	\$0,059	(\$0.059)	\$33,345	\$31,700	\$1,645
Fuel	7,355	6,382	0.973	0,000	0,000	0.000	7,355	6,382	0,973
Insurance	9,449	9,298	1.6	2,134	2,417	(0.283)	11,583	11,715	(0.132)
Claims	0,459	0,050	0.409	0,000	0,000	0.000	0,459	0,050	0,409
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	0.000	0,000	0,000	-
Maintenance and Other Operating Contracts	56,146	50,012	6.134	6,675	7,401	(10.9)	62,822	57,413	5,409
Professional Service Contracts	17,013	15,224	1.789	3,838	6,529	(2.691)	20,851	21,752	(0.902)
Materials & Supplies	41,930	42,887	(0.757)	8,694	9,087	(4.5)	50,624	51,774	(1,150)
Other Business Expenses	5,655	5,784	(0.128)	0,203	0,337	(0.134)	5,859	6,121	(0.262)
Total Non-Labor	\$171,352	\$161,079	6.0	\$21,544	\$25,829	(19.9)	\$192,897	\$186,908	\$5,989
Other Adjustments	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
Total Expenses before Non-Cash Liability Adjs.	\$597,082	\$592,753	0.7	\$92,570	\$96,982	(4.8)	\$689,652	\$689,735	(0.0)
Depreciation	117,601	117,031	0.570	0,000	0,000	0.000	117,601	117,031	0.570
OPEB Obligation	34,158	34,158	0.000	0,000	0,000	0.000	34,158	34,158	0.000
GASB68 Pension Adjustment**	0,000	(14,188)	14.188	0,000	0,000	0.000	(14,188)	(14,188)	0.000
Environmental Remediation	1,666	1,708	(0.042)	0,000	0,000	0.000	1,666	1,708	(0.042)
Total Expenses	\$750,507	\$731,462	19.045	\$92,570	\$96,982	(4.8)	\$843,077	\$828,443	\$14,634
Net Surplus/(Deficit)	(\$380,583)	(\$366,381)	3.7	\$0,000	(\$0,000)	0.000	(\$380,583)	(\$366,381)	\$14,202
Cash Conversion Adjustments:									
Depreciation	117,601	117,031	(0.570)	0,000	0,000	0.000	117,601	117,031	(0.570)
Operating/Capital	(15,229)	(9,258)	5.971	0,000	0,000	0.000	(15,229)	(9,258)	5,971
Other Cash Adjustments	55,141	38,867	(29.5)	0,000	0,000	0.000	55,141	38,867	(16,273)
Total Cash Conversion Adjustments	\$157,512	\$146,640	(6.9)	\$0,000	\$0,000	0.000	\$157,512	\$146,640	(6.9)
Net Cash Surplus/(Deficit)	(\$223,071)	(\$219,741)	1.5	\$0,000	(\$0,000)	0.000	(\$223,071)	(\$219,741)	\$3,330

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 prior 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
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JUNE 2016
(\$ 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	(\$0.054)	(1.1%)		(\$1.617)	(5.0%)	Primarily reflects timing of both GCT rental income and Vanderbilt Hall event revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$4.042	20.9%	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	\$4.411	4.8%	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.279)	(3.2%)		(\$3.595)	(1.5%)	
	Reimb	\$1.176	25.0%	Reflects lower activity for the 2014-2019 Turnouts Mainline High Speed project, Program Scope Development, West of Hudson Signal Improvement, Harlem & Hudson Lines Power and C-30 Track Program. These favorable results were partially offset by an adjustment to reflect cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed.	\$3.504	15.2%	YTD reflects lower project activity for Positive Train Control in NY & CT, GCT Turnout-Switch Renewal, West of Hudson Signal Improvement, Harlem & Hudson Power, Station Building Renewal, C-30 Track Program, Cos Cob Mitre Rail and CT Cameras/Audio for M8 Fleet.
OVERTIME	Non-Reimb	\$0.270	3.7%	See overtime tables.	\$0.577	1.3%	See overtime tables.
	Reimb	(\$1.316)	(90.3%)	See overtime tables.	(\$4.000)	(49.4%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.109	7.5%	Reflects lower monthly project activity for the C-30 Track Program, Positive Train Control and the 2010-2014 Turnouts Mainline High Speed.	\$0.297	4.2%	YTD reflects lower activity for GCT Turnout Switch Renewal, C-30 Track Program and Positive Train Control projects.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.212)	(8.8%)	Reflects additional retirees.	(\$0.521)	(3.6%)	
PENSIONS	Reimb	\$0.069	7.2%	Reflects lower activity for the C-30 Track Program and Positive Train Control projects in CT & NY.	\$0.168	3.6%	Reflects lower YTD activity for Turnout Switch Renewal, C-30 Track Program and Positive Train Control projects in CT & NY.
OTHER FRINGE BENEFITS	Non-Reimb	(\$1.795)	(18.9%)	Primarily reflects higher employee claims.	(\$1.794)	(3.2%)	Primarily reflects higher employee claims.
	Reimb	\$0.050	4.6%	Reflects lower monthly activity for the C-30 Track Program and Positive Train Control projects in CT & NY.	\$0.132	2.4%	Reflects lower YTD activity for GCT Switch Renewal, C-30 Track Program and Positive Train Control projects in CT & NY.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JUNE 2016
(\$ 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	Reason for Variance	Variance Fav (Unfav)	Reason for Variance	Reason for Variance
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.300	6.5%	The non-reimbursable and reimbursable variances reflect cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed partially offset by lower activity for Positive Train Control projects in NY & CT and the C-30 Track Program.	\$0.200	0.8%	
	Reimb	(\$0.338)	(7.7%)		(\$0.227)	(1.0%)	
ELECTRIC POWER	Non-Reimb	\$1.438	23.8%	Primarily due to favorable rates.	\$1.703	5.1%	YTD variance primarily due to favorable rates.
FUEL	Non-Reimb	\$0.144	11.9%	Reflects a lower diesel fuel price per gallon.	\$0.973	13.2%	YTD variance reflects a lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.109)	(25.8%)	Reflects cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed.	(\$0.283)	(13.3%)	Variance reflects cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed as well as higher activity for the GCT Turnouts Switch Renewal and the Cyclical Track Program.
CLAIMS	Non-Reimb	\$0.092	86.5%	Reflects lower claim payments.	\$0.409	89.1%	YTD variance reflects lower claim payments.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.596	13.7%	Primarily reflects timing of expenses for Genesis Reliability Centered Maintenance, M7 Systems Equipment Replacement Project and contracted car repairs for equipment damaged in the 2013 Bridgeport derailment as well as lower expenditures for GCT utilities.	\$6.134	10.9%	Primarily reflects timing of expenses for maintenance services, Genesis Reliability Centered Maintenance, M7 Systems Equipment Replacement Project and contracted car repairs for equipment damaged in the 2013 Bridgeport derailment as well as lower expenditures for GCT utilities.
	Reimb	(\$1.377)	*	Reflects higher monthly activity for the Cyclical Track Program, Positive Train Control projects in CT & NY and GCT Leaks Remediation.	(\$0.726)	(10.9%)	Reflects higher YTD activity for the Cyclical Track Program, Positive Train Control projects in CT & NY and GCT Leaks Remediation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.877	24.6%	Primarily due to timing of expenses for consulting services, legal services, and market research.	\$1.789	10.5%	Primarily due to timing of expenses for market research, advertising, outside training, consulting services, MetLife Stadium Connecting Services, and legal expenses.
	Reimb	(\$3.262)	*	Reflects higher expenses for Positive Train Control project in CT partially offset by lower project activity for CT Camera-Audio for M8 Fleet and CCO Shop Furniture Acquisition expense.	(\$2.691)	(70.1%)	Reflects higher activity for the Positive Train Control project in CT partially offset by lower expenses for CT Camera-Audio for M8 Fleet projects and CCO Shop Furniture Acquisition.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
JUNE 2016
(\$ 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	Reimb	\$0.949	40.4%	Reflects timing of the C-30 Track Program and Cyclical Track Program as well as lower expenses for the MW New Haven Yard. These favorable results were partially offset by an adjustment to reflect cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed.	(\$0.393)	(4.5%)	Reflects higher YTD project activity for Right of Way Restoration and C-30 Track Program as well as an adjustment to reflect cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed. These higher expenses were partially offset by timing of the Cyclical Track Program, Bronx Stations Capacity and Positive Train Control projects.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.664)	(42.8%)	Primarily reflects the write-off for both damaged rolling stock equipment and bad debt partially offset by lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments.	(\$0.129)	(2.3%)	
	Reimb	\$0.008	22.1%	Driven by lower activity for the M-8 New Haven Line Purchase.	(\$0.134)	(65.6%)	Primarily due to higher activity for the NHL Grade Crossing Renewal Project and Positive Train Control projects in NY & CT.
DEPRECIATION	Non-Reimb	(\$0.856)	(4.3%)	Reflects the timing of the capitalization of assets.	\$0.570	0.5%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$7.142	-	This amount reflects MNR's quarterly adjustment to account for its net pension liability.	\$14.188	-	This amount reflects MNR's YTD adjustment to account for its net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.024)	(5.8%)	Primarily due to the timing of projects requiring remediation.	(\$0.042)	(2.5%)	
OPERATING CAPITAL	Non-Reimb	\$2.789	57.4%	Reflects timing of the Graybar 7th floor Renovation, West of Hudson Camera Install, Camaras-Audio for M8 Fleet projects and the Purchase of CCO New Haven Furniture.	\$5.971	39.2%	Reflects timing of the following projects: Graybar 7th floor Renovation, Camaras-Audio on M8 fleet projects, GP35 Reliability Centered Maintenance, West of Hudson Camera Install and Snow Fighting Equipment and as well as revised project estimates for the Purchase of CCO New Haven Furniture.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2016 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	51,683 \$ 3.049	38,542 \$ 2.376	13,141 \$0.673 25.4%	314,745 \$ 18.583	290,247 \$ 17.536	24,498 \$1,046 7.8%
<u>Unscheduled Service</u>	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -
<u>Programmatic/Routine Maintenance</u>	44,587 \$ 2.452	45,300 \$ 2.529	(713) (\$0.077) -1.6%	247,760 \$ 13.651	275,004 \$ 15.306	(27,244) (\$1,656) -11.0%
<u>Unscheduled Maintenance</u>	962 \$ 0.050	1,991 \$ 0.114	(1,029) (\$0.064) *	5,152 \$ 0.268	8,707 \$ 0.473	(3,555) (\$0,206) -69.0%
<u>Vacancy/Absentee Coverage</u>	27,285 \$ 1.419	26,435 \$ 1.373	849 \$0.046 3.1%	156,845 \$ 8.176	162,955 \$ 8.469	(6,110) (\$0,293) -3.9%
<u>Weather Emergencies</u>	5,455 \$ 0.300	643 \$ 0.035	4,812 \$0.265 88.4%	67,818 \$ 3.746	52,068 \$ 2.889	15,750 \$0,857 23.2%
<u>Safety/Security/Law Enforcement</u> ²	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -
<u>All Other</u> ³	0 \$ -	0 \$ 0.573	- (\$0.573)	0 \$ 0.383	0 \$ (0.447)	- \$0,830
REIMBURSABLE OVERTIME						
Subtotal	129,971 \$ 7.270	112,911 \$ 7.000	17,060 \$0.270 13.1%	792,320 \$ 44.806	788,981 \$ 44.228	3,339 \$0,577 0.4%
	27,434 \$ 1.458	33,400 \$ 2.774	(5,966) (\$1,316) -21.7%	138,400 \$ 8.094	188,163 \$ 12.094	(49,763) (\$4,000) -36.0%
TOTAL OVERTIME	157,405 \$ 8.728	146,311 \$ 9.774	11,094 (\$1,046) 7.0%	930,720 \$ 52.900	977,144 \$ 56.322	(46,424) (\$3,424) -5.0%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

**MTA Metro-North Railroad
July Financial Plan - 2016 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	13,141	\$0.673	24,498	\$1.046
	25.4%	22.1%	7.8%	5.6%
<u>Unscheduled Service</u>	0	\$0.000	0	\$ -
<u>Programmatic/Routine Maintenance</u>	(713)	(\$0.077)	(27,244)	(\$1.656)
	-1.6%	-3.1%	-11.0%	-12.1%
<u>Unscheduled Maintenance</u>	(1,029)	(\$0.064)	(3,555)	(\$0.206)
	*	*	-69.0%	-76.9%
<u>Vacancy/Absentee Coverage</u> ²	849	\$0.046	(6,110)	(\$0.293)
	3.1%	3.2%	-3.9%	-3.6%
<u>Weather Emergencies</u>	4,812	\$0.265	15,750	\$0.857
	88.2%	88.4%	23.2%	22.9%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000	0	\$ -
<u>Other</u> ⁴	0	(\$0.573)	0	\$0.830
				Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	17,060	\$0.270	3,339	\$0.577
	13.1%	3.7%	0.4%	1.3%
REIMBURSABLE OVERTIME	(5,966)	(\$1.316)	(49,763)	(\$4.000)
				YTD variance reflects cumulative projects costs for the 2015-2019 Turnouts Mainline High Speed as well as higher activity for the following projects: GCT Turnouts Switch Renewal, 2010-2014 Cyclical Track Program, Power Infrastructure Restoration, Fordham Station Improvements, Drainage and Undercutting Program, Catenary C1A & C2 Replacement, Devon Bridge Repairs, NHL Signal System Replacement and Bridgeport Station Improvement.
TOTAL OVERTIME	11,094	(\$1.046)	(46,424)	(\$3.424)

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

⁴ Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

MTA METRO-NORTH RAILROAD
2016 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 - 2016 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	June 2016			Year-to-Date			SCHEDULE III
	Mid-Year Forecast	Actual	Favorable (Unfavorable)	Mid-Year Forecast	Actual	Favorable (Unfavorable)	Percent
			Variance			Variance	
Receipts							
Farebox Receipts	\$61,218	\$62,846	\$1,628	\$341,254	\$337,107	(\$4,147)	(1.2)
Toll Receipts	0,000	0,000	0,000	0,000	0,000	0,000	-
Other Operating Receipts	6,489	5,654	(0,835)	48,373	42,035	(6,338)	(13.1)
<i>Capital & Other Reimbursements:</i>							
MTA	7,861	13,410	5,549	66,105	75,507	9,402	14.2
CDOT	8,018	3,777	(4,241)	35,579	31,806	(3,773)	(10.6)
Other	1,960	1,423	(0,537)	14,128	11,395	(2,733)	(19.3)
Total Capital and Other Reimbursements	17,839	18,610	0,771	115,812	118,708	2,896	2.5
Total Receipts	\$85,546	\$87,110	\$1,564	\$505,439	\$497,850	(\$7,589)	(1.5)
Expenditures							
<i>Labor:</i>							
Payroll	\$51,428	\$47,382	\$4,046	\$262,844	\$259,879	\$2,965	1.1
Overtime	10,358	10,601	(0,243)	55,157	56,328	(1,171)	(2.1)
Health and Welfare	10,271	9,394	0,877	65,608	68,348	(2,740)	(4.2)
OP&EB Current Payment	2,423	2,598	(0,175)	14,464	15,126	(0,662)	(4.6)
Pensions	8,540	8,562	(0,022)	50,682	51,024	(0,342)	(0.7)
Other Fringe Benefits	12,376	11,052	1,324	66,136	69,893	(3,757)	(5.7)
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	\$95,397	\$89,589	\$5,808	\$514,892	\$520,598	(\$5,706)	(1.1)
<i>Non-Labor:</i>							
Electric Power	\$6,042	\$5,253	\$0,789	\$29,943	\$29,184	\$0,759	2.5
Fuel	0,984	0,957	0,027	6,650	6,089	0,561	8.4
Insurance	0,736	4,699	(3,963)	9,399	10,584	(1,185)	(12.6)
Claims	0,864	1,967	(1,103)	3,453	3,458	(0,005)	(0.1)
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	22,168	13,667	8,501	63,494	50,764	12,730	20.0
Professional Service Contracts	7,912	2,542	5,370	23,411	16,596	6,815	29.1
Materials & Supplies	9,949	10,579	(1,230)	56,156	59,421	(3,265)	(5.8)
Other Business Expenditures	4,518	2,919	1,599	21,112	20,897	0,215	1.0
Total Non-Labor	\$52,571	\$42,583	\$9,988	\$213,618	\$196,993	\$16,625	7.8
<i>Other Adjustments:</i>							
Other	0,000	0,000	0,000	0,000	0,000	0,000	-
Other Post Employment Benefits	0,000	0,000	0,000	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$147,968	\$132,172	\$15,796	\$728,510	\$717,591	\$10,919	1.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$62,422)	(\$45,062)	\$17,360	(\$223,071)	(\$219,741)	\$3,330	1.5
Subsidies							
MTA	53,736	27,010	(26,726)	165,940	144,082	(21,858)	(13.2)
CDOT	8,687	9,727	1,040	55,849	66,914	11,065	19.8
Total Subsidies	\$62,423	\$36,737	(\$25,686)	\$221,789	\$210,996	(\$10,793)	(4.9)
Cash Timing and Availability Adjustment	\$0,000	\$9,367	\$9,367	\$0,000	\$9,787	\$9,787	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

-- Reclassified \$7,256M from Farebox Receipts into Other Operating Receipts and

\$3,206M from Professional Service Contracts to Other Business Expenditures.

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast			Year-To-Date as of June 30, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	1.628	2.7%		(4.147)	(1.2%)	
OTHER OPERATING REVENUE	(0.835)	(12.9%)	Timing of PRIIA reimbursement partially offset by higher GCT revenue.	(6.338)	(13.1%)	Timing of PRIIA reimbursement partially offset by higher miscellaneous, GCT revenue and advertising.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	5.549	70.6%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	9.402	14.2%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(4.241)	(52.9%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.	(3.773)	(10.6%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.
OTHER	(0.537)	(27.4%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(2.733)	(19.3%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
PAYROLL	4.046	7.9%	Timing of hiring reflected in monthly forecast higher than actual.	2.965	1.1%	
OVERTIME	(0.243)	(2.3%)		(1.171)	(2.1%)	
HEALTH & WELFARE	0.877	8.5%	Timing of NYSHIP payments.	(2.740)	(4.2%)	Timing of payments for vision/dental partially offset by timing of NYSHIP payments.
OPEB CURRENT PAYMENT	(0.175)	(7.2%)	Higher retirees than anticipated.	(0.662)	(4.6%)	
PENSIONS	(0.022)	(0.3%)		(0.342)	(0.7%)	
OTHER FRINGE BENEFITS	1.324	10.7%	Timing of hiring reflected in monthly forecast higher than actual.	(3.757)	(5.7%)	Timing of payroll and unemployment taxes partially offset by employee claims.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	0.789	13.1%	Primarily reflects lower electric rates partially offset by timing of payments.	0.759	2.5%	
FUEL	0.027	2.7%		0.561	8.4%	Reflects lower diesel fuel prices per gallon partially offset by timing of payments.
INSURANCE	(3.963)	*	Timing of premiums paid for All Agency Property, Station Liability, All Agency Property - Terrorism and Force Account.	(1.185)	(12.6%)	Timing of premiums paid for Station Liability and All Agency Property - Terrorism partially offset by Force Account.
CLAIMS	(1.103)	*	Timing of passenger injury settlements relating to the Bridgeport incident and other passenger injury claims.	(0.005)	(0.1%)	

\$ Detail

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast		Year-To-Date as of June 30, 2016		
	Variance Fav (Unfav)		Variance Fav (Unfav)		
	\$	%	\$	%	
		Reason for Variance		Reason for Variance	
MAINTENANCE & OTHER OPERATING CONTRACTS	8,501	38.3%	12,730	20.0%	Timing of payments for Operating Capital related projects (DVI: Comm - Graybar 7th Floor Renovation, Camera Renovation and Camera Installation for M-8 Fleet), Maintenance & Repairs and Real Estate Rentals.
PROFESSIONAL SERVICE CONTRACTS	5,370	67.9%	6,815	29.1%	Timing of payments for NHL BSC costs, capital related projects (CCO Shop Furniture, New Haven Shop Furniture and Camera Installation for M-8 Fleet) and MTA Audit Fees.
MATERIALS & SUPPLIES	(1,230)	(13.2%)	(3,265)	(5.8%)	Timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	1,599	35.4%	0,215	1.0%	Lower subsidy payments to New Jersey Transit and Purchases-Other Non-Operating.
MTA SUBSIDY RECEIPTS	(26,726)	(49.7%)	(21,858)	(13.2%)	Lower cash deficit combined with impact of cash balances and higher CDOT subsidy.
CDOT SUBSIDY RECEIPTS	1,040	12.0%	11,065	19.8%	Timing of payment of Admin Assets partially offset by CDOT share of prior month deficit.
TOTAL SUBSIDY RECEIPTS	(25,686)	(41.1%)	(10,793)	(4.9%)	Higher CDOT subsidy combined with impact of cash balances and lower cash deficit. Timing of YTD calendarization adjustment and admin assets combined with higher estimated monthly deficit than forecasted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2016				Year-to-Date			
	Favorable (Unfavorable)		Actual	Percent	Favorable (Unfavorable)		Actual	Percent
	Mid-Year Forecast	Variance			Mid-Year Forecast	Variance		
Receipts								
Farebox Revenue	\$0.426	\$2,479	\$2,053	*	\$3,739	\$2,818	(\$0,921)	(24.6)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.418	0.638	(0.780)	(55.0)	15,964	11,243	(4,721)	(29.6)
Capital & Other Reimbursements:								
MTA	(1.458)	2,712	4,171	*	0.000	0.000	0.000	43.6
CDOT	0.000	(6,259)	(6,259)	-	20,300	29,143	8,843	43.6
Other	0.000	(1,183)	(1,183)	-	0.109	(6,496)	(6,605)	*
Total Capital and Other Reimbursements	(1.458)	(4,730)	(3,271)	*	2,832	(9,921)	(3,752)	*
Total Revenue/Receipts	\$0.385	(\$1,613)	(\$1,998)	*	\$42,945	\$35,788	(\$7,157)	(16.7)
Expenditures								
Labor:								
Payroll	(\$7,348)	(\$3,199)	\$4,149	56.5	(\$2,340)	\$0,715	\$3,056	*
Overtime	(1,630)	(0,827)	0,803	49.3	(2,257)	(0,005)	2,253	99.8
Health and Welfare	(0,364)	0,494	0,858	*	(7,261)	(9,935)	(2,675)	(36.8)
OPEB Current Payment	0,000	0,037	0,000	0.0	(0,003)	(0,143)	(0,141)	*
Pensions	(0,134)	(0,042)	0,092	69.0	(0,956)	(1,016)	(0,060)	(6.3)
Other Fringe Benefits	(1,794)	1,275	3,069	*	(4,443)	(6,538)	(2,095)	(47.1)
GASB Account	0,000	0,000	0,000	0.0	0,000	0,000	0,000	-
Reimbursable Overhead	(0,190)	(0,152)	0,038	20.0	(0,876)	(0,849)	0,027	3.1
Total Labor	(\$11,460)	(\$2,413)	\$9,047	78.9	(\$18,137)	(\$17,771)	\$0,365	2.0
Non-Labor:								
Electric Power	\$0,000	(\$0,648)	(\$0,648)	-	\$3,402	\$2,516	(\$0,886)	(26.0)
Fuel	0,225	0,108	(0,117)	(52.1)	0,705	0,293	(0,412)	(58.4)
Insurance	1,299	(2,566)	(3,865)	*	2,184	1,131	(1,052)	(48.2)
Claims	(0,758)	(1,953)	(1,195)	*	(2,994)	(3,408)	(0,414)	(13.8)
Paratransit Service Contracts	0,000	0,000	0,000	0.0	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	(9,120)	(0,839)	8,281	90.8	(0,672)	6,649	7,321	*
Professional Service Contracts	(3,277)	4,478	7,755	*	(2,561)	5,156	7,717	*
Materials & Supplies	1,669	(0,690)	(2,360)	*	(5,532)	(7,647)	(2,115)	(38.2)
Other Business Expenses	(2,930)	(0,676)	2,255	76.9	(15,253)	(14,776)	0,477	3.1
Total Non-Labor	(\$12,893)	(\$2,787)	\$10,106	78.4	(\$20,721)	(\$10,085)	\$10,636	51.3
Other Adjustments:								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures Adjustments before Non-Cash Liability Adj.	(\$24,353)	(\$5,200)	\$19,153	78.6	(\$38,858)	(\$27,856)	\$11,002	28.3
Depreciation	19,883	20,739	0,856	4.3	117,601	117,031	(0,570)	(0.5)
OPEB Obligation	5,693	5,693	0,000	0.0	34,158	34,158	0,000	0.0
GASB68 Pension Adjustment**	0,000	(7,142)	(7,142)	-	0,000	(14,188)	(14,188)	-
Environmental Remediation	0,417	0,441	0,024	5.8	1,666	1,708	0,042	(2.5)
Total Expenditures Adjustments	\$1,640	\$14,531	\$12,891	*	\$114,567	\$110,852	(\$3,715)	(3.2)
Total Cash Conversion Adjustments	\$2,025	\$12,918	\$10,893	*	\$157,512	\$146,640	(\$10,872)	(6.9)

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

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JUNE 2016
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)			YTD			VARIANCE Fav/(Unfav)		
	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	%	2015	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	%	2015
FAREBOX REVENUE												
Harlem Line - Commutation	9.448	9.361	9.215	(0.088)	-0.9%	0.146	55.119	54.956	52.751	(0.163)	-0.3%	2.206
Harlem Line - Non-Commutation	8.561	8.563	8.413	0.003	0.0%	0.150	46.009	45.190	44.097	(0.819)	-1.8%	1.094
TOTAL HARLEM LINE	\$18.009	\$17.924	\$17.628	(\$0.085)	-0.5%	\$0.296	\$101.128	\$100.146	\$96.847	(\$0.982)	-1.0%	\$3.299
Hudson Line - Commutation	6.065	5.958	5.970	(0.108)	-1.8%	(0.012)	35.906	35.766	34.702	(0.140)	-0.4%	1.064
Hudson Line - Non-Commutation	6.963	6.936	6.808	(0.028)	-0.4%	0.127	36.846	36.318	35.385	(0.528)	-1.4%	0.933
TOTAL HUDSON LINE	\$13.029	\$12.893	\$12.778	(\$0.136)	-1.0%	\$0.115	\$72.752	\$72.084	\$70.086	(\$0.668)	-0.9%	\$1.998
New Haven Line - Commutation	13.180	12.981	12.853	(0.199)	-1.5%	0.128	76.158	75.922	73.751	(0.236)	-0.3%	2.171
New Haven Line - Non-Commutation	16.545	16.539	15.976	(0.005)	0.0%	0.564	87.299	85.962	83.519	(1.337)	-1.5%	2.443
TOTAL NEW HAVEN LINE	\$29.725	\$29.520	\$28.829	(\$0.204)	-0.7%	\$0.691	\$163.457	\$161.883	\$157.270	(\$1.574)	-1.0%	\$4.613
All Lines - Commutation	28.693	28.299	28.038	(0.394)	-1.4%	0.261	167.182	166.643	161.203	(0.539)	-0.3%	5.440
All Lines - Non-Commutation	32.069	32.038	31.197	(0.030)	-0.1%	0.841	170.154	167.470	163.000	(2.684)	-1.6%	4.470
TOTAL EAST OF HUDSON LINES	\$60.762	\$60.337	\$59.235	(\$0.425)	-0.7%	\$1.103	\$337.337	\$334.113	\$324.203	(\$3.223)	-1.0%	\$9.910
West of Hudson Mail-n-Ride Revenue (1)	\$0.030	\$0.030	\$0.030	(0.000)	-0.1%	0.000	\$0.179	\$0.175	\$0.188	(0.004)	-2.1%	(0.013)
TOTAL FAREBOX REVENUE	\$60.792	\$60.367	\$59.264	(\$0.425)	-0.7%	\$1.103	\$337.516	\$334.289	\$324.391	(\$3.228)	-1.0%	\$9.897
RIDERSHIP												
Harlem Line - Commutation	1.512	1.489	1.478	(0.023)	-1.5%	0.011	8.551	8.516	8.363	(0.035)	-0.4%	0.153
Harlem Line - Non-Commutation	0.945	0.950	0.939	0.005	0.6%	0.012	5.212	5.141	5.129	(0.070)	-1.4%	0.012
TOTAL HARLEM LINE	2.457	2.439	2.417	(0.018)	-0.7%	0.022	13.762	13.657	13.492	(0.106)	-0.8%	0.165
Hudson Line - Commutation	0.830	0.815	0.815	(0.015)	-1.8%	(0.000)	4.741	4.723	4.660	(0.018)	-0.4%	0.064
Hudson Line - Non-Commutation	0.643	0.646	0.633	0.003	0.4%	0.012	3.397	3.367	3.343	(0.029)	-0.9%	0.024
TOTAL HUDSON LINE	1.473	1.461	1.448	(0.012)	-0.8%	0.012	8.138	8.091	8.003	(0.047)	-0.6%	0.087
New Haven Line - Commutation	2.045	2.012	2.009	(0.033)	-1.6%	0.003	11.458	11.418	11.246	(0.041)	-0.4%	0.171
New Haven Line - Non-Commutation	1.598	1.614	1.577	0.016	1.0%	0.037	8.532	8.427	8.361	(0.105)	-1.2%	0.067
TOTAL NEW HAVEN LINE	3.643	3.626	3.586	(0.017)	-0.5%	0.041	19.991	19.845	19.607	(0.146)	-0.7%	0.238
Total Ridership East of Hudson	4.387	4.317	4.303	(0.071)	-1.6%	0.014	24.750	24.657	24.269	(0.094)	-0.4%	0.387
All Lines - Commutation	3.186	3.210	3.148	0.024	0.7%	0.061	17.141	16.936	16.833	(0.205)	-1.2%	0.103
All Lines - Non-Commutation	7.573	7.526	7.451	(0.047)	-0.6%	0.075	41.891	41.593	41.102	(0.299)	-0.7%	0.490
TOTAL EAST OF HUDSON LINES	10.759	10.736	10.599	(0.023)	-0.2%	0.136	59.032	58.529	57.941	(0.503)	-0.9%	0.577
West of Hudson (2)	0.159	0.153	0.156	(0.006)	-3.8%	(0.003)	0.862	0.846	0.853	(0.016)	-1.8%	(0.006)
TOTAL EAST & WEST OF HUDSON LINES	7.733	7.680	7.607	(0.053)	-0.7%	0.073	42.753	42.439	41.955	(0.314)	-0.7%	0.484

(1) West of Hudson ticket sales received through Metro-North Mail & Ride program are reported as Metro-North Farebox Revenues; all other West of Hudson ticket revenues are offset against New Jersey Transit operating costs for providing service to the Pascack Valley Line and Port Jervis Line.
(2) West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2016

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	4	4	-	
Labor Relations	18	17	1	
Safety	50	45	5	A
Security	17	17	0	
Office of the Executive VP	6	6	0	
Corporate & Public Affairs	19	20	(1)	B
Customer Service	58	56	2	
Legal	17	17	0	
Claims	13	13	0	
Environmental Compliance & Svce	6	6	0	
Human Resources	41	39	2	
Training	76	69	7	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	19	19	0	
Capital Planning & Programming	12	10	2	
Long Range Planning	8	7	1	
VP Finance & Info Systems	2	2	-	
Controller	74	73	1	
Budget	19	18	1	
Procurement & Material Management	32	26	6	A
Corporate	-	-	-	
Total Administration	499	473	26	
Operations				
Operations Administration	57	56	1	
Transportation	1,527	1,506	21	C
Customer Service	316	303	13	A
Metro-North West	32	27	5	
Total Operations	1,932	1,892	40	
Maintenance				
Maintenance of Equipment	1,616	1,608	8	A
Maintenance of Way	2,068	2,023	45	A
Procurement & Material Mgmt	122	121	1	
Total Maintenance	3,806	3,752	54	
Engineering/Capital				
Construction Management	36	36	0	
Engineering & Design	71	70	1	
Total Engineering/Capital	107	106	1	
Total Positions	6,344	6,223	121	
Non-Reimbursable	5,632	5,746	(114)	D
Reimbursable	712	477	236	
Total Full-Time	6,343	6,222	121	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed and internal hiring of vacant positions.
- (B) Variance reflects lower attrition than planned.
- (C) Variance reflects higher attrition than planned.
- (D) Variance reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.

MTA METRO-NORTH RAILROAD
 2016 MID-YEAR FORECAST VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 June 30, 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	157	158	(1)
Professional, Technical, Clerical Operational Hours	342	315	27
	-	-	-
Total Administration	499	473	26
Operations			
Managers/Supervisors	216	220	(4)
Professional, Technical, Clerical Operational Hours	174	170	4
	1,542	1,502	40
Total Operations	1,932	1,892	40
Maintenance			
Managers/Supervisors	621	601	20
Professional, Technical, Clerical Operational Hours	460	455	5
	2,725	2,696	29
Total Maintenance	3,806	3,752	54
Engineering/Capital			
Managers/Supervisors	41	42	(1)
Professional, Technical, Clerical Operational Hours	66	64	2
	-	-	-
	107	106	1
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical Operational Hours	-	-	-
	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,035	1,021	14
Professional, Technical, Clerical Operational Hours	1,042	1,004	38
	4,267	4,198	69
Total Positions	6,344	6,223	121

**MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS**

June 30, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i> Operations	1,932	1,892	40	Primarily reflects higher attrition than planned as well as delayed and internal hiring of vacant positions.
Maintenance	3,806	3,752	54	Reflects vacant positions in Maintenance of Way (terminal attendants, mechanics, engineers, electricians) and Maintenance of Equipment (technicians and engineers) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of filling vacant positions.
Administration	499	473	26	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety, and Procurement departments.
Engineering / Capital	107	106	1	
Total Agency-wide Headcount	6,344	6,223	121	
Non-Reimbursable	5,632	5,746	(114)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	712	477	236	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JUNE 2016**

	MONTH		VARIANCE	
	MID-YEAR FORECAST	2016	2015	Fav/(Unfav)
				MID-YEAR FORECAST 2015
Farebox Operating Ratio				
Standard ^(B)	58.3%	64.6%	60.6%	6.3%
Adjusted ^(C)	64.9%	72.4%	68.1%	4.3%
Cost per Passenger				
Standard ^(B)	\$13.93	\$12.56	\$13.29	\$1.37
Adjusted ^(C)	\$13.67	\$12.25	\$13.01	\$1.42
Passenger Revenue/Passenger ^(D)	\$8.12	\$8.11	\$8.05	(\$0.01)
	YEAR-TO-DATE		VARIANCE	
	MID-YEAR FORECAST	2016	2015	Fav/(Unfav)
				MID-YEAR FORECAST 2015
Farebox Operating Ratio				
Standard ^(B)	57.8%	59.6%	56.9%	1.8%
Adjusted ^(C)	65.3%	67.5%	64.3%	2.2%
Cost per Passenger				
Standard ^(B)	\$14.10	\$13.62	\$14.17	\$0.48
Adjusted ^(C)	\$13.81	\$13.30	\$13.86	\$0.51
Passenger Revenue/Passenger ^(D)	\$8.15	\$8.13	\$8.06	(\$0.02)

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses. Total passenger revenue also includes the West of Hudson passenger revenue which is reclassified from the net subsidy paid to New Jersey Transit for west of Hudson Lines operations.

(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.

(D) Includes Commissary Services.



Metro-North Railroad

Ridership Report

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JULY 2016

Operations Planning & Analysis Department
September, 2016

JULY 2016 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

July Ridership and Revenue (millions)

	July 2016	% Change vs. 2015
Total Rail Ridership	7.245	-1.0% ▼
Commutation Ridership	3.899	-2.0% ▼
Non-Commutation Ridership	3.346	+0.2% ▲
Connecting Service Ridership	0.045	-0.2% ▼
Total MNR System Ridership	7.290	-1.0% ▼
Rail Revenue	\$61.3	-0.3% ▼

Key Factors Impacting July Ridership

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

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

	YTD 2016	% Change vs. 2015	Comparison to Forecast
Total Rail Ridership	49.684	+0.8% ▲	-1.0% ▼
Commutation Ridership	29.046	+1.0% ▲	-0.9% ▼
Non-Commutation Ridership	20.638	+0.5% ▲	-1.2% ▼
Connecting Service Ridership	0.334	+4.9% ▲	+1.9% ▲
Total MNR System Ridership	50.018	+0.9% ▲	-1.0% ▼
Rail Revenue	\$402.7	+2.5% ▲	-1.2% ▼

JULY RAIL RIDERSHIP ⁽¹⁾

- July's Total Rail Ridership was 1.0% below 2015 and 2.5% below forecast.

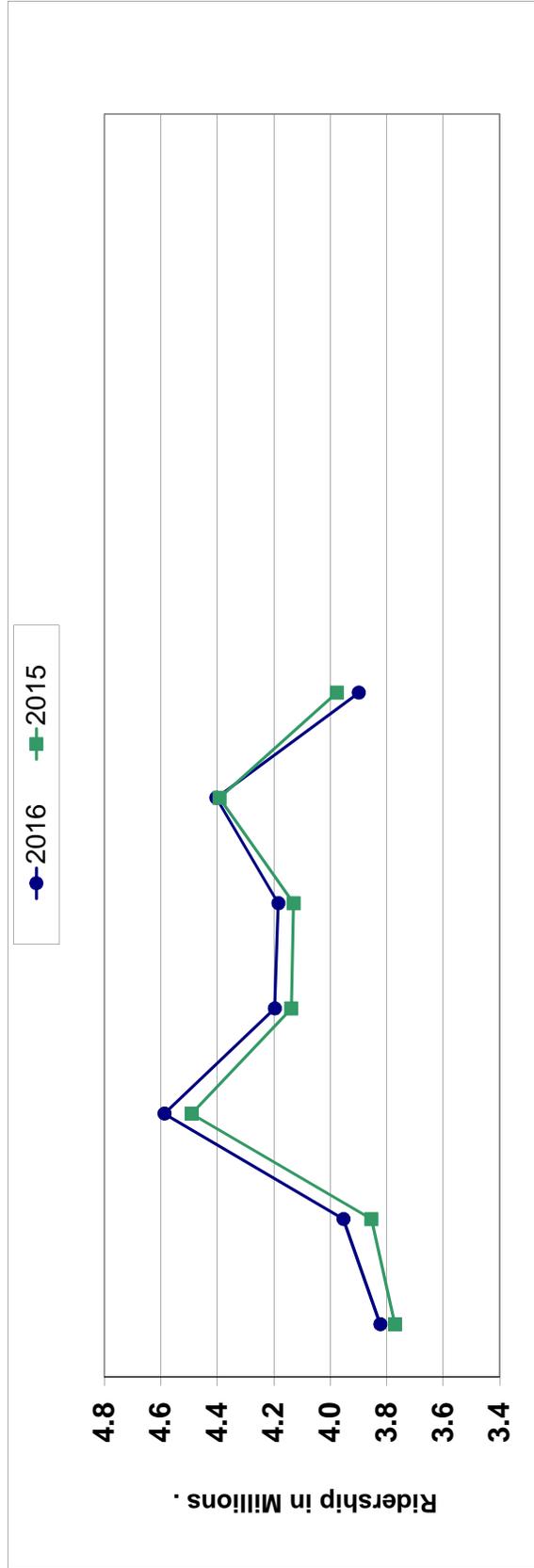


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4	7.5	7.1	7.2	7.7	7.2						49.7
2015	6.3	6.2	7.3	7.1	7.3	7.6	7.3						49.3
PCT CHG.	2.5%	3.4%	2.5%	-0.1%	-1.9%	1.0%	-1.0%						0.8%

¹⁾ Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Commutation Ridership was 2.0% below 2015 and 3.8% below forecast.

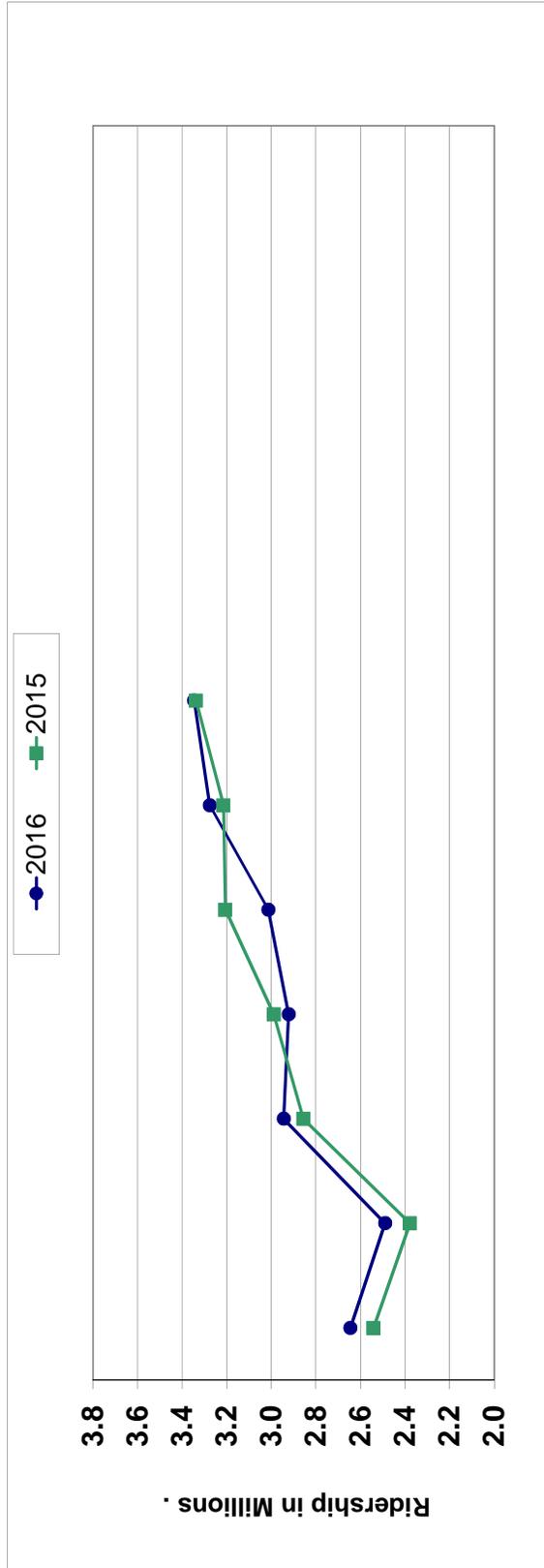


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0	4.6	4.2	4.2	4.4	3.9						29.0
2015	3.8	3.9	4.5	4.1	4.1	4.4	4.0						28.8
PCT CHG.	1.4%	2.6%	2.1%	1.4%	1.3%	0.3%	-2.0%						1.0%

¹⁾ Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Non-Commutation Ridership was 0.2% above 2015 and 1.0% below forecast.

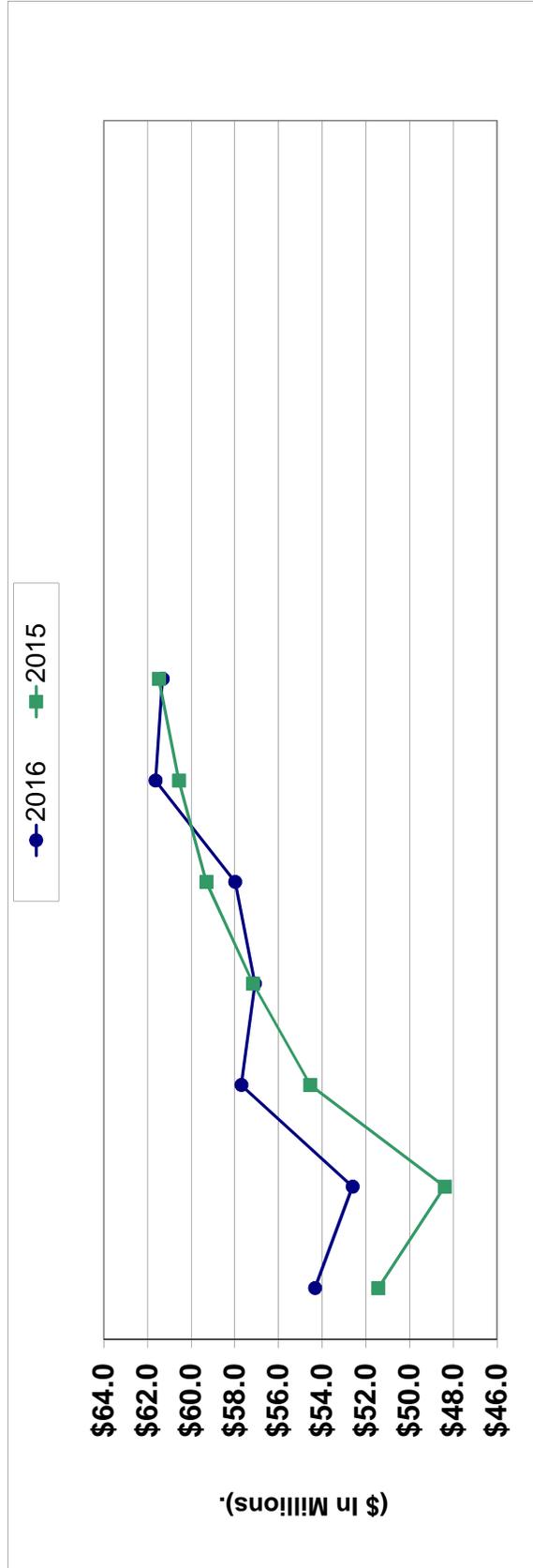


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016	2.6	2.5	2.9	2.9	3.0	3.3	3.3						20.6
2015	2.5	2.4	2.9	3.0	3.2	3.2	3.3						20.5
PCT CHG.	4.1%	4.7%	3.1%	-2.2%	-6.0%	1.9%	0.2%						0.5%

¹⁾ Includes East and West of Hudson.

JULY RAIL REVENUE ⁽¹⁾

- July's Total Rail Revenue was 0.3% below 2015 and 2.7% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3						\$402.7
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5						\$392.9
PCT CHG.	5.6%	8.7%	5.8%	-0.1%	-2.2%	1.8%	-0.3%						2.5%

¹⁾ Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JULY 2016**

TICKET TYPE/SERVICE	JULY 2016 ACTUAL	JULY 2016 MID-YEAR	VARIANCE VS. MID-YEAR		JULY 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,824,868	3,977,925	(153,057)	-3.8%	3,900,586	(75,718)	-1.9%
West of Hudson	73,876	75,196	(1,320)	-1.8%	76,483	(2,607)	-3.4%
Total Rail Commutation Ridership	3,898,744	4,053,121	(154,377)	-3.8%	3,977,069	(78,325)	-2.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,272,534	3,301,025	(28,491)	-0.9%	3,271,233	1,301	0.0%
West of Hudson	73,735	77,911	(4,176)	-5.4%	66,927	6,808	10.2%
Total Rail Non-Commutation Ridership	3,346,269	3,378,936	(32,667)	-1.0%	3,338,160	8,109	0.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,097,402	7,278,950	(181,548)	-2.5%	7,171,819	(74,417)	-1.0%
West of Hudson ⁽²⁾	147,611	153,107	(5,496)	-3.6%	143,410	4,201	2.9%
TOTAL RAIL RIDERSHIP	7,245,013	7,432,057	(187,044)	-2.5%	7,315,229	(70,216)	-1.0%
CONNECTING SERVICES RIDERSHIP⁽³⁾	44,795	45,638	(843)	-1.8%	44,890	(95)	-0.2%
TOTAL MNR SYSTEM RIDERSHIP	7,289,808	7,477,695	(187,887)	-2.5%	7,360,119	(70,311)	-1.0%

Notes:

- 1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2016 YTD MID-YEAR	VARIANCE VS. MID-YEAR		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	28,481,414	28,728,365	(246,951)	-0.9%	28,169,798	311,616	1.1%
West of Hudson	564,855	570,364	(5,509)	-1.0%	582,607	(17,752)	-3.0%
Total Rail Commutation Ridership	29,046,269	29,298,729	(252,460)	-0.9%	28,752,405	293,864	1.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	20,208,692	20,441,850	(233,158)	-1.1%	20,104,376	104,316	0.5%
West of Hudson	428,937	443,975	(15,038)	-3.4%	420,475	8,462	2.0%
Total Rail Non-Commutation Ridership	20,637,629	20,885,825	(248,196)	-1.2%	20,524,851	112,778	0.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	48,690,106	49,170,215	(480,109)	-1.0%	48,274,174	415,932	0.9%
West of Hudson	993,792	1,014,339	(20,547)	-2.0%	1,003,082	(9,290)	-0.9%
TOTAL RAIL RIDERSHIP	49,683,898	50,184,554	(500,656)	-1.0%	49,277,256	406,642	0.8%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	333,999	327,646	6,353	1.9%	318,519	15,480	4.9%
TOTAL MNR SYSTEM RIDERSHIP	50,017,897	50,512,200	(494,303)	-1.0%	49,595,775	422,122	0.9%

Notes:

1) 2015 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 2016**

LINE	JULY 2016 ACTUAL	JULY 2015 RESTATED (1)	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,277,356	2,297,132	(19,776)	-0.9%
Hudson Line	1,402,439	1,403,358	(919)	-0.1%
New Haven Line	3,417,607	3,471,329	(53,722)	-1.5%
Total East of Hudson	7,097,402	7,171,819	(74,417)	-1.0%
WEST OF HUDSON				
Port Jervis Line	87,847	85,578	2,269	2.7%
Pascack Valley Line	59,764	57,832	1,932	3.3%
Total West of Hudson (2)	147,611	143,410	4,201	2.9%
TOTAL RAIL RIDERSHIP	7,245,013	7,315,229	(70,216)	-1.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	28,750	28,940	(190)	-0.7%
Haverstraw-Ossining Ferry	10,662	10,215	447	4.4%
Newburgh-Beacon Ferry	5,383	5,735	(352)	-6.1%
Total Connecting Services	44,795	44,890	(95)	-0.2%
TOTAL MNR SYSTEM	7,289,808	7,360,119	(70,311)	-1.0%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2015 YTD RESTATED (1)	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	15,934,272	15,789,281	144,991	0.9%
Hudson Line	9,493,118	9,406,564	86,554	0.9%
New Haven Line	23,262,716	23,078,329	184,387	0.8%
Total East of Hudson	48,690,106	48,274,174	415,932	0.9%
WEST OF HUDSON				
Port Jervis Line	587,019	595,767	(8,748)	-1.5%
Pascack Valley Line	406,773	407,315	(542)	-0.1%
Total West of Hudson	993,792	1,003,082	(9,290)	-0.9%
TOTAL RAIL RIDERSHIP	49,683,898	49,277,256	406,642	0.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	224,289	222,687	1,602	0.7%
Haverstraw-Ossining Ferry	75,145	63,235	11,910	18.8%
Newburgh-Beacon Ferry	34,565	32,597	1,968	6.0%
Total Connecting Services	333,999	318,519	15,480	4.9%
TOTAL MNR SYSTEM	50,017,897	49,595,775	422,122	0.9%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JUNE 2016

Operations Planning & Analysis Department
September, 2016

JUNE 2016 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

	June 2016	% Change vs. 2015
Total Rail Ridership	7.680	+1.0% ▲
Commutation Ridership	4.403	+0.3% ▲
Non-Commutation Ridership	3.277	+1.9% ▲
Connecting Service Ridership	0.050	-2.1% ▼
Total MNR System Ridership	7.730	+0.9% ▲
Rail Revenue	\$61.6	+1.8% ▲

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

	YTD 2016	% Change vs. 2015	Comparison to Forecast
Total Rail Ridership	42.439	+1.1% ▲	-0.7% ▼
Commutation Ridership	25.148	+1.5% ▲	-0.4% ▼
Non-Commutation Ridership	17.291	+0.6% ▲	-1.2% ▼
Connecting Service Ridership	0.289	+5.7% ▲	+2.6% ▲
Total MNR System Ridership	42.728	+1.2% ▲	-0.7% ▼
Rail Revenue	\$341.3	+3.0% ▲	-1.0% ▼

JUNE RAIL RIDERSHIP ⁽¹⁾

- June's Total Rail Ridership was 1.0% above 2015 and 0.7% below forecast.

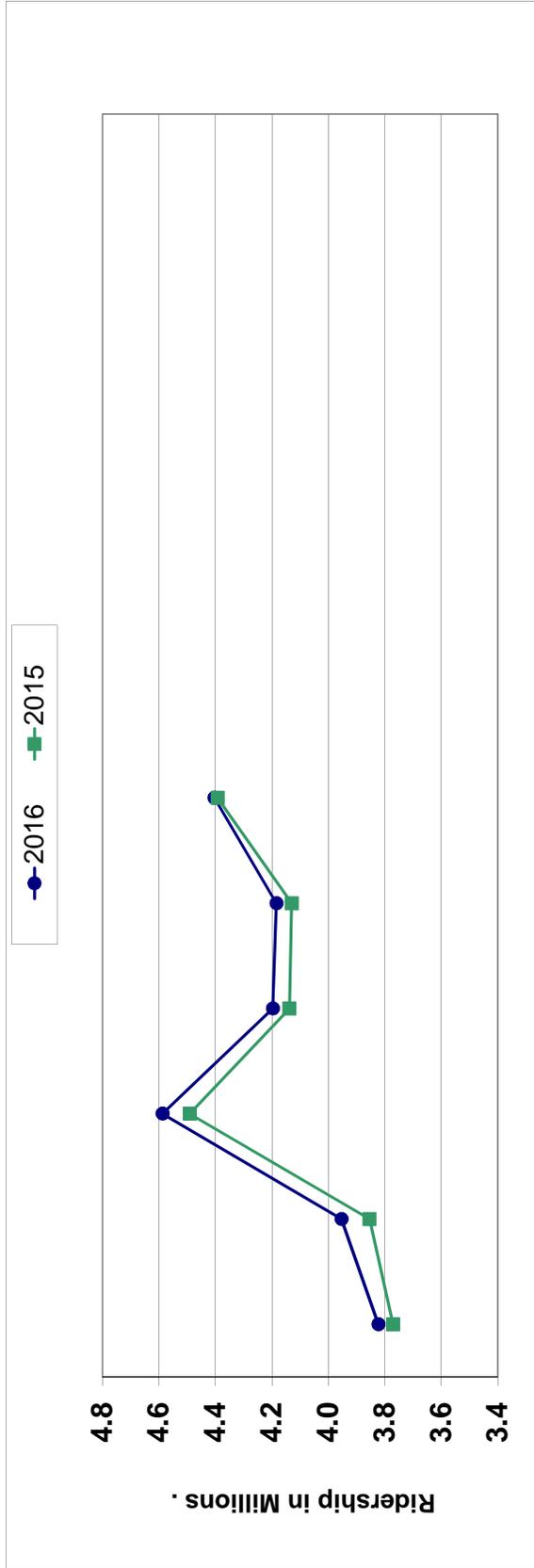


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4	7.5	7.1	7.2	7.7							42.4
2015	6.3	6.2	7.3	7.1	7.3	7.6							42.0
PCT CHG.	2.5%	3.4%	2.5%	-0.1%	-1.9%	1.0%							1.1%

¹⁾ Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Commutation Ridership was 0.3% above 2015 and 1.6% below forecast.

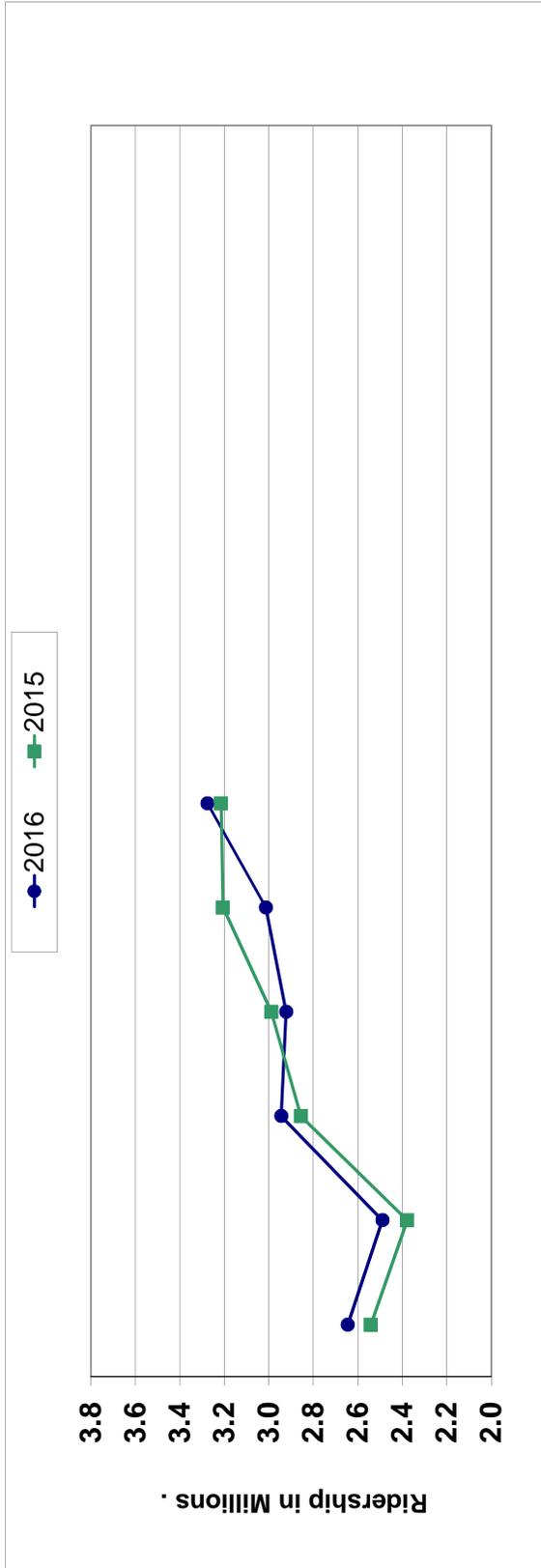


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0	4.6	4.2	4.2	4.4							25.1
2015	3.8	3.9	4.5	4.1	4.1	4.4							24.8
PCT CHG.	1.4%	2.6%	2.1%	1.4%	1.3%	0.3%							1.5%

¹⁾ Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Non-Commutation Ridership was 1.9% above 2015 and 0.6% above forecast.

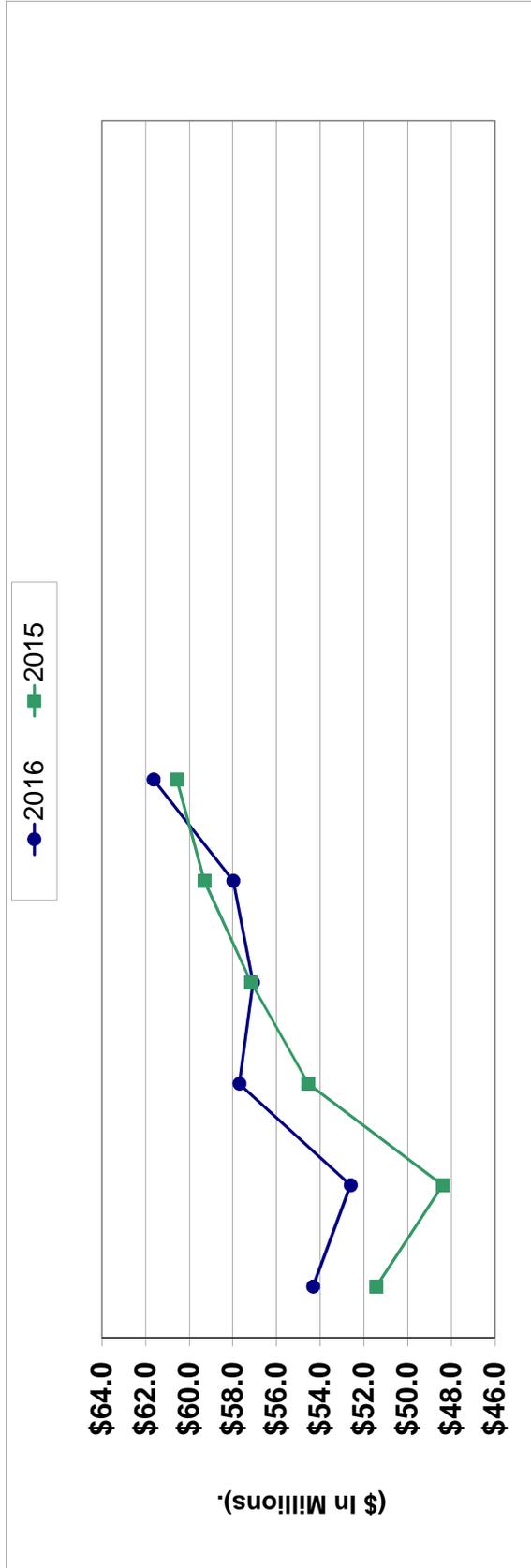


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016	2.6	2.5	2.9	2.9	3.0	3.3							17.3
2015	2.5	2.4	2.9	3.0	3.2	3.2							17.2
PCT CHG.	4.1%	4.7%	3.1%	-2.2%	-6.0%	1.9%							0.6%

¹⁾ Includes East and West of Hudson.

JUNE RAIL REVENUE ⁽¹⁾

- June's Total Rail Revenue was 1.8% above 2015 and 0.7% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6							\$341.3
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6							\$331.4
PCT CHG.	5.6%	8.7%	5.8%	-0.1%	-2.2%	1.8%							3.0%

¹⁾ Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JUNE 2016**

TICKET TYPE/SERVICE	JUNE 2016 ACTUAL	JUNE 2016 MID-YEAR	VARIANCE VS. MID-YEAR		JUNE 2015 RESTATED (1)	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,316,640	4,387,287	(70,647)	-1.6%	4,302,597	14,043	0.3%
West of Hudson	86,571	87,814	(1,243)	-1.4%	89,434	(2,863)	-3.2%
Total Rail Commutation Ridership	4,403,211	4,475,101	(71,890)	-1.6%	4,392,031	11,180	0.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,209,737	3,186,144	23,593	0.7%	3,148,383	61,354	1.9%
West of Hudson	66,628	69,810	(3,182)	-4.6%	66,572	56	0.1%
Total Rail Non-Commutation Ridership	3,276,365	3,255,954	20,411	0.6%	3,214,955	61,410	1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,526,377	7,573,431	(47,054)	-0.6%	7,450,980	75,397	1.0%
West of Hudson (2)	153,199	157,624	(4,425)	-2.8%	156,006	(2,807)	-1.8%
TOTAL RAIL RIDERSHIP	7,679,576	7,731,055	(51,479)	-0.7%	7,606,986	72,590	1.0%
CONNECTING SERVICES RIDERSHIP (3)	50,141	52,073	(1,932)	-3.7%	51,210	(1,069)	-2.1%
TOTAL MNR SYSTEM RIDERSHIP	7,729,717	7,783,128	(53,411)	-0.7%	7,658,196	71,521	0.9%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2016 YTD MID-YEAR	VARIANCE VS. MID-YEAR		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	24,656,546	24,750,440	(93,894)	-0.4%	24,269,212	387,334	1.6%
West of Hudson	490,979	495,168	(4,189)	-0.8%	506,124	(15,145)	-3.0%
Total Rail Commutation Ridership	25,147,525	25,245,608	(98,083)	-0.4%	24,775,336	372,189	1.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	16,936,158	17,140,825	(204,667)	-1.2%	16,833,143	103,015	0.6%
West of Hudson	355,202	366,064	(10,862)	-3.0%	353,548	1,654	0.5%
Total Rail Non-Commutation Ridership	17,291,360	17,506,889	(215,529)	-1.2%	17,186,691	104,669	0.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	41,592,704	41,891,265	(298,561)	-0.7%	41,102,355	490,349	1.2%
West of Hudson	846,181	861,232	(15,051)	-1.7%	859,672	(13,491)	-1.6%
TOTAL RAIL RIDERSHIP	42,438,885	42,752,497	(313,612)	-0.7%	41,962,027	476,858	1.1%
CONNECTING SERVICES RIDERSHIP ⁽²⁾							
	289,204	282,008	7,196	2.6%	273,629	15,575	5.7%
TOTAL MNR SYSTEM RIDERSHIP	42,728,089	43,034,505	(306,416)	-0.7%	42,235,656	492,433	1.2%

Notes:

1) 2015 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 2016**

LINE	JUNE 2016 ACTUAL	JUNE 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,439,435	2,416,982	22,453	0.9%
Hudson Line	1,460,876	1,448,469	12,407	0.9%
New Haven Line	3,626,066	3,585,529	40,537	1.1%
Total East of Hudson	7,526,377	7,450,980	75,397	1.0%
WEST OF HUDSON				
Port Jervis Line	89,903	92,381	(2,478)	-2.7%
Pascack Valley Line	63,296	63,625	(329)	-0.5%
Total West of Hudson (2)	153,199	156,006	(2,807)	-1.8%
TOTAL RAIL RIDERSHIP	7,679,576	7,606,986	72,590	1.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,838	34,084	(1,246)	-3.7%
Haverstraw-Ossining Ferry	11,731	11,054	677	6.1%
Newburgh-Beacon Ferry	5,572	6,072	(500)	-8.2%
Total Connecting Services	50,141	51,210	(1,069)	-2.1%
TOTAL MNR SYSTEM	7,729,717	7,658,196	71,521	0.9%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	13,656,916	13,492,149	164,767	1.2%
Hudson Line	8,090,679	8,003,206	87,473	1.1%
New Haven Line	19,845,109	19,607,000	238,109	1.2%
Total East of Hudson	41,592,704	41,102,355	490,349	1.2%
WEST OF HUDSON				
Port Jervis Line	499,172	510,189	(11,017)	-2.2%
Pascack Valley Line	347,009	349,483	(2,474)	-0.7%
Total West of Hudson	846,181	859,672	(13,491)	-1.6%
TOTAL RAIL RIDERSHIP	42,438,885	41,962,027	476,858	1.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	195,539	193,747	1,792	0.9%
Haverstraw-Ossining Ferry	64,483	53,020	11,463	21.6%
Newburgh-Beacon Ferry	29,182	26,862	2,320	8.6%
Total Connecting Services	289,204	273,629	15,575	5.7%
TOTAL MNR SYSTEM	42,728,089	42,235,656	492,433	1.2%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

August 31, 2016

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Progress in the train shed continues with: de-leading of steel; fabrication and delivery of new steel; application of paint around steel repaired connections; installation of protective shield at various deficiency locations; and installation of temporary column supports at girder repair locations. At the street-level, repairs were completed on the sidewalks on 49th Street. Additional work on the street surface of East 49th Street between Park and Lexington Avenues will commence at the end of September, after the expiration of the UN General Assembly work embargo, which precludes work on the streets in September.

Overall project completion anticipated in February 2017.

GCT Elevators Rehabilitation Phase 4 (SE-1 & SE-2 serve upper and lower levels and Depew Place loading dock; A-car elevator serves M42 substation)

SE-1: The general contractor is in the process of replacing the elevator subcontractor due to performance issues. Completed installation of elevator cab and continued elevator control panel wiring. The elevator is forecasted to be placed in service in fall 2016.

SE-2: Elevator work will commence upon completion of SE-1 and is forecasted to be placed in service in the fourth quarter of 2016.

A-car: Completed repair and reinforcement of elevator shaft; delivery of new elevator car is forecasted for third quarter of 2016. A-Car is anticipated to be placed in service in the second quarter of 2017.

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

Installation of hangers and pipes continues in the 43rd Street, 45th Street and west tunnels. Field inspections of the facility are also underway for shop drawing generation.

Overall project completion anticipated in December 2017.

GCT Leaks Remediation Phase II

42nd Street Bridge: Masonry buttress restoration activities were completed at 89 East 42nd Street.

Vanderbilt Avenue: Continue with concrete placement at the 44th Street intersection, masonry restoration and Park Avenue Viaduct balustrade historic light pole base pier reconstruction.

45th Street Bridges: Restoration of the southbound and northbound 45th Street bridges continues with: offsite cleaning and painting of the architectural panels; removal of concrete encasement from bridge columns and girders at street level and within the surrounding sidewalk, utilizing temporary enclosures; and assessment of the columns for required structural steel repairs. The south and north roadway expansion joints for the southbound 45th Street Bridge were reconstructed and fully waterproofed. Estimated completion anticipated in December 2016.

Park Avenue Viaduct: Catch basin replacement along the Park Avenue Viaduct southbound, over sidewalk space adjacent to the La Fonda restaurant, has been completed. Miscellaneous steel work, fireproofing installation, and ceiling restoration work remains.

Taxi Stand: In the northern half section, masonry pier repairs will be scheduled and completed in fourth quarter 2016.

Overall project completion anticipated in December 2016.

Park Avenue Viaduct Direct Fixation

The design consultant has completed tension testing of the existing threaded inserts in the concrete deck that anchor the direct fixation “fastener bodies,” which sit atop the deck and hold the rails in place. The data that was collected has been evaluated and a draft report has been submitted and reviewed by project stakeholders. The consultant is investigating the replacement grout for the existing grout plinths that support the fastener bodies atop the deck. Upon finalization of the recommended repairs, the consultant will construct a mockup of the recommended design and this will be subjected to cyclical loading to test the integrity of the proposed system. Subsequently, the design consultant will prepare design documents to enable Metro-North force account to commence with repairs. Overall project completion anticipated in December 2016.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

Contract was awarded in July 2016 to: furnish and install a new elevator at Port Chester Station (outbound side); demolish an abandoned building; and construct an ADA compliant ramp on the inbound side. Pre-construction submittals are currently in progress. Work is forecasted to be completed in the third quarter of 2017.

Croton-Harmon Station Interior Improvements

A Small Business Development Tier II Program project to perform station improvements which includes: new light fixtures, ceiling tiles, wall panels, concession stand panels, floor tiles and air conditioning throughout the station. Substantial completion was achieved in August 2016.

Strategic Facilities – Preliminary Design of Prospect Hill Road Bridge (Southeast Station)

Design consultant continues to finalize design-build documents with project stakeholders. Solicitation for proposals is scheduled to commence in September 2016 with project kickoff by early 2017. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service by year end of 2018.

Design of Grand Central Terminal (GCT) and Outlying Stations Audio and Visual Information System Replacements

The purpose of this project is to design a replacement for GCT’s Information System (big boards, gate boards, digital track indicators, monitors and platform displays) with a modern, more capable and robust infrastructure as well as develop a new station public address system that will provide audio and visual display of scheduled trains at outlying stations. The preliminary design is under way to prepare GCT and Outlying Station Design Packages for visual and audio public address system infrastructure. Both GCT and Outlying Stations will be proceeding with design-build project delivery methods.

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

Through a joint procurement, Metro-North and Long Island Rail Road awarded a contract in July 2016 to a Best Practices Design Consultant to advise on industry best practices as a means to enhance the aesthetics and

amenities of stations, passenger's experience, and improve stations through design innovation and excellence, all with minimal disruptions to customers. Architectural enhancements such as: artistic lighting and lighting of historic stations as well as other types of enhancement opportunities will be explored as part of this effort. By year's end it is anticipated that a design-build contract will be awarded to execute the results of this effort.

POWER

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

- Progressed installation of continuity jumpers, negative and positive feeders, and conduits across Tracks 2 and 1 from Scarborough to Philipse Manor in coordination with Metro-North force account.
- Track 3 outage from CP26 to CP33 (North of Tarrytown to South of Croton Harmon) commenced and will continue through the end of 2016. During this outage, reverse off-peak bussing will be provided for customers at Philipse Manor and Scarborough stations. During this outage the following work is under way:
 - At Croton-Harmon, continue to progress the installation of the trough and electrical duct bank; installation of foundations for elevated steel platforms.
 - At Philipse Manor and Scarborough, continue to install elevated raceway, continuity jumpers, positive and negative feeders.
- Continue to progress design development towards 90% level for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon).

Overall project completion is anticipated in August 2017.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Continued installation of communication conduits from the station parking lot to substation vault; factory acceptance tests of the substation and electrical equipment continues with delivery anticipated in late September 2016. The foundation is ready for trailer placement for the crew quarter; delivery and installation is anticipated in September 2016.

Tarrytown: Continued with terminations for switches and 15kV cable. The factory acceptance test and delivery of the substation and associated electrical equipment is scheduled for end of October 2016.

Croton-Harmon: Continued placement of concrete for the transformer's pad and the pulling of cable for the negative return to the substation vault. Rectifier off-site testing will be conducted in September 2016.

Overall project completion anticipated in February 2017.

Harlem & Hudson Lines Power Improvements

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

110th St (replacement of negative return reactors in the substation under the viaduct): Facility is complete and operating, miscellaneous punch list items remain.

86th St: Demolition to commence at the west platform. Core drilling on the east platform will commence after Metro-North completes asbestos abatement in the vicinity. Installation of Con Edison point of entry manhole for high voltage power at the 86th Street site and property line boxes for low voltage power were completed. Conduit installation to supply power for Verizon wireless service and emergency radio communication service is in

progress. Fabrication of AC and DC switchgears is in progress and forecasted to be delivered in first quarter of 2017.

Brewster Substation

Completed the following: substation foundation work; installation of duct banks and traction power conduits in the substation vault; and the installation of conduits under the tracks. Continue to install conduits for the negative return to the substation vault. Fabrication of switchgear is under way with delivery forecasted in fourth quarter of 2016.

Brewster Substation completion will be in 3rd quarter 2017 with overall project completion by December.

Substation Replacement Bridge-23

Installation of lighting, smoke detectors, and bus duct is complete at New Rochelle substation. New circuit breaker cubicles in line with existing switchgear have been installed. Final cutover of the new circuit breaker cubicles is pending approval from Power/Operation Dept.

Final testing of Pelham's voltage balancing station is scheduled to commence in late September 2016.

Overall project completion anticipated in June 2017.

Harlem River Lift Bridge-Cable Replacement/Control System

The project work involving the replacement of wire rope cables as well as electrical control system that raises and lowers the bridge to support river traffic. Project achieved substantial completion in August 2016.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Installation of HDPE pipe along Tracks 1, 2, 3 and 4, which is required in the base scope of the contract, has been completed. To date, 7,410LF of pipe from East 170th street to East 173rd street and three catch basins have been installed. Installation of lateral drainage pipes is currently in progress. MNR is in the process of awarding two options, which will require an additional 8,310 LF of pipe installation from E 162nd street to E 168th street. The track outages are being coordinated with the CP109 project. The work includes the installation of a track under-drain system between Mott Haven Yard and Fordham on Metro-North's Harlem Line. This work is the second phase of a multi-phase project in which this system will be connected to the New York City Department of Environmental Protection's (NYCDEP) combined sewer at the intersection point where NYCDEP's pipes cross under the tracks.

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

The field inspection phase of the bridges continues and is approximately 64% complete. Bridge inspectors continue to progress with the inspection across Metro-North's territory, focusing on Harlem Line bridges.

Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholders.

Overall project completion anticipated in March 2018.

Repair Park Avenue Viaduct at 118th Street

A construction contract for the Park Avenue Viaduct emergency repairs as a result of the May 17, 2016 fire was awarded on July 15, 2016. The contractor is proceeding on an expedited schedule with major work items to include: installation of new temporary support system, removal of existing MNR-installed support, then

replacement of the damaged column with a new one and repainting the existing structure. Currently, the new temporary support was installed and tested as scheduled allowing the removal of all restrictions on the viaduct. Removal of damaged column, work for the new foundations and repainting are anticipated to begin in September 2016. The contract is anticipated to be finished by the end of November 2016.

Undergrade Bridges – West of Hudson

The designs for in-house force account repairs to seven undergrade bridges on the Port Jervis Line (between Harriman and Campbell Hall stations) have the following status: final designs are complete for all seven of the bridges: JS 44.80, JS 63.04, JS 61.56, JS 47.19, JS 58.64, 62.00 and JS 66.22. Anticipate commencement of the force account construction of the repair of two bridges, JS 63.04 and JS 62.00, in the fourth quarter of 2016. Overall project completion anticipated in December 2018.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Transponders continue to be installed and tested for Civil Speed Enforcement on both the Hudson and New Haven Lines. Civil Speed Enforcement was placed into revenue service for Amtrak and Freight Carriers from CP261 to CP274 on the New Haven Line. Wayside subsystem deliveries continue to support the installation of pilot locations. Wayside segment deliveries have commenced and are on-going. P32 locomotives and Cab Car On Board hardware installation is ongoing. First M7 complete pilot equipment delivery and installation at Arch Street was received in early September 2016. The Federal Communications Commission granted the spectrum modification request for Fairfield, New Haven, Orange and Dutchess Counties. Project Completion is progressing towards the December 31, 2018 deadline.

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. Currently, Metro-North force account is continuing work along Segment 1 (CP-Sterling to CP-Harriman), with cutover anticipated in the first quarter of 2017.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

Consist Shop Facility/Building 6 (CSF): In the new building footprint, completed most of the foundation work and the industrial waste piping. Continued with preparation for slabs with cross stone and vapor barrier and conduit installation for traction power and electrical distribution in the south area. Also, commenced with steel erection at the south end.

EMU (Electric Multiple Unit) Annex Building: Completed steel erection and continued with metal decking. Delivered and completed installation of precast panels, final connections to commence. Wheel boring equipment has been released for fabrication.

Fire protection water line: Installation at west side of CSF continues.

West of the EMU Annex Building (Chirico Street): Continued installation of medium voltage communication conduits, duct banks, manhole racks, etc.

Phase V Stage II Preliminary Design

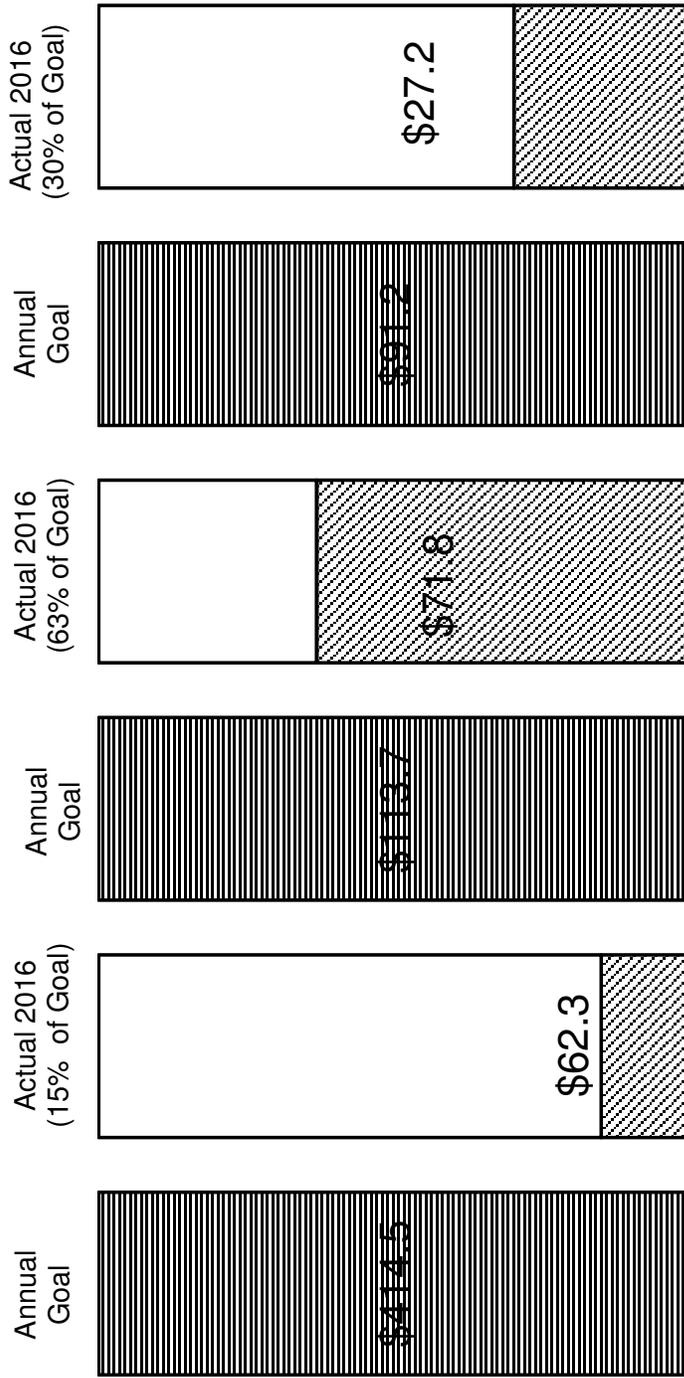
Stage II Preliminary Design for the Running Repair and Support Facility continues with information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities. Design completion anticipated in March 2017.

Overall project completion anticipated in January 2018.

2016 MNR Capital Program Goals

As of August 31, 2016

In Millions



Commitments

Completions

Closeouts

■ 2016 Goals

▨ Actual as of August 31, 2016