



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

January 2017

Members

S. Metzger

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, 1/23/2017
8:30 - 9:30 AM ET**

1. Public Comments

2. Approval of Minutes

Approval of Minutes - Page 4

3. Approval of 2017 Work Plan

Approval of 2017 Work Plan - Page 12

4. President's Reports

Safety Report

Safety Report - Page 19

MTA Police Report

MTA Police Report - Page 21

5. Action Item

Newburgh - Beacon Ferry Terminal Agreement

Newburgh - Beacon Ferry Terminal Agreement - Page 26

6. Information Item

Track Program Quarterly Update

Track Program Quarterly Update - Page 29

7. Procurements - NONE

Non-Competitive

Competitive

Ratifications

8. Operations Report

Operations Report - Page 42

9. Financial Report

Financial Report - Page 50

10. Ridership Report

Ridership Report - Page 73

11. Capital Program Report

Capital Program Report - Page 84

Next meeting: Joint MNR/LIRR Committee meeting on Tuesday, February 21 @ 8:30 a.m.

Minutes of the Regular Meeting
Metro-North Committee
Monday, December 12, 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, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Norman Brown
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Catherine Rinaldi – Executive Vice President
Katherine Betries-Kendall – Vice President, Human Resources
Kathleen Finneran – Assistant Chief, MTA Police Department
Richard Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
Andrew Paul – Acting Vice President, Labor Relations
Kim Porcelain – Vice President, Finance and Information Systems
Robert Rodriguez – Director, Diversity and EEO
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety

The members of the Metro-North Committee met jointly with the members of the Long Island Committee. Ms. Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. In addition to the Metro-North President, President Giulietti, and Metro-North staff noted above, Long Island Rail Road President Patrick A. Nowakowski and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Committee for the meeting of December 12, 2016, should be consulted for matters addressed at the joint meeting relating to Long Island Rail Road.

PUBLIC COMMENT

There were two public speakers.

Orrin Getz, Metro-North Railroad Commuter Council, referenced an article about young people working on projects to develop new and innovative ways to promote railroad grade crossing safety. He suggested that the group prepare a report to be presented to New Jersey Transit, the FRA and AMTRAK. Mr. Getz commented on work that needs to be done at Spring Valley, including replacement of a call box, replacement of missing benches, repaving of the parking lot, repaving near the free standing bus stops and manning of the empty police booth. Mr. Getz asked Metro-North to work with New Jersey Transit to make Suffern Station handicap accessible. He stated that the report on the upgrade of the Pt. Jervis Line should be made public.

Murray Bodin wished the Committees a very healthy New Year.

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 November 14, 2016 Metro-North Committee meeting. President Giulietti reported that there were no changes to the Metro-North and Long Island Rail Road 2016 Work Plans.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti reported that east of Hudson service reliability in the month of November 2016 was at 90.3%. Service reliability year-to-date November 2016 was at 93.6%. In November 2016, 1.5% of all trains were delayed greater than 15 minutes. Train delay minutes due to infrastructure factors doubled from the month of October and accounted for 57% of delay minutes, with almost half of the delays attributable to the New Haven Line. Year-to-date November 2016, the railroad experienced 10% fewer delay minutes due to infrastructure factors which may be attributed to the progress that has been made in rebuilding the railroad's infrastructure. Slip-slide conditions caused delays on four days during the fall leaf season, leading to an additional 14% of delay minutes; half of the delays occurred on the Harlem Line. Metro-North operated two high-pressure rail washers daily to clear leaf residue from the rails. This effort minimized impacts to customers. West of Hudson service operated at 93.2% in the month of November 2016 and 95.9% year-to-date November 2016.

President Giulietti reported that fleet availability in November 2016 was good with consist compliance of 99.2%. Service disruptions caused consist compliance to be below average on the Harlem and New Haven Lines during the peak periods. The fleet's mean distance between failure in October 2016 was above goal at over 268,000 miles.

President Giulietti reported on the work the railroad is performing to prepare the rolling stock and infrastructure for winter weather. He noted that snow fighting equipment is ready to clean yard switches and third rail simultaneously. Equipment is also available for cleaning main line

interlockings, yard switches, passenger platforms, yard facilities and right-of-way roadways. In addition, Metro-North has a front-end loader and backhoes which enable it to plow more of the right-of-way in order to access track interlockings and power substation locations. Jet hot air blowers with greater power and fuel efficiency are ready for the winter elements.

Metro-North will ensure that customers are well-informed before, during and after a storm event with timely and accurate information through station announcements, platform display signs, email alerts, social media, special notices and service status box updates on the website. The Metro-North Train Time App also provides real-time service status on Smartphones and computers and is now conveniently linked to the new eTix mobile ticketing app. With these communication elements, Metro-North is able to provide more information in a timelier manner during emergencies. Metro-North's goal during any severe weather event is to provide customers with the best and safest service available, and to return to regularly scheduled service as soon as possible.

As a result of the decline in service reliability during the month of November 2016, customer complaints were 30% higher than in October 2016 but 14% lower than in November 2015. Complaints in November were primarily due to late or canceled trains, crowding caused by an insufficient number of cars in a train consist and crew performance.

President Giulietti reported that the final phase of the accelerated repairs to the Park Avenue Viaduct at 118th Street has been completed in less than the forecasted time and under the projected budget, thereby minimizing costs. A new permanent column has been built to replace the temporary repairs that were made this past summer. The repairs were done in accordance with current railroad design standards and all of the permanent repair work was performed without any service impacts to Metro-North customers. The completion marks the full repair of the steel structure that on May 17 was impacted by a fire under the Viaduct that shut down the main artery that carries trains into and out of Grand Central Terminal. The final repairs, which include a new permanent support column, were made in less than five months through an expedited procurement and repair process. The street under the viaduct is owned by the City of New York. Metro-North continues to work with City representatives to ensure the necessary corrective actions are taken to maximize safety and security in this area. Metro-North thanks customers for their patience during this emergency repair process and appreciate the efforts of all employees involved in this project.

President Giulietti reported that Metro-North has completed restoration work and upgrades at Fordham Station. Northbound and southbound platforms were restored with customer safety and comfort in mind. The railroad acquired 128 square feet of property from Fordham University so that the station's northbound platform could be expanded to nearly double its width and provide more capacity for the railroad's reverse commuters. Both platforms have been painted, cleaned and updated with rehabilitated elevators, new LED lighting, canopies, benches, real-time information monitors and public address systems. Platform shelters have also been modernized with "Push for Heat" technology for customer comfort during the winter months. Widened and enclosed staircases also reduce customer congestion. There is also a new station entrance directly from Fordham Road with a wider staircase to the northbound platform to accommodate the large reverse peak ridership and a ramp that is accessible to customers with disabilities at the north end of the southbound platform at Webster Avenue and 193rd Street. MTA Arts and Design commissioned artist Dan Funderburgh created a site-specific installation on the northbound platform, with a series of four

"rose windows" made from waterjet-cut aluminum in black and gold. The station improvements follow the complete renovation of the historic station building on Fordham Road, which was completed in 2014. Fordham Station is the busiest reverse-peak commutation station in the nation. These renovations not only provide a more pleasant and efficient setting for Bronx customers, but also contribute to the aesthetics of the surrounding community in this growing economic hub in the Bronx.

President Giulietti concluded his report with a discussion of the holiday events taking place in Grand Central Terminal. He noted that the Annual Grand Central Holiday Fair located in Vanderbilt Hall runs until December 24 and the New York Transit Museum's Annual Holiday Train Show runs through February.

Following the President's report, there was a discussion regarding the cost of repairs to the Park Avenue Viaduct and potential reimbursement from the City and insurance, which was noted as a litigation matter. Board member Moerdler asked both railroads about the measures taken to ensure that stair treads are in good condition, given approaching winter storms and inclement weather. President Giulietti responded that Metro-North gangs work throughout storms and that Metro-North has an ongoing tread replacement program.

The details of the President's Report and comments by Board members are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments regarding the President's Report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate in October 2016 continues to be lower than it had been in the previous three years and has decreased nearly 1% since his November report to the Committee. The employee lost time injury rate has increased about 4% since Mr. Vonashek's November report to the Committee. This increase is the result of overexertion and slips, trips and falls. With respect to the Confidential Close Call Reporting System (C3RS), the Peer Review Team has reviewed over 700 reports through October 2016, 583 of which have met the criteria. Seven corrective actions are in development and two have been implemented in 2016. Metro-North's community outreach program, TRACKS, reached over 11,000 individuals in October, bringing the total since May to over 38,000. Metro-North held its fourth quarter Safety Focus Day which focused on winter safety tips and overexertion in an effort to help address the increase in injuries in these two areas.

Board member Moerdler had questions regarding the C3RS statistics. He asked why out of the 583 reports that met the criteria, only seven corrective actions were in development and two had been implemented. Mr. Vonashek noted that all reports fit into three categories with some reports having multiple corrective actions. Ms. Metzger noted that this issue had been raised at a prior meeting and should be addressed at the Safety Committee.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and

maintained in the MTA records, which recording includes Board members' comments regarding the safety report.

MTA POLICE DEPARTMENT REPORT

Assistant Chief Kathleen Finneran reported on system wide crime, noting that year-to-date November 2016 there were 280 reportable major felonies compared to 282 in the comparable period of 2015. Year-to-date November there were 42 compared to 33 in the comparable period of 2015. Year to date November 2016, there were 33 arrests for robberies compared to 28 in the comparable period of 2015. The MTA Police Department (MTAPD) is continuing its enforcement efforts at LIRR and Metro-North grade crossings. Year-to-date November, 200 summons have been issued. The MTAPD experienced few issues during the December 10th Santa Con 2016 event; one summons was issued. The MTAPD has major details in place for holiday travel on December 23 and 24 and for the Times Square New Year's Eve celebration.

Board member Saul asked if the situation at 125th Street Station had deteriorated. Assistant Chief Finneran noted that there are several methadone clinics near the station. The MTAPD has increased patrols in the area of the station and on-trains going to and from Grand central Terminal and 125th Street. Board Member Saul asked for a follow-up report at the next meeting. Board member Moerdler asked about the increase in public lewdness and in sex offenses year-to-date November 2016 compared to the comparable period of 2015. He asked for further information on the specific incidents. Assistant Chief Finneran stated that the increase in public lewdness is associated with use of restrooms and that MTAPD increased its patrols in restroom areas and increased its enforcement activity by issuing summonses and/or making arrests. She stated that the MTAPD would provide the Committee with a more detailed report on this subject.

Ms. Metzger noted that this is a particularly busy time of the year for the MTAPD and that both the Long Island Rail Road and Metro-North Committees appreciate all the extra effort MTAPD provides during the holiday season.

The details of Assistant Chief Finneran's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments regarding the police report.

ACTION ITEM:

One action item was presented to the Committee:

- Metro-North 2017 Budget and 2017-2020 Financial Plan Adoption – President Giulietti noted that the Metro-North 2016 November Forecast, 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020 will be voted on by the full Board on Wednesday, December 14th for final Board approval.

In response to Board member Moerdler's question, President Giulietti noted that the increase in the total number of personnel contained in the November Financial Plan 2017-2010 is

related to Positive Train Control and increases in the Training and Safety Departments suggested by the National Transportation Safety Board. There was a discussion between Board member Saul and Ms. Porcelain regarding the “Other Cash Adjustments” category in the November Financial Plan 2017-2020. Ms. Porcelain noted that the adjustments are conversion items related to non-cash activities, such as, depreciation and environmental remediation accruals and are provided for financial reporting purposes. Ms. Porcelain will provide the Committee with a schedule of the adjustment.

Upon motion duly made and seconded, the foregoing action item was approved for recommendation to the Board. The details of the above item are contained in a staff summary and report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments on the November Financial Plan 2017-2020.

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

- Bi-Annual Report on M-9 Procurement - James W. Allen, LIRR Director-Rolling Stock Programs and Project Manager for the Joint M-9 Procurement, presented LIRR’s and Metro-North’s bi-annual report on the joint LIRR and Metro-North M-9 procurement.

There was a lengthy discussion among Mr. Allen, President Nowakowski, Board member Metzger, Board member Saul, Board member Vanterpool, Board member Vitiello, Board member Greenberg, Board member Moerdler and Board member Brown regarding the difference between the values of the base order cost per car and the option orders cost per car; the number and location of states involved with the M-9 production; Wi-Fi connectivity; preliminary design costs; consultants being used; and other related topics.

The details of Mr. Allen’s report are contained in a report filed with the records of this meeting, the minutes of the Long Island Rail Road held this day, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains the discussions between Board members and staff regarding the joint information item.

INFORMATION ITEMS:

Two information items were presented to the Committee:

- 2017 Proposed Committee Work Plan – President Giulietti noted that the draft work plan for 2017 was coordinated with Long Island Rail Road’s work plan for consistency in reporting to the Committee during the months we meet jointly and separately. The committee will approve the final work plan in January.
- Diversity/EEO Report – 3rd Quarter 2016 – President Giulietti noted that the report will be discussed in detail at the Diversity Committee meeting to be held this day.

The details of the above items are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

PROCUREMENTS:

MTA Metro-North Railroad

One non-competitive procurements were presented to the Committee:

- Approval to award a joint Agency, non-competitive (one year base and 2 one year options), miscellaneous service contract for maintenance to the 'Protect' Chemical Detection System presently installed in Grand Central Terminal and Penn Station for Metro-North and Long Island Rail Road to the firm KD Analytical, LLC in the not-to-exceed amount of \$1,975,000.

One competitive procurement was presented to the Committee:

- On behalf of Metro-North and New York City Transit, approval to extend this multi-agency miscellaneous service contract for an additional 18 months from January 1, 2017 – June 30, 2018 with Abalon Exterminating Company in the not-to-exceed amount of \$1,808,458.

Board member Moerdler noted that the contract with Abalon Exterminating Company had already been extended without competitive bidding. He asked why the BSC needed more time to consolidate for the provision of these services throughout the agencies. Mr. Greenberg had questions concerning the cost of installing the Protect system and the system's useful life. Board member Metzger noted that this is a security issue that may need to be discussed in executive session.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board.

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 includes discussions between Board members and staff regarding the proposed contracts.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

ADJOURNMENT

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

Respectfully submitted,

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

Linda Montanino
Assistant Secretary

Dec 2017 Committee Minutes --FINAL
Legal/Corporate/Committee Minutes Current

2017 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2017

Approval of 2017 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering

February 2017 (Joint meeting with LIRR)

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

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
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA

May 2017Diversity/EEO Report – 1st Quarter 2017

Diversity and EEO

June 2017 (Joint meeting with LIRR)

Status Update on PTC

President

Bi-Annual Report on M-9 Procurement

President

July 2017

Grand Central Terminal Retail Development

MTA Real Estate

Environmental Audit

Environmental Compliance

Track Program Quarterly Update

Engineering

September 2017

2018 Preliminary Budget (Public Comment)

Finance

2017 Mid-Year Forecast

Finance

Diversity/EEO Report – 2nd Quarter 2017

Diversity and EEO

2017 Fall Schedule Change

Operations Planning & Analysis

October 2017 (Joint meeting with LIRR)

2018 Preliminary Budget (Public Comment)

Finance

Status Update on PTC

President

Track Program Quarterly Update

Engineering

MTA Homeless Outreach

MTA

Bi-Annual Report on M-9 Procurement

President

November 2017

Review of Committee Charter

Committee Chairs & Members

Holiday Schedule

Operations Planning & Analysis

December 2017 (Joint meeting with LIRR)

2018 Final Proposed Budget

Finance

2018 Proposed Committee Work Plan

Committee Chairs & Members

Diversity/EEO Report – 3rd Quarter 2017

Diversity and EEO

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.

2017 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

President's Report

A monthly report will be provided highlighting major accomplishments and progress on key initiatives and performance indicators.

Safety

A monthly report will be provided highlighting key safety performance statistics and indicators.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Procurements

List of procurement action items requiring Board approval. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Operations

A monthly report will be provided highlighting key operating and performance statistics and indicators.

Finance

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

Ridership

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Capital Program

A monthly report will be provided highlighting significant capital program accomplishments in the month reported.

II. SPECIFIC AGENDA ITEMS

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.

Track Program Quarterly Update

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

FEBRUARY 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.

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.

Track Program Quarterly Update

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

MTA Homeless Outreach

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

MAY 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.

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.

Track Program Quarterly Update

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

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

2017 Final Mid-Year Forecast

The agency will provide the 2017 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

2017 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 2017.

OCTOBER 2017 (Joint Meeting with LIRR)

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

Status Update on PTC

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

Track Program Quarterly Update

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

MTA Homeless Outreach

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

Bi-Annual Report on M-9 Procurement

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

NOVEMBER 2017

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with LIRR)

2018 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2018.

2018 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2018 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.



Metro-North Railroad

Safety Report

November 2016 Safety Report

Performance			
Performance Indicator	12-Month Average		
	December 2013 - November 2014	December 2014 - November 2015	December 2015 - November 2016
FRA Reportable Customer Accident Rate per Million Customers	2.18	1.84	1.21
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.70	2.20	2.96
Grade Crossing Incidents ¹	3	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	
	November	Year end	November	Year to Date
Total Reports Received	0	574	81	651
Total Reports Reviewed by PRT	0	261	81	796
Total Reports that Meet C3RS Program Criteria	0	212	63	646
Total Corrective Actions being Developed	0	0	0	7
Total Corrective Actions Implemented	0	3	0	2
Customer and Community: Focus on Grade Crossings	November	Year to Date	November	Year to Date
Broken Gates	1	24	3	54
MTA Police Details	110	1,170	120	1,437
Summons	27	559	17	362
Warnings	9	175	1	101
Community Education and Outreach	NA	NA	5,849	44,227
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	4	0.42%	
Passenger Compartment Cameras	1,083	5	0.46%	

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. Program began in April, 2015.

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. Program began in May 2016.

Cameras on Rolling Stock - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in November 2016.



Police Report



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

December 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	2	1	1	100%
Burglary	1	1	0	0%
Grand Larceny	12	13	-1	-8%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	16	16	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	16	11	5	45%
Felony Assault	17	8	9	113%
Burglary	25	14	11	79%
Grand Larceny	103	112	-9	-8%
Grand Larceny Auto	4	5	-1	-20%
Total Major Felonies	165	151	14	9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

December 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	5	2	3	150%
Burglary	3	1	2	200%
Grand Larceny	16	18	-2	-11%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	26	24	2	8%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	2	-2	-100%
Robbery	42	35	7	20%
Felony Assault	35	28	7	25%
Burglary	36	20	16	80%
Grand Larceny	185	212	-27	-13%
Grand Larceny Auto	8	9	-1	-11%
Total Major Felonies	306	306	0	0%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 12/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	34	30
Felony Assault	37	27
Burglary	29	9
Grand Larceny	67	57
Grand Larceny Auto	6	0
Aggravated Harassment	4	4
Aggravated Unlicensed Operator	17	10
Arson	0	1
Assault-Misdemeanor	48	49
Breach of Peace	13	16
Child Endangerment	6	3
Criminal Contempt	4	10
Criminal Impersonation	9	5
Criminal Mischief	48	44
Criminal Possession Stolen Property	14	16
Criminal Tampering	4	10
Criminal Trespass	35	33
Disorderly Conduct	6	4
Drug Offenses	56	70
DUI Offenses	10	9
Falsely Reporting an Incident	4	6
Forgery	65	56
Fraud	8	7
Graffiti	17	11
Harassment	0	4
Identity Theft	1	3
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	6	13
Obstruct Government	15	10
Official Misconduct	5	1
Panhandling	1	0
Petit Larceny	190	108
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	105	30
Reckless Endangerment	5	10
Resisting Arrest	38	31
Sex Offenses	14	13
Stalking	0	1
Theft of Services	166	189
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	3	2
Warrant Arrest	49	59
Weapons Offenses	10	8
Unauthorized Use Vehicle	0	2
Total Arrests	1,152	992

INDEX CRIME REPORT

Per Day Average

December 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	0
Fel. Assault	5	3	2	0
Burglary	3	2	1	0
Grand Larceny	16	4	12	0
GLA	1	0	1	0
Total	26	10	16	0
Crimes Per Day	0.84	0.32	0.52	0.00



Metro-North Railroad

Action Item

Staff Summary

Subject Third Memorandum of Understanding (MOU) between MNR and City of Newburgh for Reimbursement of Ferry Landing/ Parking Lease	Date January 5, 2017
Department Operations Planning and Analysis	Vendor Name N/A
Department Head Name James McCormack <i>JM (S)</i>	Contract Number N/A
Department Head Signature	Contract Manager Name N/A
Project Manager Name Scott Ornstein <i>SO</i>	Table of Contents Ref#

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
	M-N Comm. Mtg.		X			5	President <i>JS</i>		Budget
	MTA Board Mtg.		X				VP Operations		VP Capital Programs
						4	VP Financial Admin <i>KP</i>		Engr/Const
							Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning <i>[Signature]</i>	3	Government Relations <i>ME</i>		Labor Relations	2	General Counsel <i>[Signature]</i>
	Press		VP Human Resources		Human Resources	4	Executive Vice-President <i>[Signature]</i>

PURPOSE: To obtain MTA Board approval for Metro-North to enter into a Third Memorandum of Understanding (Third MOU) with the City of Newburgh, New York (the City) for Metro-North to reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period February 1, 2017 through December 31, 2018.

DISCUSSION: In August 2004 Metro-North and the City entered into an agreement concerning the mooring, docking, and use of facilities in Newburgh to be used for the Newburgh-Beacon Ferry. Under that agreement, the City would lease from a private landowner the land and facilities to create a ferry dock and 250-space parking facility for ferry riders. At the same time, the City and the New York State Department of Transportation (NYSDOT) entered into a contract by which NYSDOT reimbursed the City for the rent payments under the lease; that contract has since expired and will not be renewed by NYSDOT. NYSDOT has reimbursed the City for the lease payments through April 2015. Under an MOU dated May 26, 2015 between Metro-North and the City previously approved by the MTA Board, Metro-North reimbursed the City for lease payments from May through December 2015, at the monthly rate of \$21,278. A second MOU dated January 26, 2016 extended this agreement under the same terms.

In September, 2016, the property on which the Newburgh Ferry Dock and Parking Facility is located, was sold. The City has negotiated a lease extension with the new owner of this property through December 31, 2018, which provides for no increase in rental payments from the current lease. Under the proposed Third MOU, Metro-North will reimburse the City for the same period of time as the lease extension (February 1, 2017 – December 31, 2018). The Third MOU also provides that the City and Metro-North will continue to work together in a diligent, cooperative and time sensitive manner to identify and make available alternative locations for the Ferry Service and parking facility, should the current site not be available in the future, as well as work together to identify possible other sources of funding. The Third MOU has been authorized and executed by the City.

The City does not have the resources to shoulder the expense of the ferry facility property lease. If Metro-North does not reimburse the City for the expense of leasing the ferry facility lands, the lease will terminate and the Newburgh-Beacon Ferry service would be interrupted.

NYSDOT has committed to provide Metro-North with Congestion Mitigation/Air Quality (“CMAQ”) funds, which may be used as reimbursement for assistance payments made to the City by Metro-North to fund the lease extension through December 31, 2018. The MTA Board approved Metro-North’s acceptance of these funds for various connecting services-related projects, including the Newburgh-Beacon Ferry. Of the CMAQ funds, \$255,336 will be used to fund the reimbursement to the City upon proof of payment of the monthly lease cost..

BUDGET IMPACT: Metro-North applies for reimbursement from NYSDOT as the payments are made to the City of Newburgh. There is a zero net impact on the operating budget.

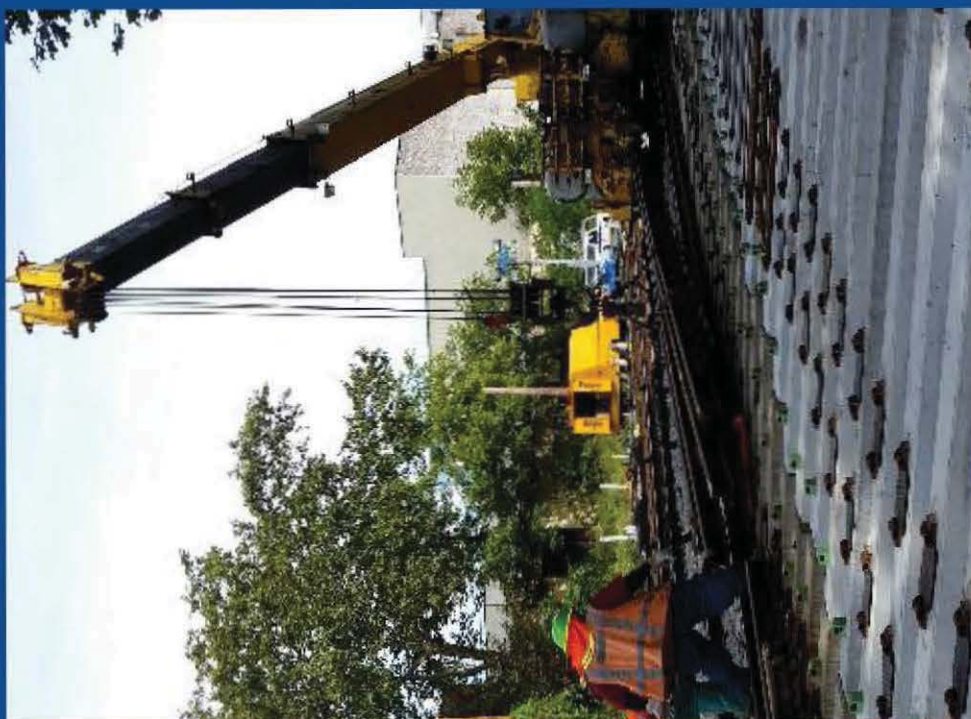
ALTERNATIVE: If Metro-North does not enter into this Third MOU, then the City would terminate the lease agreement for the Newburgh-Beacon Ferry landing, parking facility, and mooring rights. The likely impact of this action would be interruption of the ferry service while a new site is identified, procured, and any required improvements are constructed.

RECOMMENDATION: That the MTA Board grant approval for MNR to enter into a Third Memorandum of Understanding with the City of Newburgh regarding reimbursement of lease expenses paid by the City for land used for the Newburgh-Beacon ferry landing and parking facility for the period February 1, 2017 through December 31, 2018.



Metro-North Railroad

Information Item



2016 YTD Totals

Maintenance of Way Division

(Track, Structures, Stations & Facilities)



2016 Track Work*

Tie Replacement

- ❖ New Haven – 26,957 ties
- ❖ Total 2016 – 26,957 ties
- ❖ Total 2015 – 40,211 ties

Mini Tie Gang

- ❖ Hudson – 284 ties
- ❖ Harlem – 120 ties
- ❖ Total 2016 – 404 ties

Rail Vac (Wood ties)

- ❖ GCT – 379 ties
- ❖ Hudson – 1,554 ties
- ❖ Harlem – 1,697 ties
- ❖ New Haven – 582 ties
- ❖ Total 2016 – 4,212 ties
- ❖ Total 2015 – 5,443 ties



*Includes production & maintenance



2016 Track Work*

Rail Replacement

- ❖ Hudson – 1.87 miles
- ❖ Harlem – 0.93 miles
- ❖ New Haven – 7.05 miles
- ❖ Total 2016 – 9.84 miles
- ❖ Total 2015 – 12.81 miles

Surfacing

- ❖ GCT – 3.5 miles
- ❖ Hudson – 24.2 miles
- ❖ Harlem – 16.3 miles
- ❖ New Haven – 47 miles
- ❖ Total 2016 – 90.8 miles
- ❖ Total 2015 – 145 miles (Includes 29 miles by NJT)



**Includes production & maintenance*

2016 Track Work*

Switch Renewal

- ❖ GCT – 6 switches
- ❖ Hudson – 2 switches
- ❖ Harlem – 7 switches
- ❖ New Haven – 14 switches
- ❖ Total 2016 – 29 switches
- ❖ Total 2015 – 21 switches



Grade Crossings

- ❖ Hudson Line – 4 crossings
- ❖ Harlem Line – 11 crossings
- ❖ New Haven – 10 crossings
- ❖ Total 2016 – 19 crossings
- ❖ Total 2015 – 16 crossings



**Includes production & maintenance*

2016 Track Work*



Welds

- ❖ Hudson – 688
- ❖ Harlem – 502
- ❖ New Haven – 688
- ❖ Port Jervis – 52
- ❖ Total 2016 – 1,930
- ❖ Total 2015 – 1,529

Loram Rail Grinder

- ❖ Hudson – 7.41 miles (42.76 pass miles)
- ❖ Harlem – 15.12 miles (56.96 pass miles)
- ❖ New Haven
 - NY – 20.05 miles (101.08 pass miles)
 - CT – 7.31 miles (35.87 pass miles)
- ❖ Total – 27.36 miles (136.95 pass miles)

*Includes production & maintenance



2016 Track Work*

GCT Station Track Rehabilitation

- ❖ Completed:
 - Track 18 – 1,000ft. rail, 60 block ties & plates
 - Track 23 – 100 wood ties
 - Track 33 – 3,200 ft. rail, 1,600 block ties & plates,
 - Track 37 – 700ft. rail, 150 plates
 - Track 38 – 1,600ft. rail, 400 block ties & plates
 - Track 40 – 400 block ties & plates
 - Track 102 – 120 block ties & plates
 - Track 103 – 400 block ties & plates
 - Track 104 – 100 block ties & plates
- ❖ Totals 2016:
 - 3,080 block ties
 - 100 wood ties
 - 6,500ft. rail (1.23 miles)
- ❖ Totals 2015:
 - 2,200 block ties
 - 4,653ft. rail (.88 miles)

*Includes production & maintenance



2016 Automated Inspection Work

Sperry Rail

- ❖ 1st run - field survey 100% complete
- ❖ 2nd run - field survey 62% complete

Mermec Geometry Car

- ❖ Completed April 16, 2016

Ensco Geometry

- ❖ Contracted for 6 tests over 3 years
- ❖ 1st run – Survey scheduled April 2017

TSaVe Geometry/GRMS Car

- ❖ Surveyed parts Hudson and New Haven lines
- ❖ Field survey 43.8% East of Hudson complete,

FRA Car

- ❖ Completed survey November 2016



2016 Structures Work

Overhead Bridge Program

- ❖ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing 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 Line)

- Purchase St. (MP 24.00, *Track 2,3, & 4*) – 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) – *100% complete*
- Tomac Ave. (MP 31.62 Trk 2) – 100% complete
- *Canal St. (MP 33.41, Track 1) – 100% complete*
- Elm St. (MP 33.75, Track 8) – 100% complete
- East Main (MP 34.17, Track 4) – 100% complete
- *Osborne Ave. (MP 41.96, Track 4) – 100% complete*
- Saga Bridge “spot” timbers (MP 44.32, Track 4) – *100% complete*
- *Mill River (MP 49.66, Track 2) – 100% complete*
- Bostwick Ave. (MP 53.60, *Track 1&3*) – 100% complete
- *Hancock Ave. (MP 53.72, Tracks 1&2) – 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) – *100% complete*
- *Beardsley Ave. (MP 62.94, Track 4) – 100% 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 286 direct fixation pads on 7 tracks
 - Repoint circular arch brick vents (Track 4, MP 1.12 – MP 2.56)
 - *Completed repointing circular arch brick vents (Track 3, MP 2.1 – MP 2.56)*

2016 Structures Work

Walk Bridge (New Haven)

- ❖ 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 100% complete
- ❖ Hamilton Ave. (MP 34.72) – Steel Repairs 100% complete
- ❖ Franklin St. (MP 40.89) – Steel Repairs 100% complete
- ❖ SAGA Bridge (MP 44.32, Trk 3) – Steel Repairs 100% complete
- ❖ Devon Bridge (CP 261, Track 1) – Steel Repairs 100% complete
- ❖ *Bridgeport Station (CAT 775C & 776) – Catenary Tower Steel Repairs– 100% complete*

Steel Repair Program

- ❖ *Hudson Line*
 - ❖ *110th Street (MP 3.41) - Steel Repairs 90% complete*
- ❖ *Port Jervis*
 - *Ramapo River (MP 32.06JS) – Steel Repairs 67% complete*
 - *Day Rd. (MP 63.14JS) – Steel Repairs 45% complete*
 - *N. Y. O&W (MP 66.40JS) – Steel Repairs 25% complete*



2016 Structures Work

NY Overhead Bridge Program

- ❖ Central Ave. (MP 23.5) – 35% complete
- ❖ Williams St. (MP 25.38) – 15% complete

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

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

Tomac & Soundbeach Contractor Support

- ❖ Tomac Bridge (Track 2 & 1) – 100% complete
 - Removed bridge timbers and rail
 - Contractor installed a temporary superstructure
 - Installed new rail and timbers on temporary superstructure
- ❖ Soundbeach Bridge (Track 2 & 1) – 100% complete
 - Fabricated and installed steel ballast retainers
 - Installed bridge timbers



2016 Structures Work

Graffiti Removal Program

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

Right of Way Fence

- ❖ *Installed 4,750 ft. of fence*
- ❖ *Repaired 1,500 ft. of fence*
- ❖ *Fabricated and installed 8 Right of Way gates*
- ❖ *Repaired 7 Right of Way gates*





MONTHLY OPERATING REPORT

December 2016

REVISED

Date Issued:

Wednesday, January 11, 2017

Performance Summary			2016 Data			2015 Data	
			Annual Goal	December	YTD thru December	December	YTD thru December
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	94.1%	93.7%	96.3%	93.5%
		AM Peak	93.0%	91.2%	91.7%	92.8%	90.4%
		AM Reverse Peak	93.0%	92.7%	94.4%	97.7%	94.7%
		PM Peak	93.0%	96.3%	94.8%	97.6%	95.8%
		Total Peak	93.0%	93.5%	93.4%	95.5%	93.2%
		Off Peak Weekday	93.0%	92.3%	92.2%	95.8%	92.5%
		Weekend	93.0%	98.3%	96.7%	99.0%	95.8%
	Hudson Line	Overall	93.0%	96.9%	95.0%	96.3%	94.2%
		AM Peak	93.0%	95.4%	92.2%	93.9%	91.6%
		AM Reverse Peak	93.0%	97.0%	96.6%	97.9%	96.8%
		PM Peak	93.0%	98.2%	96.7%	96.8%	96.9%
		Total Peak	93.0%	96.8%	94.7%	95.6%	94.4%
		Off Peak Weekday	93.0%	95.4%	94.1%	95.6%	93.1%
		Weekend	93.0%	99.3%	97.2%	99.0%	95.5%
	Harlem Line	Overall	93.0%	94.7%	94.6%	97.3%	94.3%
		AM Peak	93.0%	91.7%	93.5%	94.6%	90.7%
		AM Reverse Peak	93.0%	94.0%	95.2%	97.8%	94.7%
		PM Peak	93.0%	96.4%	94.9%	98.2%	95.7%
		Total Peak	93.0%	94.0%	94.3%	96.6%	93.4%
		Off Peak Weekday	93.0%	92.8%	93.7%	96.8%	93.9%
		Weekend	93.0%	99.3%	96.9%	99.6%	96.6%
	New Haven Line	Overall	93.0%	92.1%	92.1%	95.6%	92.6%
		AM Peak	93.0%	87.9%	90.0%	90.6%	89.3%
		AM Reverse Peak	93.0%	89.3%	92.4%	97.4%	93.6%
		PM Peak	93.0%	95.1%	93.5%	97.5%	95.2%
		Total Peak	93.0%	91.1%	91.8%	94.5%	92.4%
		Off Peak Weekday	93.0%	90.2%	90.1%	95.1%	91.2%
		Weekend	93.0%	97.1%	96.3%	98.5%	95.5%
Operating Statistics							
	Trains Scheduled		19,532	231,299		19,540	231,199
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		15.4	12.9		9.7	11.6
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	311	2,817	75	2,439
	Trains Canceled		220	15	308	6	258
	Trains Terminated		220	18	330	18	312
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.7%	99.9%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.2%	99.5%	99.2%	99.7%
		AM Peak	99.8%	98.3%	98.9%	99.2%	99.4%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	100.0%
		PM Peak	99.8%	98.1%	99.0%	99.2%	99.0%
		Total Peak	99.8%	98.5%	99.1%	99.3%	99.3%
		Off Peak Weekday	99.8%	99.6%	99.7%	99.9%	99.9%
		Weekend	99.8%	99.8%	99.9%	99.9%	99.9%
	Hudson Line	AM Peak	99.8%	99.8%	99.9%	99.9%	99.9%
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.8%
	Harlem Line	AM Peak	99.8%	97.9%	98.9%	99.1%	99.1%
		PM Peak	99.8%	98.2%	99.0%	99.8%	99.0%
	New Haven Line	AM Peak	99.8%	97.7%	98.3%	98.8%	99.2%
		PM Peak	99.8%	96.8%	98.3%	98.2%	98.4%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	November	2016 Data YTD thru December		2015 Data YTD thru December		YTD 2016 Vs 2015
Engineering (Scheduled)	12.3%	686	354	4,048	123	3,587	461
Engineering (Unscheduled)	20.5%	927	588	7,654	200	9,349	-1,695
Maintenance of Equipment	7.9%	510	228	4,856	269	4,867	-11
Transportation	3.8%	114	108	1,018	67	1,015	3
Capital Projects	38.6%	6	1,108	1,267	7	84	1,183
Weather and Environmental	0.5%	563	14	2,909	68	3,234	-325
Police	9.3%	204	266	3,654	96	2,144	1,510
Customers	5.9%	125	170	1,210	122	1,416	-206
Other	1.1%	192	32	3,470	176	2,166	1,304
3rd Party Operations	0.0%	0	0	32	0	58	-26
TOTAL	100.0%	3,327	2,868	30,118	1,128	27,920	2,198

HUDSON LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2016 Vs 2016
Engineering	44.9%	148	120	1,858	102	3,013	-1,155
Maintenance of Equipment	20.6%	73	55	1,207	31	973	234
Transportation	7.1%	26	19	204	13	214	-10
Capital Projects	7.9%	2	21	27	2	5	22
Weather and Environmental	1.9%	127	5	515	14	582	-67
Police	10.5%	42	28	459	9	318	141
Customers	6.4%	22	17	287	26	376	-89
Other	0.7%	32	2	804	89	518	286
3rd Party Operations	0.0%	0	0	2	0	8	-6
TOTAL	100.0%	472	267	5,363	286	6,007	-644

HARLEM LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2016 Vs 2016
Engineering	27.2%	395	270	2,919	80	3,496	-577
Maintenance of Equipment	4.2%	75	42	1,202	56	1,274	-72
Transportation	1.2%	22	12	265	23	268	-3
Capital Projects	48.5%	1	482	487	0	2	485
Weather and Environmental	0.8%	305	8	1,238	18	1,119	119
Police	14.8%	79	147	1,098	20	878	220
Customers	3.2%	26	32	280	30	355	-75
Other	0.0%	111	0	1,080	27	574	506
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	1,014	993	8,570	254	7,966	604

NEW HAVEN LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2016 Vs 2016
Engineering	34.3%	1,070	551	6,926	141	6,427	499
Maintenance of Equipment	8.1%	362	130	2,446	182	2,620	-174
Transportation	4.9%	65	78	548	31	532	16
Capital Projects	37.6%	4	604	754	4	77	677
Weather and Environmental	0.1%	130	2	1,156	36	1,534	-378
Police	5.7%	82	91	2,097	66	947	1,150
Customers	7.6%	77	122	643	66	685	-42
Other	1.9%	50	30	1,585	60	1,074	511
3rd Party Operations	0.0%	0	0	27	0	50	-23
TOTAL	100.0%	1,840	1,608	16,182	586	13,946	2,236



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

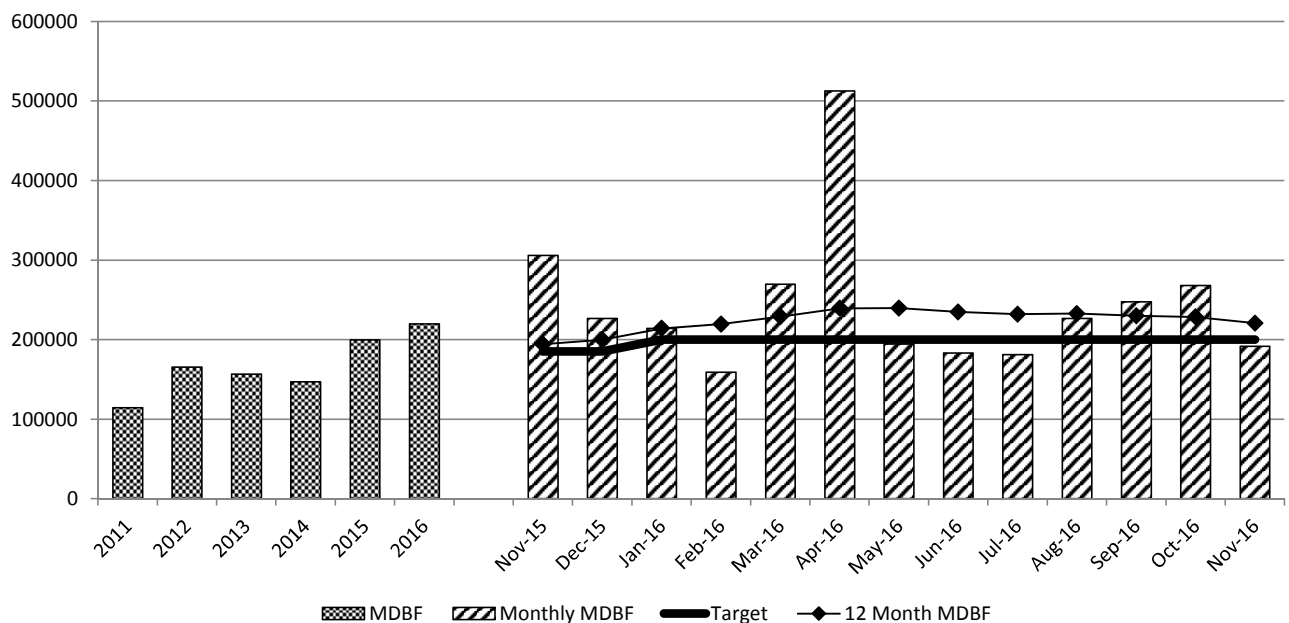
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Late Cxld Term		
			L	C	T	L	C	T	L	C	T	L	C	T			
12/02	Fri	Train 683 struck a trespasser on track 1 south of CP123 at North White Plains.	0	0	0	0	0	0	0	0	0	12	1	2	12	1	2
12/05	Mon	Crossing gates malfunctioned at Steven's Avenue in Mount Pleasant.	1	0	0	0	0	0	0	0	0	16	0	0	17	0	0
12/05	Mon	An individual fell and was momentarily unconscious on track 3 at Fordham Station.	4	0	0	8	0	0	0	0	0	1	0	0	13	0	0
12/08	Thu	Broken rail on track 3 between Melrose and Tremont.	0	0	0	0	0	0	3	0	0	13	0	0	16	0	0
12/12	Mon	Train 656 was disabled on track 2 at 125th Street, unable to take power.	0	0	0	0	0	0	12	0	0	11	2	0	23	2	0
12/12	Mon	TC 2167 disabled at CP106.	103	6	0	35	0	0	0	0	0	56	0	0	194	6	0
12/14	Wed	Stop and Warn at Commerce Street in Valhalla due to reported failure.	0	0	0	0	0	0	5	0	0	7	0	0	12	0	0
12/14	Wed	A defective frog on the 12B Switch on track 2 in CP119 interlocking.	0	0	0	0	0	0	5	0	0	35	0	0	40	0	0
12/15	Thu	Train 1231 unable to complete ATC test west of CP223.	12	0	0	0	0	0	0	0	0	1	0	0	13	0	0
12/15	Thu	The 12 Switch failed in the normal position at CP240.	0	0	0	0	0	0	8	0	0	9	0	0	17	0	0
12/15	Thu	Broken rail north of Pawling (MP65.3).	0	2	2	2	0	0	0	0	0	6	0	1	8	2	3
12/19	Mon	A passenger on train 1531 needed medical assistance at Fordham Station.	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
12/22	Thu	Congestion account 12 Switch at CP53 failed on center.	1	0	0	1	0	0	5	0	1	4	0	0	11	0	1
TOTAL FOR MONTH			132	8	2	46	0	0	38	0	1	171	3	3	387	11	6
															404		

	Equip- ment Type	Total Fleet Size	2016 Data						2015 Data		
			MDBF Goal (miles)	Nov MDBF (miles)	Primary Failure Goal	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)
Mean Distance Between Failures	M2	36	20,000	16,583	3	5	30,280	26,366	59,291	0	42,120
	M8	405	300,000	228,018	8	11	420,314	390,438	312,907	8	292,377
	M3	138	135,000	302,663	2	1	113,725	123,937	254,972	0	143,151
	M7	324	460,000	494,864	4	4	427,950	467,450	1,029,296	2	471,567
	Coach	206	295,000	475,178	5	3	255,454	262,230	332,745	4	311,400
	P-32	31	30,000	23,987	6	8	23,448	23,744	43,679	4	23,743
	BL-20	12	13,000	16,494	3	2	30,665	29,420	12,963	3	15,950
	Fleet	1152	200,000	191,872	31	34	220,031	220,588	305,748	21	197,664
	M2/8		200,000	161,945	11	16	335,134	306,422	320,319	8	215,656
	M3/7		320,000	456,424	6	5	316,822	345,964	1,156,782	2	365,178
	Diesel/Coach		120,000	126,955	14	13	111,238	112,681	140,417	11	110,113

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	December	YTD thru December	December	YTD thru December
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	95.7%	95.9%	96.9%	94.9%
		AM Peak	95.5%	97.3%	95.1%	96.4%	94.8%
		PM Peak	95.5%	96.7%	96.0%	97.2%	94.8%
		Total Peak	95.5%	97.0%	95.5%	96.8%	94.8%
		Off Peak Weekday	95.5%	95.0%	95.6%	98.2%	95.1%
		Weekend	95.5%	95.1%	96.9%	94.2%	94.8%
	Pascack Line	Overall	96.5%	95.9%	96.3%	97.3%	95.2%
	Valley Line	AM Peak	96.5%	97.6%	95.6%	95.5%	95.3%
		PM Peak	96.5%	96.6%	97.0%	95.5%	94.4%
		Total Peak	96.5%	97.1%	96.2%	95.5%	94.9%
		Off Peak Weekday	96.5%	93.9%	95.7%	99.1%	95.3%
		Weekend	96.5%	97.9%	97.5%	96.3%	95.3%
	Port Jervis Line	Overall	95.0%	95.4%	95.3%	96.4%	94.6%
		AM Peak	95.0%	96.8%	94.4%	97.7%	94.2%
		PM Peak	95.0%	96.8%	94.9%	99.2%	95.2%
		Total Peak	95.0%	96.8%	94.7%	98.5%	94.7%
		Off Peak Weekday	95.0%	96.5%	95.5%	97.0%	94.8%
		Weekend	95.0%	90.3%	95.7%	90.5%	93.9%
Operating Statistics							
	Trains Scheduled			1,710	19,996	1,732	20,167
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			19.5	20.3	15.1	18.3
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	32	350	15	378
	Trains Canceled		60	2	78	4	71
	Trains Terminated		60	4	64	2	57
	Percent of Scheduled Trips Completed		99.4%	99.6%	99.3%	99.7%	99.4%



DECEMBER 2016 STANDEE REPORT

East of Hudson

East of Hudson			DEC 2015	YTD 2015	DEC 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	24	20	30	21
		Total Standees	24	20	30	21
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	10	15	51	30
		Total Standees	10	15	51	30
	EAST OF HUDSON TOTAL - AM PEAK		34	35	81	51
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	1
		Total Standees	0	1	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	19	64	22
		Total Standees	2	19	64	22
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	72	33	107	51
		Total Standees	72	33	107	51
	EAST OF HUDSON TOTAL - PM PEAK		74	53	171	74

West of Hudson

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

Definitions

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

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF December 2016

Elevator Availability	2016		2015	
	December	Year to Date	December	Year to Date
Grand Central Terminal	100.00%	99.06%	99.63%	99.10%
Harlem	99.28%	99.67%	100.00%	99.11%
Hudson	99.52%	99.84%	99.94%	99.78%
New Haven	100.00%	99.65%	100.00%	99.96%
Overall Average	99.70%	99.56%	99.89%	99.49%

Escalator Availability	2016		2015	
	December	Year to Date	December	Year to Date
Grand Central Terminal	100.00%	98.76%	93.00%	97.63%
White Plains	100.00%	100.00%	100.00%	99.88%
Overall Average	100.00%	99.38%	96.50%	98.75%



Metro-North Railroad

Finance Report



FINANCIAL STATEMENTS

MONTH ENDED: NOVEMBER 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

SUMMARY

November 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$668.0 million was \$20.1 million or 2.9% favorable vs. the Mid-Year Forecast. The month of November Net Deficit (Non-Reimbursable and Reimbursable) of \$59.5 million was \$2.2 million or 3.6% favorable vs. the Mid-Year Forecast.

Major drivers of the November 2016 YTD favorable result of \$20.1 million include favorable Non-Reimbursable Expenses of \$30.9 million primarily due to a non-cash adjustment to reflect Metro-North's net pension liability (\$21.4 million), timing of both maintenance contracts and professional services expenditures (\$19.1 million), lower than forecasted energy rates for both electric power and fuel (\$3.7 million) and lower overtime expense due to higher staff availability for service coverage and fewer weather events (\$2.3 million). Partly offsetting these favorable expense results were higher payroll costs due to the reallocation of reimbursable project forces to operations (\$8.6 million), higher materials & supplies expense related to the component change-out shop, support shop work and on-going repairs (\$5.0 million), and higher claims expense related to the Bridgeport derailment (\$2.8 million). In addition, Non-Reimbursable Revenues were \$10.8 million unfavorable due to lower farebox revenue (\$10.0 million) reflecting lower than forecasted ridership growth and lower other operating revenue reflecting reduced tenant revenue due to delayed openings and decreased advertising revenue (\$0.8 million).

November 2016 YTD Reimbursable results (Capital and Other Reimbursements) of \$182.8 million was \$16.5 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Signal Replacement – Greenwich to South Norwalk, Turnouts: Mainline/High Speed and Cyclical Track Program partially offset by timing of contractual expenditures for Positive Train Control project.

REVENUE/RIDERSHIP

- Farebox Revenue – YTD was \$10.0 million unfavorable vs. the Mid-Year Forecast (1.6%) primarily due to lower than forecasted growth for commutation and non-commutation ridership as well as non-commutation ridership losses from the fire under the Park Avenue Viaduct on May 17th, which was not factored into the Mid-Year Forecast. For the month, revenue was on target with the Mid-Year Forecast.
 - YTD Ridership of 79.1 million was 1.3% unfavorable vs. the Mid-Year Forecast and 0.4% favorable when compared to YTD 2015. November ridership of 7.2 million was 0.8% unfavorable vs. the Mid-Year Forecast and 0.9% favorable compared to 2015.
 - YTD East of Hudson Ridership of 77.5 million was 1.3% unfavorable vs. the Mid-Year Forecast and 0.4% favorable compared to YTD 2015. East of Hudson ridership for November of 7.1 million was 0.6% unfavorable vs. the Mid-Year Forecast and 1.0% favorable compared to 2015.
 - YTD commutation ridership of 44.9 million was 1.2% unfavorable vs. the Mid-Year Forecast and 0.7% favorable vs. YTD 2015. November commutation ridership of 4.0 million was 2.1% unfavorable vs. the Mid-Year Forecast and 0.1% unfavorable compared to 2015.
 - YTD non-commutation ridership of 32.6 million was 1.4% unfavorable vs. Mid-Year Forecast and on target vs. YTD 2015. November non-commutation ridership of 3.1 million was 1.3% favorable vs. the Mid-Year Forecast and 2.4% favorable vs. 2015.
- YTD West of Hudson Ridership of 1.5 million was 4.5% unfavorable vs. the Mid-Year Forecast and 3.2% unfavorable vs. YTD 2015. November ridership of 0.1 million was 9.0% unfavorable vs. the Mid-Year Forecast and 4.3% unfavorable compared to 2015.
- **Other Operating Revenue** – YTD was \$0.8 million (1.4%) unfavorable vs. the Mid-Year Forecast reflecting lower tenant revenue resulting from delayed openings and decreased advertising revenue due to the loss of several significant subscribers partially offset by higher commuter parking revenue. For the month, revenue was \$1.1 million favorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$16.5 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$2.0 million unfavorable vs. Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$1,536.6 million were \$47.3 million or 3.0% favorable vs. the Mid-Year Forecast through November. For the month, expenses of \$144.3 million were \$3.2 million or 2.2% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$928.0 million YTD were \$3.2 million unfavorable vs. the Mid-Year Forecast. For the month, expenses of \$88.3 million were \$1.9 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.7 million favorable vs. the Mid-Year Forecast due to unfilled positions. For the month, expenses were \$1.6 million unfavorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$4.0 million unfavorable vs. the Mid-Year Forecast due to higher Reimbursable project activity partially offset by improved employee availability for train service coverage and fewer weather events. For the month, Overtime was \$0.2 million unfavorable vs. the Mid-Year Forecast.

Non-Labor Expenses of \$351.2 million YTD were \$24.5 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$31.3 million were favorable by \$3.8 million compared to the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results vs. the Mid-Year Forecast of \$2.7 million. For the month, expenses were \$0.9 million unfavorable vs. the Mid-Year Forecast.
- **Fuel** – YTD expenses were favorable by \$0.9 million due to lower diesel fuel prices per gallon. For the month, expenses were on target when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$9.2 million favorable vs. the Mid-Year Forecast primarily due to timing of Non-Reimbursable expenses for maintenance services, contracted repairs of M-8 equipment damaged in the Bridgeport derailment, Reliability Centered Maintenance (RCM) technical support and M7 Systems Equipment Replacement Projects, and lower expenditures for GCT utilities partially offset by timing of Reimbursable project activity. For the month, expenses were \$1.0 million unfavorable compared to the Mid-Year Forecast.
- **Professional Services** – YTD was \$10.5 million favorable vs. the Mid-Year Forecast primarily due to the timing of Non-Reimbursable expenses for engineering and consulting services, market research studies, advertising, legal services, outside training and Reimbursable project activity. For the month, expenses were favorable by \$4.2 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$3.7 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity partially offset by higher Non-Reimbursable expenses for rolling stock parts and supplies related to the component change-out shop, support shop work and on-going repairs as well as timing of obsolescence reserve adjustments. For the month, expenses were \$1.6 million favorable vs. the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$0.1 million unfavorable vs. the Mid-Year Forecast primarily due to the timing of Reimbursable expenses for NHL Grade Crossing Renewal project. For the month, expenses were \$0.3 million favorable compared to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$26.0 million favorable vs. the YTD Mid-Year Forecast primarily due to the GASB 68 Pension Adjustment (\$21.4 million) as well as the timing of the capitalization of assets (\$3.6 million) and environmental remediation (\$1.1 million). For the month, expenses were \$1.3 million favorable vs. the Mid-Year Forecast.

CASH DEFICIT SUMMARY

November YTD Net Cash Deficit of \$427.8 million was \$0.4 million or 0.1% unfavorable to the Mid-Year Forecast due to higher labor expenditures of \$28.9 million primarily due to higher employee claims and timing of payroll and unemployment taxes as well as lower receipts of \$19.0 million (lower farebox revenue, non-receipt of PRIIA reimbursement pending contract finalization and timing of reimbursements) largely offset by lower expenditures of \$47.4 million primarily due to timing of claims payments and maintenance and professional services.

FINANCIAL PERFORMANCE MEASURES

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

- Adjusted Farebox Operating Ratio of 67.2% was 1.0% favorable vs. Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.45 was \$0.23 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.19 was \$0.02 unfavorable vs. Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
November 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	\$59,337	\$59,304	(\$0,032)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$59,337	\$59,304	(\$0,032)	(0.1)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	5,913	6,971	1,059	17.9	0,000	0,000	0,000	-	5,913	6,971	1,059	17.9
Capital & Other Reimbursements:												
MTA	0,000	0,000	0,000	-	11,431	8,147	(3,284)	(28.7)	11,431	8,147	(3,284)	(28.7)
CDOT	0,000	0,000	0,000	-	7,396	6,704	(6,92)	(9.4)	7,396	6,704	(6,92)	(9.4)
Other	0,000	0,000	0,000	-	1,776	3,739	1,963	*	1,776	3,739	1,963	*
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	20,603	18,591	(2,012)	(9.8)	20,603	18,591	(2,012)	(9.8)
Total Revenue/Receipts	\$65,249	\$66,276	\$1,026	1.6	\$20,603	\$18,591	(\$2,012)	(9.8)	\$85,853	\$84,867	(\$0,986)	(1.1)
Expenses												
Labor:												
Payroll	\$40,125	\$42,473	(\$2,348)	(5.9)	\$4,560	\$3,847	\$0,713	15.6	\$44,685	\$46,320	(\$1,635)	(3.7)
Overtime	8,259	7,656	0,603	7.3	1,533	2,305	(0,772)	(50.4)	9,792	9,961	(0,169)	(1.7)
Health and Welfare	8,800	9,024	(0,223)	(2.5)	1,426	1,338	0,087	6.1	10,226	10,362	(0,136)	(1.3)
OPEB Current Payment	2,423	2,608	(0,185)	(7.6)	0,000	0,000	0,000	-	2,423	2,608	(0,185)	(7.6)
Pensions	7,717	7,937	(0,220)	(2.8)	0,934	0,903	0,031	3.3	8,651	8,840	(0,189)	(2.2)
Other Fringe Benefits	9,751	9,356	0,395	4.1	1,073	1,038	0,035	3.3	10,824	10,394	0,430	4.0
Reimbursable Overhead	(4,570)	(4,625)	0,055	1.2	4,375	4,478	(0,104)	(2.4)	(0,195)	(0,147)	(0,049)	(24.9)
Total Labor	\$72,506	\$74,427	(\$1,922)	(2.7)	\$13,900	\$13,910	(\$0,010)	(0.1)	\$86,405	\$88,337	(\$1,932)	(2.2)
Non-Labor:												
Electric Power	\$4,885	\$5,668	(\$0,833)	(17.2)	\$0,000	\$0,045	(\$0,045)	-	\$4,885	\$5,713	(\$0,878)	(18.2)
Fuel	1,287	1,307	(0,020)	(1.6)	0,000	0,000	0,000	-	1,287	1,307	(0,020)	(1.6)
Insurance	1,637	1,506	0,130	8.0	0,467	0,066	0,401	(16.4)	2,038	1,973	0,064	3.2
Claims	0,106	0,668	(0,561)	*	0,000	0,000	0,000	-	0,106	0,668	(0,561)	*
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	9,438	7,421	2,018	21.4	0,283	3,273	(2,990)	*	9,721	10,694	(0,973)	(10.0)
Professional Service Contracts	3,500	2,360	1,139	32.6	3,534	0,455	3,079	87.1	7,034	2,816	4,218	60.0
Materials & Supplies	6,442	6,875	(0,433)	(6.7)	2,450	0,398	2,052	83.8	8,892	7,273	1,619	18.2
Other Business Expenses	1,153	0,839	0,314	27.2	0,036	0,043	(0,007)	(19.8)	1,189	0,882	0,307	25.8
Total Non-Labor	\$28,398	\$26,645	\$1,754	6.2	\$6,703	\$4,681	\$2,022	30.2	\$35,102	\$31,326	\$3,776	10.8
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.	\$100,904	\$101,072	(\$0,168)	(0.2)	\$20,603	\$18,591	\$2,012	9.8	\$121,507	\$119,663	\$1,845	1.5
Depreciation	19,883	18,932	0,951	4.8	0,000	0,000	0,000	-	19,883	18,932	0,951	4.8
OPEB Obligation	5,693	5,693	0,000	0.0	0,000	0,000	0,000	-	5,693	5,693	0,000	0.0
GASB68 Pension Adjustment**	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,417	0,034	0,382	91.8	0,000	0,000	0,000	-	0,417	0,034	0,382	91.8
Total Expenses	\$126,897	\$125,732	\$1,165	0.9	\$20,603	\$18,591	\$2,012	9.8	\$147,500	\$144,323	\$3,178	2.2
Net Surplus/(Deficit)	(\$61,647)	(\$59,456)	\$2,192	3.6	\$0,000	\$0,000	\$0,000	-	(\$61,647)	(\$59,456)	\$2,192	3.6
Cash Conversion Adjustments:												
Depreciation	19,883	18,932	(0,951)	(4.8)	0,000	0,000	0,000	-	19,883	18,932	(0,951)	(4.8)
Operating/Capital	(3,710)	(8,091)	(4,381)	*	0,000	0,000	0,000	-	(3,710)	(8,091)	(4,381)	*
Other Cash Adjustments	9,419	10,609	(1,190)	12.6	0,000	0,000	0,000	-	9,419	10,609	(1,190)	12.6
Total Cash Conversion Adjustments	\$25,593	\$21,451	(\$4,142)	(16.2)	\$0,000	\$0,000	\$0,000	-	\$25,593	\$21,451	(\$4,142)	(16.2)
Net Cash Surplus/(Deficit)	(\$36,055)	(\$38,005)	(\$1,950)	(5.4)	\$0,000	\$0,000	\$0,000	-	(\$36,055)	(\$38,005)	(\$1,950)	(5.4)

Notes:

- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current 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 ACCRUAL STATEMENT of OPERATIONS by CATEGORY November Year-To-Date (\$ in millions)													SCHEDULE I - B
	Nonreimbursable				Reimbursable				Total				
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
Revenue													
Farebox Revenue	\$637,906	\$627,944	(\$9,962)	(1.6)	\$0,000	\$0,000	\$0,000	-	\$637,906	\$627,944	(\$9,962)	(1.6)	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Revenue	58,753	57,905	(848)	(1.4)	0,000	0,000	0,000	-	58,753	57,905	(848)	(1.4)	
Capital & Other Reimbursements:													
MTA	0,000	0,000	0,000	-	101,290	82,993	(18,297)	(18.1)	101,290	82,993	(18,297)	(18.1)	
CDOT	0,000	0,000	0,000	-	77,783	77,732	(51)	(0.1)	77,783	77,732	(51)	(0.1)	
Other	0,000	0,000	0,000	-	20,163	22,042	1,879	9.3	20,163	22,042	1,879	9.3	
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	199,235	182,767	(16,469)	(8.3)	199,235	182,767	(16,469)	(8.3)	
Total Revenue/Receipts	\$696,659	\$685,850	(\$10,809)	(1.6)	\$199,235	\$182,767	(\$16,469)	(8.3)	\$895,894	\$868,616	(\$27,278)	(3.0)	
Expenses													
Labor:													
Payroll	\$436,974	\$445,578	(\$8,604)	(2.0)	\$46,215	\$36,956	\$9,260	20.0	\$483,189	\$482,534	\$655	0.1	
Overtime	83,887	81,588	2,299	2.7	15,892	22,178	(6,286)	(39.6)	99,779	103,766	(3,987)	(4.0)	
Health and Welfare	94,683	95,427	(744)	(0.8)	14,318	12,790	1,528	10.7	109,001	108,217	784	0.7	
OP&B Current Payment	26,577	27,581	(1,004)	(3.8)	0,000	0,000	0,000	-	26,577	27,581	(1,004)	(3.8)	
Pensions	83,157	83,917	(760)	(0.9)	9,416	8,546	870	9.2	92,573	92,463	110	0.1	
Other Fringe Benefits	104,547	104,862	(315)	(0.3)	10,882	9,950	932	8.6	115,428	114,811	617	0.5	
Reimbursable Overhead	(45,953)	(44,071)	(1,883)	(4.1)	44,193	42,694	1,499	3.4	(1,760)	(1,377)	(383)	(21.8)	
Total Labor	\$783,871	\$794,882	(\$11,011)	(1.4)	\$140,917	\$133,113	\$7,804	5.5	\$924,788	\$927,995	(\$3,207)	(0.3)	
Non-Labor:													
Electric Power	\$61,291	\$58,492	\$2,799	4.6	\$0,000	\$0,130	(\$0,130)	-	\$61,291	\$58,622	\$2,669	4.4	
Fuel	13,523	12,583	940	6.9	0,000	0,000	0,000	-	13,523	12,583	940	6.9	
Insurance	17,500	16,783	716	4.1	4,116	4,517	(401)	(9.7)	21,616	21,301	315	1.5	
Claims	1,009	3,759	(2,750)	*	0,000	0,000	0,000	-	1,009	3,759	(2,750)	*	
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	103,445	90,698	12,747	12.3	10,602	14,130	(3,528)	(33.3)	114,047	104,828	9,219	8.1	
Professional Service Contracts	34,588	28,265	6,323	18.3	16,242	12,071	4,171	25.7	50,830	40,336	10,494	20.6	
Materials & Supplies	74,177	79,193	(5,016)	(6.8)	26,973	18,266	8,708	32.3	101,150	97,458	3,692	3.7	
Other Business Expenses	11,894	11,821	73	0.6	0,384	0,539	(0,155)	(40.4)	12,278	12,360	(82)	(0.7)	
Total Non-Labor	\$317,427	\$301,594	\$15,833	5.0	\$58,318	\$49,653	\$8,665	14.9	\$375,745	\$351,248	\$24,497	6.5	
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.	\$1,101,298	\$1,096,476	\$4,822	0.4	\$199,235	\$182,767	\$16,468	8.3	\$1,300,533	\$1,279,243	\$21,290	1.6	
Depreciation	217,017	213,402	3,615	1.7	0,000	0,000	0,000	-	217,017	213,402	3,615	1.7	
OP&B Obligation	62,623	62,623	0,000	0.0	0,000	0,000	0,000	-	62,623	62,623	0,000	0.0	
GASB68 Pension Adjustment**	0,000	(21,378)	21,378	-	0,000	0,000	0,000	-	0,000	(21,378)	21,378	-	
Environmental Remediation	3,749	2,690	1,059	28.3	0,000	0,000	0,000	-	3,749	2,690	1,059	28.3	
Total Expenses	\$1,384,667	\$1,353,813	\$30,854	2.2	\$199,235	\$182,767	\$16,468	8.3	\$1,583,922	\$1,536,579	\$47,343	3.0	
Net Surplus/(Deficit)	(\$688,028)	(\$667,963)	\$20,065	2.9	\$0,000	\$0,000	(\$0,000)	-	(\$688,028)	(\$667,963)	\$20,065	2.9	
Cash Conversion Adjustments:													
Depreciation	217,017	213,402	(3,615)	(1.7)	0,000	0,000	0,000	-	217,017	213,402	(3,615)	(1.7)	
Operating/Capital	(34,516)	(31,964)	2,552	7.4	0,000	0,000	0,000	-	(34,516)	(31,964)	2,552	7.4	
Other Cash Adjustments	78,149	58,705	(19,443)	(24.9)	0,000	0,000	0,000	-	78,149	58,705	(19,443)	(24.9)	
Total Cash Conversion Adjustments	\$260,649	\$240,143	\$20,506	(7.9)	\$0,000	\$0,000	\$0,000	-	\$260,649	\$240,143	\$20,506	(7.9)	
Net Cash Surplus/(Deficit)	(\$427,379)	(\$427,820)	(\$0,441)	(0.1)	\$0,000	\$0,000	(\$0,000)	-	(\$427,379)	(\$427,820)	(\$0,441)	(0.1)	

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

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
NOVEMBER 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	\$1,059	17.9%	Primarily reflects higher revenue from Vanderbilt Hall rental income and commuter parking as well as timing of advertising revenue.	(\$0,848)	(1.4%)	Primarily reflects lower GCT rental revenue due to a delay in tenant openings and decreased advertising revenue resulting from the loss of several subscribers.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2,012)	(9.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$16,469)	(8.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$2,348)	(5.9%)	Primarily reflects the reallocation of reimbursable project forces to operations coverage and timing of payments for NYS mandated compliance and certification training.	(\$8,604)	(2.0%)	Primarily reflects the reallocation of reimbursable project forces to operations coverage.
	Reimb	\$0,713	15.6%	Reflects lower monthly activity for Program Scope Development, Turnouts Mainline High Speed, Cyclical Track Program, NHL Cos Cob Bridge Mitre Rail and Design of Railway C&S System projects.	\$9,260	20.0%	Reflects lower YTD activity for Program Scope Development, Turnouts Mainline/High Speed, Cyclical Track Program, West of Hudson Signal Improvements, GCT Turnout Switch Renewal, Substation Bridge, Harlem Line Station Renewal, C-30 Track Program and NHL Cos Cob Bridge Mitre Rail projects.
OVERTIME	Non-Reimb	\$0,603	7.3%	See overtime tables.	\$2,299	2.7%	See overtime tables.
	Reimb	(\$0,772)	(50.4%)	See overtime tables.	(\$6,286)	(39.6%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0,087	6.1%	Reflects lower monthly project activity driven by Cyclical Track Program	\$1,528	10.7%	Reflects lower YTD activity for Program Scope Development, Turnouts Mainline High Speed, GCT Turnout Switch Renewal, Cyclical Track Program, C-30 Track Program and NHL COS COB Bridge Mitre Rail.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,185)	(7.6%)	Reflects additional retirees.	(\$1,004)	(3.8%)	Reflects additional retirees.
PENSIONS	Reimb	\$0,031	3.3%	Reflects lower monthly project activity driven by Cyclical Track Program.	\$0,870	9.2%	Reflects lower YTD activity for Program Scope Development, Turnouts Mainline High Speed, C-30 Track Program and NHL Cos Cob Bridge Mitre Rail Program.
OTHER FRINGE BENEFITS	Reimb	\$0,035	3.3%	Reflects lower monthly activity on Turnouts Mainline High Speed project.	\$0,932	8.6%	Reflects lower YTD activity for Program Scope Development, GCT Turnouts Switch Renewal, Turnouts Mainline High Speed, Cyclical Track Program, West of Hudson Signal Improvements, C-30 Track Program and NHL COS COB Bridge Mitre Rail.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
NOVEMBER 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
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.055	1.2%	The non-reimbursable and reimbursable variances reflect timing of expenses for the following projects: Cyclical Track Program and Drainage and Undercutting Program.	(\$1.883)	(4.1%)	The non-reimbursable and reimbursable variances reflect timing of expenses for the following projects: Program Scope Development, Turnouts Mainline High Speed and GCT Turnout Switch Renewal Program.
	Reimb	(\$0.104)	(2.4%)		\$1.499	3.4%	
ELECTRIC POWER	Non-Reimb	(\$0.833)	(17.2%)	Primarily due to timing of invoices.	\$2.799	4.6%	Variance due to favorable rates.
FUEL	Non-Reimb	(\$0.020)	(1.6%)		\$0.940	6.9%	Reflects a lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.130	8.0%	Reflects lower insurance premiums.	\$0.716	4.1%	Reflects lower insurance premiums.
	Reimb	(\$0.066)	(16.4%)	Reflects higher monthly activity on NHL Grade Crossing Renewal, Catenary Replacement Program and Install Bridge Timbers Program.	(\$0.401)	(9.7%)	Reflects higher activity for GCT Turnouts Switch Renewal, Hudson Line Power and Signal Replacement and NHL Grade Crossing Renewal projects.
CLAIMS	Non-Reimb	(\$0.561)	*	Reflects higher claims expense for the 2013 Bridgeport derailment.	(\$2.750)	*	Primarily reflects higher claims expense primarily related to the 2013 Bridgeport derailment.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.018	21.4%	Primarily due to timing of expenses for maintenance services and lower expenditures for GCT utilities.	\$12.747	12.3%	Primarily reflects timing of expenses for maintenance services, contracted repairs of M-8 equipment damaged in the Bridgeport derailment, Reliability Centered Maintenance (RCM) technical support, M7 Systems Equipment Replacement Project and lower expenditures for GCT utilities.
	Reimb	(\$2.990)	*	Reflects higher monthly activity on Beacon and Ossining project, Drainage and Undercutting Program, Cameras for the M8 Fleet, Stamford Station Real Time Infrastructure and S-21 Bridge Program.	(\$3.528)	(33.3%)	Reflects higher YTD activity on Beacon and Ossining project, Drainage and Undercutting Program, Cameras for M8 Fleet, MNR East Side Access, Cyclical Track Program, Harmon Shop Improvements, Harlem & Hudson Lines Power, C-30 Track Program, Cos Cob West Supply Substation.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
NOVEMBER 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		Reason for Variance	Variance		Reason for Variance
		Fav (Unfav)	%		Fav (Unfav)	%	
		\$			\$		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.139	32.6%	Primarily due to lower expenses for engineering and consulting services, legal services, outside training, outside audit services and market research studies.	\$6,323	18.3%	Primarily due to lower expenses for engineering and consulting services, market research studies, advertising, legal services and outside training.
	Reimb	\$3,079	87.1%	Reflects lower monthly activity for Relocation of Signal Replacement from Greenwich to South Norwalk.	\$4,171	25.7%	Reflects lower activity for Relocation of Signal Replacement from Greenwich to South Norwalk.
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.433)	(6.7%)	Primarily due to timing of obsolescence reserve adjustment.	(\$5,016)	(6.8%)	Reflects 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 timing of obsolescence reserve adjustments.
	Reimb	\$2,052	83.8%	Reflects lower monthly activity for Network Infrastructure Replacement, Turnouts Mainline High Speed, Cyclical Track Program, and C-31/C-29 Track Programs.	\$8,708	32.3%	Reflects lower YTD activity on Bronx Stations Capacity Improvement, Turnouts Mainline High Speed, Cyclical Track Program and Network Infrastructure Replacement projects.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.314	27.2%	Primarily reflects lower subsidy payment to NJT for West of Hudson operations.	\$0,073	0.6%	Reflects lower subsidy payment to NJT for West of Hudson operations largely offset by lower than forecasted Amtrak recoveries.
	Reimb	(\$0.007)	(19.8%)	Driven by the M3 EMU Replacement project.	(\$0.155)	(40.4%)	Driven primarily by NHL Grade Crossing Renewal Program.
DEPRECIATION	Non-Reimb	\$0.951	4.8%	Reflects timing of capitalization of assets.	\$3,615	1.7%	Reflects timing of capitalization of assets.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-	-	\$21,378	-	This amount reflects MNR's YTD adjustment to account for its net pension liability, which will be adjusted pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.382	91.8%	Reflects timing of projects requiring remediation.	\$1,059	28.3%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	(\$4,381)	*	Mainly due to the timing of Cameras & Audio for M-8/Non-M8 Fleet and Overhaul for GP35 Locomotives projects.	\$2,552	7.4%	Primarily reflects timing of 2016 Vehicle Replacement purchases and the timing of invoices for the Graybar 7th Floor Renovation.

* Variance exceeds 100%.

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

	November			Year To Date (November)			
	Mid-Year Forecast	Actual		Mid-Year Forecast	Actual		Var. - Fav/(Unfav)
	Hours	Hours	\$	Hours	Hours	\$	Hours
NON-REIMBURSABLE OVERTIME							
<u>Scheduled Service ¹</u>	61,537 \$ 3,631	58,378 \$ 3,496	3,159 \$0.135 5.1% 3.7%	579,348 \$ 34,194	527,498 \$ 31,859	51,850 \$2,335 8.9% 6.8%	
<u>Unscheduled Service</u>	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	
<u>Programmatic/Routine Maintenance</u>	49,700 \$ 2,734	58,984 \$ 3,296	(9,283) (\$0.562) -18.7% -20.6%	504,499 \$ 27,771	540,407 \$ 30,218	(35,908) (\$2,446) -7.1% -8.8%	
<u>Unscheduled Maintenance</u>	962 \$ 0.050	750 \$ 0.037	211 \$0.013 22.0% 26.2%	9,960 \$ 0.518	12,022 \$ 0.635	(2,062) (\$0.117) -20.7% -22.6%	
<u>Vacancy/Absentee Coverage ²</u>	29,714 \$ 1,545	30,970 \$ 1,646	(1,255) (\$0.101) -4.2% -6.6%	302,968 \$ 15,775	303,560 \$ 15,896	(592) (\$0.121) -0.2% -0.8%	
<u>Weather Emergencies</u>	5,455 \$ 0.300	2,169 \$ 0.122	3,286 \$0.178 60.2% 59.2%	95,091 \$ 5,246	64,419 \$ 3,595	30,671 \$1,650 32.3% 31.5%	
<u>Safety/Security/Law Enforcement ³</u>	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	
<u>Other ⁴</u>	0 \$ -	0 \$ (0.941)	- \$0.941	0 \$ 0.383	0 \$ (0.615)	- \$0.998	
Subtotal	147,368 \$ 8,259	151,250 \$ 7,656	(3,882) \$0.603 -2.6% 7.3%	1,491,866 \$ 83,887	1,447,907 \$ 81,588	43,959 \$2,299 2.9% 2.7%	
REIMBURSABLE OVERTIME	28,897 \$ 1,533	40,608 \$ 2,305	(11,711) (\$0.772) -40.5% -50.4%	285,548 \$ 15,892	367,624 \$ 22,178	(82,076) (\$6,286) -28.7% -39.6%	
TOTAL OVERTIME	176,265 \$ 9,792	191,858 \$ 9,961	(15,593) (\$0.169) -8.8% -1.7%	1,777,413 \$ 99,779	1,815,531 \$ 103,766	(38,117) (\$3,987) -2.1% -4.0%	

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)

	November		Year To Date(November)	
	Var. - Fav. (Unfav)	Hours	Var. - Fav. (Unfav)	Hours
	\$		\$	
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u> ¹				
	3,159	\$0.135	51,850	\$2,335
	5.1%	3.7%	8.9%	6.8%
<u>Unscheduled Service</u>				
	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>				
	(9,283)	(\$0.562)	(35,908)	(\$2,446)
	-18.7%	-20.6%	-7.1%	-8.8%
<u>Unscheduled Maintenance</u>				
	211	\$0.013	(2,062)	(\$0.117)
	22.0%	26.2%	-20.7%	-22.6%
<u>Vacancy/Absentee Coverage</u> ²				
	(1,255)	(\$0.101)	(592)	(\$0.121)
	-4.2%	-6.6%	-0.2%	-0.8%
<u>Weather Emergencies</u>				
	3,286	\$0.178	30,671	\$1,650
	60.2%	59.2%	32.3%	31.5%
<u>Safety/Security/Law Enforcement</u> ³				
	0	\$ -	0	\$ -
<u>Other</u> ⁴				
	0	\$0.941	0	\$0.998
REIMBURSABLE OVERTIME				
	(3,882)	\$0.603	43,959	\$2,299
	-2.6%	7.3%	2.9%	2.7%
Subtotal				
	(11,711)	(\$0.772)	(82,076)	(\$6,286)
	-40.5%	-50.4%	-28.7%	-39.6%
TOTAL OVERTIME				
	(15,593)	(\$0.169)	(38,117)	(\$3,987)

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)

	November 2016						SCHEDULE III					
	Favorable (Unfavorable)						Year-to-Date					
	Mid-Year Forecast	Actual	Variance	Percent			Mid-Year Forecast	Actual	Variance	Percent	Favorable (Unfavorable)	
Receipts												
Farebox Receipts	\$59,751	\$59,577	(\$0,174)	(0.3)			\$643,900	\$631,257	(\$12,643)	(2.0)		
Toll Receipts	0,000	0,000	0,000	-			0,000	0,000	0,000	-		
Other Operating Receipts	8,185	15,807	7,622	93.1			93,268	80,834	(12,434)	(13.3)		
Capital & Other Reimbursements:												
MTA	10,259	13,632	3,373	32.9			111,229	119,879	8,650	7.8		
CDOT	7,396	6,501	(0,895)	(12.1)			77,892	73,396	(4,496)	(5.8)		
Other	1,776	2,808	1,032	58.1			22,994	24,928	1,934	8.4		
Total Capital and Other Reimbursements	19,432	22,941	3,509	18.1			212,116	218,203	6,087	2.9		
Total Receipts	\$87,368	\$98,325	\$10,957	12.5			\$949,284	\$930,294	(\$18,990)	(2.0)		
Expenditures												
Labor:												
Payroll	\$40,415	\$39,999	\$0,416	1.0			\$476,744	\$478,741	(\$1,997)	(0.4)		
Overtime	8,758	10,965	(2,207)	(25.2)			100,064	104,432	(4,368)	(4.4)		
Health and Welfare	10,528	17,393	(6,865)	(65.2)			117,824	121,717	(3,893)	(3.3)		
OP&EB Current Payment	2,423	4,572	(2,149)	(88.7)			26,580	27,577	(0,997)	(3.8)		
Pensions	8,717	8,572	0,145	1.7			93,981	93,680	0,301	0.3		
Other Fringe Benefits	9,659	19,518	(9,859)	*			117,664	135,564	(17,900)	(15.2)		
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	\$80,500	\$101,019	(\$20,519)	(25.5)			\$932,858	\$961,711	(\$28,853)	(3.1)		
Non-Labor:												
Electric Power	\$4,835	\$6,929	(\$2,094)	(43.3)			\$57,889	\$57,258	\$0,631	1.1		
Fuel	1,287	1,067	0,220	17.1			12,593	11,931	0,662	5.3		
Insurance	3,148	0,942	2,206	70.1			20,809	20,024	0,785	3.8		
Claims	2,780	0,123	2,657	95.6			24,347	8,107	16,240	66.7		
Paratransit Service Contracts	0,000	0,000	0,000	-			0,000	0,000	0,000	-		
Maintenance and Other Operating Contracts	10,657	10,312	0,345	3.2			120,385	106,424	13,961	11.6		
Professional Service Contracts	6,218	2,076	4,142	66.6			55,735	42,206	13,529	24.3		
Materials & Supplies	9,895	10,059	(0,164)	(1.7)			109,568	113,739	(4,171)	(3.8)		
Other Business Expenditures	4,102	3,803	0,299	7.3			42,480	36,714	5,766	13.6		
Total Non-Labor	\$42,923	\$35,311	\$7,612	17.7			\$443,805	\$396,403	\$47,402	10.7		
Other Adjustments:												
Other	0,000	0,000	0,000	-			0,000	0,000	0,000	-		
Other Post Employment Benefits	0,000	0,000	0,000	-			0,000	0,000	0,000	-		
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-			\$0,000	\$0,000	\$0,000	-		
Total Expenditures	\$123,423	\$136,330	(\$12,907)	(10.5)			\$1,376,663	\$1,358,114	\$18,549	1.3		
Net Cash Deficit (excludes Opening Cash Balance)	(\$36,055)	(\$38,005)	(\$1,950)	(5.4)			(\$427,379)	(\$427,820)	(\$0,441)	(0.1)		
Subsidies												
MTA	28,158	42,244	14,086	50.0			331,247	315,108	(16,139)	(4.9)		
CDOT	7,897	12,393	4,496	56.9			94,853	131,699	36,846	38.8		
Total Subsidies	\$36,055	\$54,637	\$18,582	51.5			\$426,100	\$446,807	\$20,707	4.9		
Cash Timing and Availability Adjustment	\$0,000	(\$1,591)	(\$1,591)	-			\$0,000	\$2,206	\$2,206	-		

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

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	November Month vs Mid-Year Forecast			Year-To-Date as of November 30, 2016			\$ Detail
	Variance		Reason for Variance	Variance		Reason for Variance	
	Fav (Unfav)	%		Fav (Unfav)	%		
	\$			\$			
OTHER OPERATING REVENUE	7.622	93.1%	Timing of reimbursement from FMTAC relating to payment of passenger claims partially offset by PRIIA reimbursement, LAZ commuter parking revenue and timing of Holiday Fair revenues.	(12.434)	(13.3%)	Non receipt of Amtrak reimbursement until PRIIA contract is finalized.	
CAPITAL AND OTHER REIMBURSEMENTS:							
MTA	3.373	32.9%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	8.650	7.8%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	
CDOT	(0.895)	(12.1%)	Lower cash receipts due to lower capital related project activity.	(4.496)	(5.8%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	
OTHER	1.032	58.1%	Higher cash receipts due to timing of payments.	1.934	8.4%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	
OVERTIME	(2.207)	(25.2%)	Timing of overtime paid combined with higher overtime driven by programmatic/routine maintenance and capital related projects.	(4.368)	(4.4%)		
HEALTH & WELFARE	(6.865)	(65.2%)	Timing of December NYSHIP payment made in November.	(3.893)	(3.3%)	Timing of December NYSHIP payment made in November partially offset by lower YTD premiums due to lower headcount	
OPEB CURRENT PAYMENT	(2.149)	(88.7%)	Timing of December NYSHIP payment made in November.	(0.997)	(3.8%)		
OTHER FRINGE BENEFITS	(9.859)	*	Timing of settlement payment made to employees for the Spuyten Duyvil incident partially offset by lower payroll taxes.	(17.900)	(15.2%)	Higher employee claims combined with timing of unemployment and payroll taxes.	
ELECTRIC POWER	(2.094)	(43.3%)	Timing of payments.	0.631	1.1%		
FUEL	0.220	17.1%	Timing of payments.	0.662	5.3%	Primarily reflects a lower diesel fuel price per gallon partially offset by timing of payments.	
INSURANCE	2.206	70.1%	Timing of payment of insurance premiums for All Agency Property and Station Liability partially offset by Force Account.	0.785	3.8%		
CLAIMS	2.657	95.6%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	16.240	66.7%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	
MAINTENANCE & OTHER OPERATING CONTRACTS	0.345	3.2%	Timing of Real Estate & Management Services.	13.961	11.6%	Timing of MTA Police, Maintenance & Repairs, Real Estate Rentals, Track Leases and Steam.	

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	November Month vs Mid-Year Forecast			Year-To-Date as of November 30, 2016			\$ Detail
	Variance		Reason for Variance	Variance		Reason for Variance	
	Fav (Unfav)	%		Fav (Unfav)	%		
	\$	%		\$	%		
PROFESSIONAL SERVICE CONTRACTS	4,142	66.6%	Timing of capital related projects (Signal Replacement - Green to S, Norwalk and Camera's - Audio for Fleet), Engineering Services, Advertising, Professional Fees and Medical Services.	13,529	24.3%	Timing of capital related projects (Signal Replacement - Green to S, Norwalk and Camera's - Audio for Fleet) and NHL BSC costs partially offset by higher Engineering Services.	
OTHER BUSINESS EXPENSES	0,299	7.3%	Lower NJT subsidy payment, Purchases Other - Non Operating and Travel, Meetings & Conventions.	5,766	13.6%	Lower subsidy payments to New Jersey Transit, Other Miscellaneous Expenses, Travel, Meetings & Conventions and Stationary, Printing and Office Supplies.	
MTA SUBSIDY RECEIPTS	14,086	50.0%	Impact of cash balances and higher cash deficit partially offset by higher CDOT subsidy.	(16,139)	(4.9%)	Higher CDOT subsidy partially offset by the impact of cash balances and higher cash deficit.	
CDOT SUBSIDY RECEIPTS	4,496	56.9%	Higher monthly deficit than forecasted.	36,846	38.8%	Higher estimated monthly deficits than forecasted, timing of December subsidy payment, YTD calendarization adjustment, admin assets and true-up of 2015 deficit.	

* Variance exceeds 100%

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

	November 2016				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.415	\$0.273	(\$0.142)	(34.2)	\$5.994	\$3.313	(\$2.682)	(44.7)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.272	8.836	6.563	*	34.515	22.929	(11.587)	(33.6)
Capital & Other Reimbursements:								
MTA	(1.172)	5.485	6.656	*	9.939	36.886	26.947	*
CDOT	0.000	(0.203)	(0.203)	-	0.109	(4.336)	(4.445)	*
Other	0.000	(0.931)	(0.931)	-	2.832	2.886	0.054	1.9
Total Capital and Other Reimbursements	(1.172)	4.350	5.522	*	12.880	35.436	22.556	*
Total Revenue/Receipts	\$1.515	\$13.458	\$11.943	*	\$53.390	\$61.678	\$8.288	15.5
Expenditures								
Labor:								
Payroll	\$4.270	\$6.321	\$2.052	48.1	\$6.445	\$3.793	(\$2.652)	(41.1)
Overtime	1.034	(1.004)	(2.039)	*	(0.285)	(0.666)	(0.381)	*
Health and Welfare	(0.302)	(7.031)	(6.729)	*	(8.823)	(13.500)	(4.677)	(53.0)
OPEB Current Payment	0.000	(1.964)	0.000	*	(0.003)	0.004	0.007	*
Pensions	(0.066)	0.268	0.333	*	(1.409)	0.1217	0.191	13.6
Other Fringe Benefits	1.165	(9.124)	(10.289)	*	(2.236)	(20.753)	(18.517)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.195)	(0.147)	0.049	24.9	(1.760)	(1.377)	0.383	21.8
Total Labor	\$5.905	(\$12.682)	(\$18.587)	*	(\$8.070)	(\$33.716)	(\$25.646)	*
Non-Labor:								
Electric Power	\$0.000	(\$1.216)	(\$1.216)	-	\$3.402	\$1.364	(\$2.038)	(59.9)
Fuel	0.000	0.240	0.240	-	0.930	0.652	(0.278)	(29.9)
Insurance	(1.110)	1.031	2.141	*	0.807	1.277	0.469	58.1
Claims	(2.674)	0.545	3.219	*	(23.338)	(4.348)	18.990	81.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.936)	0.382	1.318	*	(6.338)	(1.596)	4.742	74.8
Professional Service Contracts	0.816	0.740	(0.076)	(9.4)	(4.905)	(1.870)	3.034	61.9
Materials & Supplies	(1.003)	(2.786)	(1.783)	*	(8.417)	(16.281)	(7.863)	(93.4)
Other Business Expenses	(2.914)	(2.921)	(0.007)	(0.2)	(30.202)	(24.354)	5.848	19.4
Total Non-Labor	(\$7.821)	(\$3.985)	\$3.835	49.0	(\$68.060)	(\$45.155)	\$22.904	33.7
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.								
	(\$1.915)	(\$16.667)	(\$14.752)	*	(\$76.130)	(\$78.871)	(\$2.741)	(3.6)
Depreciation								
OPEB Obligation	19.883	18.932	(0.951)	(4.8)	217.017	213.402	(3.615)	(1.7)
GASB68 Pension Adjustment**	5.693	5.693	0.000	0.0	62.623	62.623	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	(21.378)	(21.378)	-
	0.417	0.034	(0.382)	(91.8)	3.749	2.690	(1.059)	28.3
Total Expenditures Adjustments	\$24.078	\$7.993	(\$16.085)	(66.8)	\$207.259	\$178.465	(\$28.794)	(13.9)
Total Cash Conversion Adjustments								
	\$25.593	\$21.451	(\$4.142)	(16.2)	\$260.649	\$240.143	(\$20.506)	(7.9)

Notes:
--B 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
NOVEMBER 2016
(in millions)

	MONTH		VARIANCE		YTD		VARIANCE	
			Fav/(Unfav)				Fav/(Unfav)	
	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	2015	MID-YEAR FORECAST	2015	%
FAREBOX REVENUE								
Harlem Line - Commutation	9,397	9,175	9,163	101,341	100,175	97,833	(1,166)	-1.2%
Harlem Line - Non-Commutation	8,225	8,423	8,088	88,725	87,024	86,098	(1,702)	-1.9%
TOTAL HARLEM LINE	\$17,622	\$17,598	\$17,251	\$190,066	\$187,199	\$183,931	(\$2,867)	-1.5%
Hudson Line - Commutation	6,045	5,997	5,947	65,696	65,055	64,024	(6,641)	-1.0%
Hudson Line - Non-Commutation	6,670	6,946	6,518	72,269	71,494	70,012	(7,775)	-1.1%
TOTAL HUDSON LINE	\$12,715	\$12,943	\$12,465	\$137,965	\$136,549	\$134,036	(\$1,416)	-1.0%
New Haven Line - Commutation	12,960	12,699	12,633	140,391	138,594	136,389	(1,797)	-1.3%
New Haven Line - Non-Commutation	16,015	16,041	15,472	169,178	165,296	162,593	(3,882)	-2.3%
TOTAL NEW HAVEN LINE	\$28,975	\$28,740	\$28,105	\$309,569	\$303,890	\$298,982	(\$5,679)	-1.8%
All Lines - Commutation	28,402	27,871	27,743	307,428	303,824	298,246	(3,604)	-1.2%
All Lines - Non-Commutation	30,909	31,410	30,077	330,172	323,814	318,703	(6,359)	-1.9%
TOTAL EAST OF HUDSON LINES	\$59,311	\$59,281	\$57,820	\$637,600	\$627,638	\$616,949	(\$9,963)	-1.6%
West of Hudson Mail-n-Ride Revenue (1)	\$0,025	\$0,023	\$0,045	\$0,306	\$0,306	\$0,350	0.000	0.0%
TOTAL FAREBOX REVENUE	\$59,337	\$59,304	\$57,865	\$637,906	\$627,944	\$617,299	(\$9,963)	-1.6%
							\$10,645	1.7%
RIDERSHIP								
Harlem Line - Commutation	1,403	1,371	1,371	15,667	15,493	15,320	(0,174)	-1.1%
Harlem Line - Non-Commutation	0,935	0,951	0,928	9,987	9,849	9,878	(0,137)	-1.4%
TOTAL HARLEM LINE	2,338	2,322	2,299	25,654	25,342	25,198	(0,311)	-1.2%
Hudson Line - Commutation	0,768	0,763	0,754	8,667	8,566	8,517	(0,081)	-0.9%
Hudson Line - Non-Commutation	0,604	0,631	0,598	6,637	6,602	6,549	(0,035)	-0.5%
TOTAL HUDSON LINE	1,372	1,394	1,352	15,304	15,168	15,066	(0,116)	-0.8%
New Haven Line - Commutation	1,889	1,841	1,856	21,112	20,815	20,730	(6,297)	-1.4%
New Haven Line - Non-Commutation	1,551	1,546	1,529	16,465	16,183	16,198	(0,282)	-1.7%
TOTAL NEW HAVEN LINE	3,440	3,387	3,385	37,577	36,998	36,928	(0,579)	-1.5%
Total Ridership East of Hudson	4,060	3,975	3,981	45,447	44,894	44,567	(0,553)	-1.2%
All Lines - Commutation	3,090	3,129	3,055	33,088	32,634	32,626	(0,454)	-1.4%
All Lines - Non-Commutation	7,150	7,104	7,036	78,535	77,528	77,193	(1,007)	-1.3%
TOTAL EAST OF HUDSON LINES								
West of Hudson (2)	0,145	0,132	0,138	1,622	1,549	1,600	(0,073)	-4.5%
TOTAL EAST & WEST OF HUDSON LINES	7,295	7,236	7,174	80,157	79,077	78,793	(1,080)	-1.3%
							0.284	0.4%

(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
November 30, 2016

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	0	
Labor Relations	18	16	2	
Safety	54	41	13	A
Security	19	18	1	
Office of the Executive VP	10	8	2	
Corporate & Public Affairs	19	17	2	
Customer Service	60	58	2	
Legal	18	16	2	
Claims	14	11	3	
Environmental Compliance & Svce	7	6	1	
Human Resources	46	43	3	
Training	94	76	18	A
Employee Relations & Diversity	6	6	0	
VP Planning	2	2	-	
Operations Planning & Analysis	22	18	4	
Capital Planning & Programming	17	14	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	7	2	5	
Controller	77	71	6	
Budget	20	18	2	
Procurement & Material Management	34	26	8	A
Corporate	-	-	-	
Total Administration	556	479	77	
Operations				
Operations Administration	68	56	12	A
Transportation	1,548	1,575	(27)	B
Customer Service	318	302	16	A
Metro-North West	32	27	5	
Total Operations	1,966	1,960	6	
Maintenance				
Maintenance of Equipment	1,652	1,631	21	A
Maintenance of Way	2,177	2,046	131	A
Procurement & Material Mgmt	123	123	(0)	A
Total Maintenance	3,952	3,801	151	
Engineering/Capital				
Construction Management	43	38	5	
Engineering & Design	78	70	8	
Total Engineering/Capital	121	108	13	
Total Positions	6,595	6,347	248	
Non-Reimbursable	5,851	5,905	(55)	C
Reimbursable	745	442	303	
Total Full-Time	6,594	6,346	248	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed and internal hiring of vacant positions.

(B) Variance reflects higher recruiting than planned.

(C) Variance reflects fewer Maintenance of Way and Transportation 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
NOVEMBER 30, 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	162	152	10
Professional, Technical, Clerical	394	326	68
Operational Hourlies	-	-	-
Total Administration	556	479	77
Operations			
Managers/Supervisors	229	242	(13)
Professional, Technical, Clerical	193	159	34
Operational Hourlies	1,544	1,559	(15)
Total Operations	1,966	1,960	6
Maintenance			
Managers/Supervisors	645	602	43
Professional, Technical, Clerical	492	486	6
Operational Hourlies	2,815	2,713	102
Total Maintenance	3,952	3,801	151
Engineering/Capital			
Managers/Supervisors	44	41	3
Professional, Technical, Clerical	77	67	10
Operational Hourlies	-	-	-
	121	108	13
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,080	1,038	42
Professional, Technical, Clerical	1,156	1,038	118
Operational Hourlies	4,359	4,272	88
Total Positions	6,595	6,347	248

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
NOVEMBER 30, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	1,966	1,960	6	
Maintenance	3,952	3,801	151	Reflects vacant positions in Maintenance of Way (electricians, mechanics, engineers, plumbers, terminal attendants, trackworkers) 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	556	479	77	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety and Procurement departments.
Engineering / Capital	121	108	13	
Total Agency-wide Headcount	6,595	6,347	248	
Non-Reimbursable	5,851	5,905	(55)	Primarily reflects fewer Maintenance of Way positions working on reimbursable projects and performing operating work.
Reimbursable	745	442	303	

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

	MONTH			VARIANCE	
	MYF	2016	2015	Fav/(Unfav)	
				MYF	2015
Farebox Operating Ratio					
Standard ^(B)	59.3%	56.9%	60.6%	-2.4%	-3.7%
Adjusted ^(C)	67.2%	66.9%	69.9%	-0.3%	-3.0%
Cost per Passenger					
Standard ^(B)	\$14.13	\$14.83	\$14.04	(\$0.70)	(\$0.79)
Adjusted ^(C)	\$13.85	\$14.23	\$13.76	(\$0.38)	(\$0.47)
Passenger Revenue/Passenger ^(D)	\$8.38	\$8.44	\$8.51	\$0.06	(\$0.07)

	YEAR-TO-DATE			VARIANCE	
	MYF	2016	2015	Fav/(Unfav)	
				MYF	2015
Farebox Operating Ratio					
Standard ^(B)	58.8%	59.5%	59.4%	0.7%	0.1%
Adjusted ^(C)	66.2%	67.2%	67.1%	1.0%	0.1%
Cost per Passenger					
Standard ^(B)	\$13.95	\$13.76	\$13.68	\$0.19	(\$0.08)
Adjusted ^(C)	\$13.68	\$13.45	\$13.40	\$0.23	(\$0.05)
Passenger Revenue/Passenger ^(D)	\$8.21	\$8.19	\$8.12	(\$0.02)	\$0.07

(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.

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2016 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>
	\$	\$	\$	\$	\$	%	%
Total Revenue	696.7	683.6	685.8	(10.8)	2.3	(1.6)	0.3
Total Expenses before Non-Cash Liability Adjs	1,101.3	1,103.6	1,096.5	4.8	7.1	0.4	0.6
Depreciation	217.0	212.3	213.4	3.6	(1.1)	1.7	(0.5)
OPEB Obligation	62.6	62.6	62.6	-	-	0.0	0.0
GASB 68 Pension Adjustment	-	(14.2)	(21.4)	21.4	7.2		(50.7)
Environmental Remediation	3.7	2.7	2.7	1.1	0.0	28.3	0.7
Total Expenses	1,384.7	1,367.0	1,353.8	30.9	13.2	2.2	1.0
Net Surplus/(Deficit)	(688.0)	(683.5)	(668.0)	20.1	15.5	2.9	2.3

MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2016 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$2.3	0.3	Favorable variance primarily due to higher than forecasted non-commutation ridership and higher commuter parking revenue.
Total Expenses	\$13.2	1.0	Favorable variance comprised of non-cash adjustment for MNR's net pension liability, lower expenses for contracts and professional services partially offset by higher materials & supplies usage and net payroll expense.

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



Metro-North Railroad

Ridership Report

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

NOVEMBER 2016

Operations Planning & Analysis Department
January, 2017

NOVEMBER 2016 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

November Ridership and Revenue (millions)

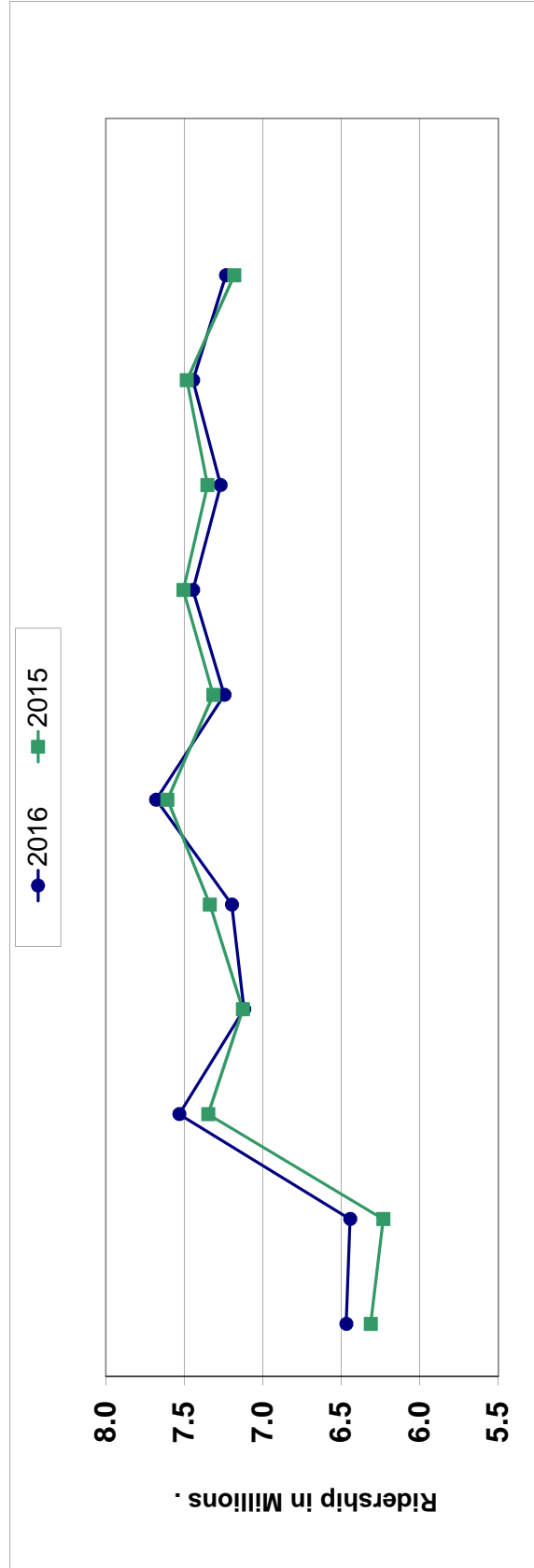
	November 2016	% Change vs. 2015
Total Rail Ridership	7.236	+0.8% ▲
Commutation Ridership	4.046	-0.3% ▼
Non-Commutation Ridership	3.190	+2.1% ▲
Connecting Service Ridership	0.048	+2.4% ▲
Total MNR System Ridership	7.284	+0.8% ▲
Rail Revenue	\$60.5	+2.3% ▲

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

	YTD 2016	% Change vs. 2015	Comparison to Forecast
Total Rail Ridership	79.077	+0.4% ▲	-1.3% ▼
Commutation Ridership	45.766	+0.6% ▲	-1.2% ▼
Non-Commutation Ridership	33.311	0.0% ▲	-1.5% ▼
Connecting Service Ridership	0.532	+3.9% ▲	+1.5% ▲
Total MNR System Ridership	79.609	+0.4% ▲	-1.3% ▼
Rail Revenue	\$641.0	+1.6% ▲	-1.6% ▼

NOVEMBER RAIL RIDERSHIP ⁽¹⁾

- November's Total Rail Ridership was 0.8% above 2015 and 0.8% below forecast.

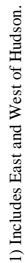


	Y-T-D											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
2016	6.5	6.4	7.5	7.1	7.2	7.7	7.2	7.4	7.3	7.4	7.2	79.1
2015	6.3	6.2	7.3	7.1	7.3	7.6	7.3	7.5	7.4	7.5	7.2	78.8
PCT CHG.	2.5%	3.4%	2.5%	-0.1%	-1.9%	1.0%	-1.0%	-0.8%	-1.1%	-0.5%	0.8%	0.4%

¹⁾ Includes East and West of Hudson.

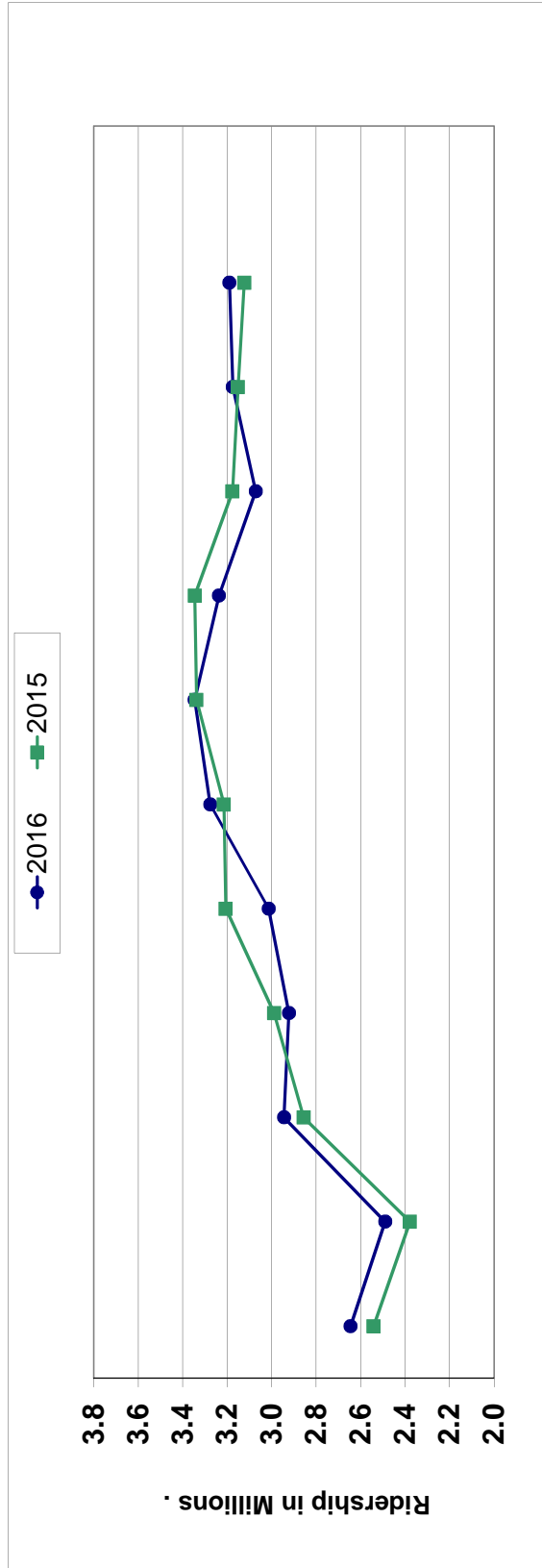
(1)

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NOVEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- November's Rail Non-Commutation Ridership was 2.1% above 2015 and 1.0% above forecast.



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016 2015 PCT CHG.	2016	2.6	2.5	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2	3.2		33.3
	2015	2.5	2.4	2.9	3.0	3.2	3.2	3.3	3.3	3.2	3.2	3.1		33.3
	PCT CHG.	4.1%	4.7%	3.1%	-2.2%	-6.0%	1.9%	0.2%	-3.3%	-3.3%	0.7%	2.1%		0.0%

¹⁾ Includes East and West of Hudson.

(1)

- November's Total Rail Revenue was 2.3% above 2015 and 0.2% below forecast.



Y-T-D

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY NOVEMBER 2016

TICKET TYPE/SERVICE	NOVEMBER 2016 ACTUAL	NOVEMBER 2016 MID-YEAR	VARIANCE VS. MID-YEAR		NOVEMBER 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,975,146	4,059,627	(84,481)	-2.1%	3,980,978	(5,832)	-0.1%
West of Hudson	70,638	76,360	(5,722)	-7.5%	77,869	(7,231)	-9.3%
Total Rail Commutation Ridership	4,045,784	4,135,987	(90,203)	-2.2%	4,058,847	(13,063)	-0.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,128,936	3,089,944	38,992	1.3%	3,055,359	73,577	2.4%
West of Hudson	61,034	68,212	(7,178)	-10.5%	67,629	(6,595)	-9.8%
Total Rail Non-Commutation Ridership	3,189,970	3,158,156	31,814	1.0%	3,122,988	66,982	2.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,104,082	7,149,571	(45,489)	-0.6%	7,036,337	67,745	1.0%
West of Hudson ⁽²⁾	131,672	144,572	(12,900)	-8.9%	145,498	(13,826)	-9.5%
TOTAL RAIL RIDERSHIP	7,235,754	7,294,143	(58,389)	-0.8%	7,181,835	53,919	0.8%
CONNECTING SERVICES RIDERSHIP ⁽³⁾							
	48,247	47,930	317	0.7%	47,127	1,120	2.4%
TOTAL MNR SYSTEM RIDERSHIP	7,284,001	7,342,073	(58,072)	-0.8%	7,228,962	55,039	0.8%

Notes:

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

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 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	44,893,931	45,446,710	(552,779)	-1.2%	44,567,242	326,689	0.7%
West of Hudson	871,835	892,881	(21,046)	-2.4%	911,030	(39,195)	-4.3%
Total Rail Commutation Ridership	45,765,766	46,339,591	(573,825)	-1.2%	45,478,272	287,494	0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	32,633,957	33,088,483	(454,526)	-1.4%	32,625,862	8,095	0.0%
West of Hudson	676,943	728,500	(51,557)	-7.1%	695,622	(18,679)	-2.7%
Total Rail Non-Commutation Ridership	33,310,900	33,816,983	(506,083)	-1.5%	33,321,484	(10,584)	0.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	77,527,888	78,535,193	(1,007,305)	-1.3%	77,193,104	334,784	0.4%
West of Hudson	1,548,778	1,621,381	(72,603)	-4.5%	1,606,652	(57,874)	-3.6%
TOTAL RAIL RIDERSHIP	79,076,666	80,156,574	(1,079,908)	-1.3%	78,799,756	276,910	0.4%
CONNECTING SERVICES RIDERSHIP ⁽²⁾							
	532,283	524,188	8,095	1.5%	512,313	19,970	3.9%
TOTAL MNR SYSTEM RIDERSHIP	79,608,949	80,680,762	(1,071,813)	-1.3%	79,312,069	296,880	0.4%

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

NOVEMBER 2016

LINE	NOVEMBER 2016 ACTUAL	NOVEMBER 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,322,328	2,299,774	22,554	1.0%
Hudson Line	1,394,632	1,351,711	42,921	3.2%
New Haven Line	3,387,122	3,384,852	2,270	0.1%
Total East of Hudson	7,104,082	7,036,337	67,745	1.0%
WEST OF HUDSON				
Port Jervis Line	80,057	86,630	(6,573)	-7.6%
Pascack Valley Line	51,615	58,868	(7,253)	-12.3%
Total West of Hudson (2)	131,672	145,498	(13,826)	-9.5%
TOTAL RAIL RIDERSHIP	7,235,754	7,181,835	53,919	0.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,764	31,395	1,369	4.4%
Haverstraw-Ossining Ferry	10,218	10,783	(565)	-5.2%
Newburgh-Beacon Ferry	5,265	4,949	316	6.4%
Total Connecting Services	48,247	47,127	1,120	2.4%
TOTAL MNR SYSTEM	7,284,001	7,228,962	55,039	0.8%

Notes:

- 1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

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	25,342,301	25,198,500	143,801	0.6%
Hudson Line	15,187,863	15,065,957	121,906	0.8%
New Haven Line	36,997,724	36,928,647	69,077	0.2%
Total East of Hudson	77,527,888	77,193,104	334,784	0.4%
WEST OF HUDSON				
Port Jervis Line	923,978	957,208	(33,230)	-3.5%
Pascack Valley Line	624,800	649,444	(24,644)	-3.8%
Total West of Hudson	1,548,778	1,606,652	(57,874)	-3.6%
TOTAL RAIL RIDERSHIP	79,076,666	78,799,756	276,910	0.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	352,805	348,148	4,657	1.3%
Haverstraw-Ossining Ferry	121,288	108,653	12,635	11.6%
Newburgh-Beacon Ferry	58,190	55,512	2,678	4.8%
Total Connecting Services	532,283	512,313	19,970	3.9%
TOTAL MNR SYSTEM	79,608,949	79,312,069	296,880	0.4%

Notes:

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



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

December 31, 2016

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

This rehabilitation project to select portions of the train shed, which includes repairs to: roof structure, expansion joints, columns, and street-level repairs on 47th, 48th and 49th Streets, achieved Substantial Completion two months earlier than forecasted.

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: Metro-North's 30-day operational testing is in progress.

SE-2: Elevator work will commence in January 2017 and is forecasted to be placed-in-service in May 2017.

A-car: Completed removal of scaffolding and continued installation of conduits and trough in A-car shaft; delivery of new elevator car is forecasted for January 2017. A-Car is anticipated to be placed-in- service in March 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 pipes, hangers, and identification of utility conflicts continue at Tracks: 200, 182, 113 to 115; and in the 43rd and 45th Street tunnels. Field inspections of the facility are ongoing for shop drawing generation.

Overall project completion anticipated in June 2018.

GCT Leaks Remediation Phase II

Due to the NYCDOT Holiday Embargo, work was placed on temporary hold for the month of December 2016. The following work will commence in January:

- 42nd Street: minor punch list on the GCT's masonry façade and buttress restoration. Work to be completed in first quarter 2017.
- Park Avenue Viaduct: miscellaneous steel replacement, installation of fireproofing, and ceiling restoration. Work to be complete in first quarter 2017.

- Taxi Stand: punch list work to be completed first quarter 2017.
- Vanderbilt Avenue: minor punchlist at Park Avenue Viaduct's balustrade and the historic light poles' base pier reconstruction; Sidewalk joint repair work between East 43rd and 45th Streets as well as foundation work for signal installation at East 43rd, 44th, 45th, 46th, and 47th Street intersections. Work to be completed in spring 2017.
- 45th Street Bridges:
 - Northbound - continue restoration with offsite cleaning and painting of the architectural panels; repair work at columns; abrasive blasting and painting. Work to be completed in spring 2017.
 - Southbound – Continue restoration with offsite cleaning and painting of the architectural panels. Work to be completed in spring 2017.

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 investigated the replacement grout for the existing grout plinths that support the fastener bodies atop the deck and made a recommendation regarding the type of product. A test laboratory is in the process of constructing a mockup of the recommended design and subjecting it to cyclical loading to test the integrity of the proposed system. Subsequently, a design document will be prepared to enable Metro-North force account to commence with repairs. Overall project completion is anticipated for January 2018.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

The project scope is to furnish and install a new elevator at Port Chester Station and replace the adjacent stairs to the platform (outbound side); demolish an abandoned building; and construct an ADA compliant ramp on the inbound side. Construction of the ADA ramp footings continues. The existing staircase was demolished and installation of mini-piles for the new stairs is underway. Project is forecasted for completion in July 2017.

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 being finalized 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. Three of the eight CSI contracts were advertised in November, anticipate the remaining packages to be advertised by first quarter 2017.

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. The design documents are progressing to 30% level, with next submission due in February 2017. It is anticipated that a design-build contract will be awarded in third quarter of 2017.

POWER

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

Continued Track 3 outage from CP26 to CP33 (North of Tarrytown to South of Croton Harmon); with completion forecasted in February 2017. During this outage, reverse off-peak busing is provided for customers at Philipse Manor and Scarborough stations. Work progress includes the following:

- Completed 3 track crossings near Scarborough and 1 track crossing near Ossining. All track crossing work during Track 3 outage is expected to be complete by 2nd week of January 2017.
- Continued installation of C&S trough, stainless steel trough and precast signal power duct bank installation at Scarborough and Philipse Manor; work anticipated to be complete by January 2017.
- Continued installation of elevated steel platform near Croton-Harmon.

Overall project completion of Phase I is anticipated in January 2018.

Power Infrastructure Restoration – Substations – Sandy

Riverdale and Tarrytown: Prefabricated substation and electrical equipment were delivered on site.

Croton-Harmon: Fabrication of the substation is underway. Factory Acceptance Testing is anticipated during the week of January 16, 2017. Delivery of the substation and its associated electrical equipment is anticipated in February 2017.

Overall project completion anticipated in June 2017.

Harlem & Hudson Lines Power Improvements

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

- 86th St: Demolition of the west platform was completed. Core drilling on the east platform to commence after Metro-North de-energizes the substation and completes asbestos abatement in the vicinity. Conduit installation to supply power for Verizon wireless service and emergency radio communication service was completed. Fabrication of AC and DC switchgears is in progress and forecasted to be delivered in first quarter of 2017.
- 110th St (replacement of negative return reactors in the substation under the viaduct): Facility is complete and operating as of July 2016.

Brewster Substation

- Brewster: Fabrication of the substation is underway. Factory Acceptance Testing is anticipated during the week of January 30, 2017. Delivery of the substation and its associated electrical equipment is anticipated in March 2017. Continue to install conduits in ductbanks. Fabrication of switchgear is underway with delivery forecasted in first quarter of 2017.

Brewster Substation completion will be in third quarter 2017 with overall project completion by first quarter 2018.

Substation Replacement Bridge-23

- Mount Vernon - Auto Transformer AT-1 is scheduled for testing in January 2017.
- Pelham - Final testing of the voltage balancing station has commenced and is expected to be complete in February 2017.
- New Rochelle – Final preparation for a future 15KV power redundancy connection is in progress.

Overall project completion anticipated in August 2017.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Pipe installation between E 162nd Street and E 168th Street is currently on hold due to the winter weather and will resume and be completed in spring 2017. Track outages are being coordinated with the CP109 project. The base scope of the contract, installation of high-density polyethylene pipe along Tracks 1, 2, 3 and 4 was completed previously. 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 83% complete with work primarily concentrated on the Port Jervis Line bridges this past month.

Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholders. Preliminary Seismic Screening Procedure was also submitted for review by key stakeholders.

Project completion anticipated in March 2018.

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 three bridges in the spring of 2017. Overall project completion anticipated in December 2018.

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

Solicitation for design-build proposals commenced in November 2016; project kickoff to commence by summer 2017. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service by first quarter 2019.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Positive Train Control (PTC)

Subsystem Designs being finalized. On-Board and office software is in development. Surveys and FCC/Tribal applications continue for communication site locations at non-pilot segments. Transponders continue to be installed and tested for Civil Speed Enforcement on both the

Hudson and New Haven Lines. Installation and testing of transponders for Civil Speed Enforcement on the New Haven Line was placed into revenue service for Amtrak and Freight Carriers from CP 261 to CP 274 on New Haven Line. Installation and testing of PTC transponders is ongoing for both the Pilot Lines. Wayside subsystem deliveries continue to support the installation of pilot locations. Wayside segment deliveries continue and are forecasted to complete in December 2017. P32 locomotives and Cab Car On Board hardware installation is ongoing. M7A on-board PTC hardware installation commenced in August 2016 and is ongoing. 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 June of 2017.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility/Building 6 (CSF): Commenced and continued installation of Architectural precast concrete wall panels and exterior metal wall panel system. Continued with placement of concrete for slabs and exterior walls and installation of roof decking with completion forecasted in February 2017.
- EMU (Electric Multiple Unit) Annex Building: Completed placement of concrete for the 2nd floor slab. Commenced and continued installation of 1st floor slab. Continued with: the installation of exterior metal wall panels; installation of architectural partitions on the 2nd floor. Exterior metal wall panels including louvers are forecasted to be complete by February 2017.
- West of the EMU Annex Building (Chirico Street): Continued with installation of medium voltage communication conduits, duct banks, spicing chamber racks and gas main.

Phase V Stage II Preliminary Design

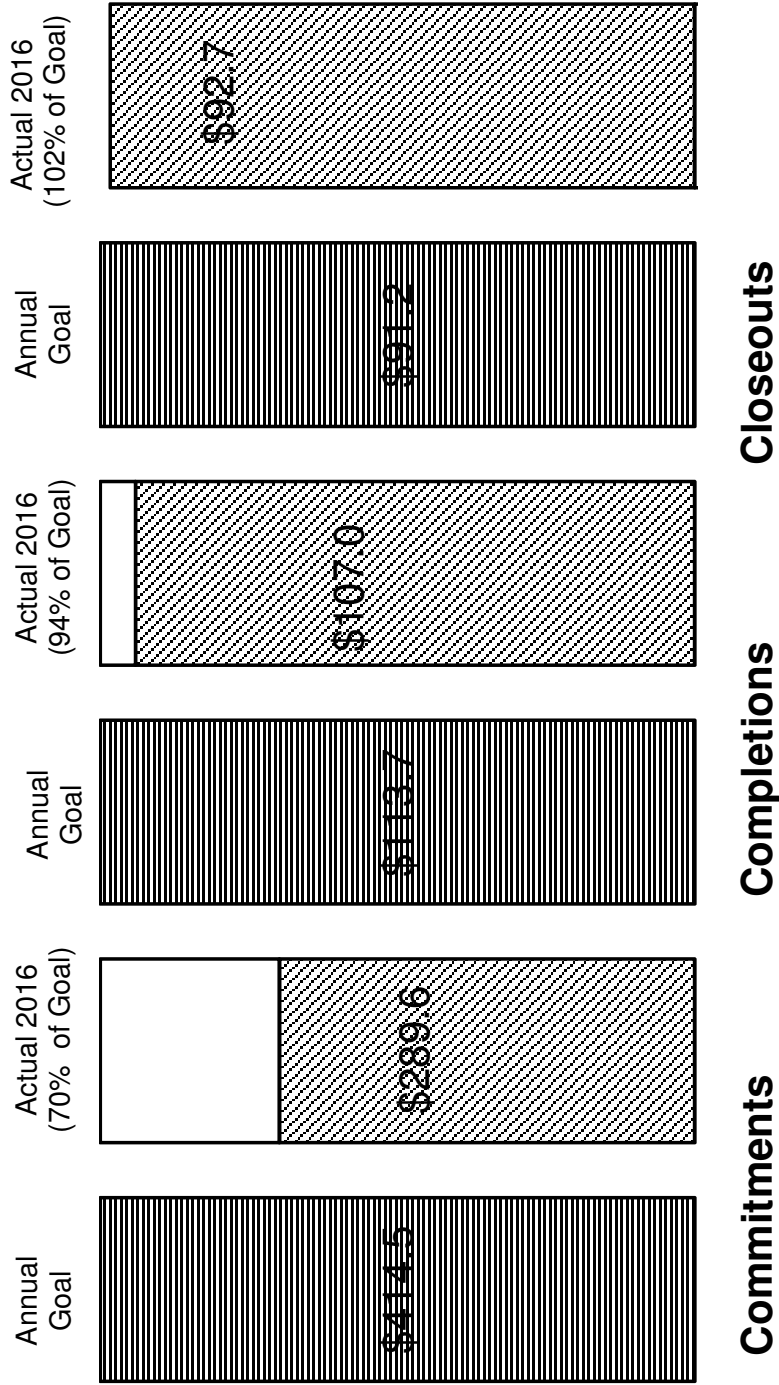
- Stage II Preliminary Design for the Running Repair and Support Facility continues with information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities. Design completion is anticipated in March 2018.

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

2016 MNR Capital Program Goals

As of December 31, 2016

In Millions



2016 Goals
 Actual as of December 31, 2016