



**Metropolitan Transportation Authority**

# **Meeting of the Metro-North Railroad Committee**

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## **March 2013**

### **Members**

J. Sedore, Chair

J. Ballan

R. Bickford

J. Blair

N. Brown

F. Ferrer

J. Kay

S. Metzger

C. Moerdler

M. Pally

A. Saul

C. Wortendyke



**Metropolitan Transportation Authority**

## **MEETING AGENDA**

### **METRO-NORTH RAILROAD COMMITTEE**

**March 11, 2013 @ 8:30 a.m.**

**347 Madison Avenue**

Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

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Date of next meeting: **Monday, April 22, 2013 at 8:30 AM**

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, January 28, 2013

Meeting Held at  
347 Madison Avenue  
New York, New York 10017

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Acting Chairman, MTA  
Hon. James L. Sedore, Jr., Chairman of the Committee  
Hon. Mitchell H. Pally  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Norman Brown  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. David A. Paterson  
Hon. Carl V. Wortendyke

Not Present:

Hon. Andrew M. Saul, Vice-Chairman, MTA  
Hon. Jeffrey A. Kay

Also Present:

Howard R. Permut – President, Metro-North Railroad  
Raymond Burney – Sr. Vice President, Administration, Metro-North Railroad  
Michael R. Coan – Chief, MTA Police Department  
Seth J. Cummins – Vice President and General Counsel, Metro-North Railroad  
Anne Kirsch – Chief Safety and Security Officer, Metro-North Railroad  
Robert Lieblong – Senior Vice President, Operations, Metro-North Railroad  
Robert C. MacLagger – Vice President, Planning, Metro-North Railroad  
Timothy McCarthy – Senior Director, Capital Programs, Metro-North Railroad  
Kim Porcelain – Vice President - Finance and Information Systems, Metro-North Railroad

The members of the Metro-North Committee met.

There were two public speakers.

Orrin Getz of Rockland County thanked Metro-North for the west of Hudson service restorations but still had questions regarding the additional stops that certain Port Jervis Line trains make. He noted that PATH service was still not fully back in service from Hoboken to

the World Trade Center. He discussed a recent magazine article that was critical of how New Jersey Transit handled the recovery efforts following Hurricane Sandy.

Murray Bodin of Concerned Grandparents stated that this is the last meeting at which he will be making public comments, stating that he will be communicating in a less public manner and looks forward to the future.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of December 17, 2012. Upon motion duly made and seconded, the Committee approved the 2013 work plan. Chairman Sedore noted that a joint meeting of the Metro-North and Long Island Rail Road Committees will take place in April 2013.

### Information Items

There were five information items.

President Permut noted that there is a new format for Committee meetings that will permit further exchange between Committee members and more briefings by senior staff.

- Grand Central Terminal Centennial Sponsorships – President Permut reported that the Grand Central Terminal Centennial celebration will kick off on February 1, 2013 with private funding being used to fund the events that are to take place. He noted that Metro-North has three additional sponsors: Target, Columbia University and The Municipal Art Society of New York.
- Grand Central Terminal Centennial Program Update – Randall Fleischer, Senior Director, Business Development, Facilities and Marketing, narrated a PowerPoint regarding the Centennial of Grand Central Terminal. He highlighted events scheduled to take place on February 1, 2013 and throughout the year and the funding work of a consultant to identify external sponsors. He also acknowledged the help his team received from internal MTA resources. A Legacy Project will involve restoration of the main entrance at 89 E. 42nd Street and the repositioning of the Pershing Square Viaduct with new color, signage, enhanced lighting and cross-walks. President Permut noted that Grand Central Terminal is the heart of Metro-North, the MTA and New York City. He also acknowledged the hard work and enthusiasm of Randall Fleischer and his staff for their enormous effort to make the Centennial a wonderful event. Board Member Blair noted that the PCAC will be holding centennial events at outlying stations that have historical significance.
- Annual Strategic Investments & Planning Studies – Robert MacLagger gave the report. He discussed the status of major projects, including the upgrade of many station facilities and infrastructure components throughout the Metro-North system. The M-8 acceptance program continues, with those cars now comprising more than 50% of the New Haven main line service. He discussed the Station Enhancement Program which began in 2010 and provides a cyclical approach to address all station elements and reduce ongoing maintenance costs. He also discussed initiatives to significantly expand parking and station access and Transit Oriented Development (integrated station plans with mixed uses, such as housing, retail and office space), investments in shops, yards and maintenance of way, service and access



improvements and connecting services. Mr. MacLagger reported that Metro-North is starting an environmental review of proposed service from the Hudson and New Haven Lines directly to Penn Station using existing infrastructure. The service also would include the construction of new intermediate stations along Amtrak's Empire Line and Hell Gate Line. He discussed the ongoing West of Hudson Regional Transit Access Study, including the creation of a second track and a mid-point yard. President Permut reported that Metro-North and Long Island Rail Road have released an RFP to develop a mobile application to allow ticket purchases on smart phones. Board Member Moerdler asked about the status of the four planned stations in the Bronx. Mr. MacLagger noted that, as part of the environmental assessment, public hearings were held regarding the location of the stations. Metro-North will use the feedback it has received and will continue to hold outreach meetings. President Permut noted that Metro-North has to complete the environmental process and work with Amtrak on their plans for Hell Gate before station design can commence. Per Board Member Moerdler's request, President Permut will work with Long Island Rail Road and Board Member Ferrer to prepare a timetable for when design process for the new stations in the Bronx will commence.

- **ATM License Agreement** – President Permut reported that an RFP for the exclusive rights to operate ATMs at stations was jointly issued for Long Island Rail Road and Metro-North. The RFP offered exclusive rights to 41 locations in the Metro-North system and 35 Long Island Rail Road locations. He noted that the ATM agreement, coordinated by MTA Real Estate, will add convenience and revenue for both railroads as ATM units are added at 33 stations. In response to Board Member Ballen's question, President Permut noted that the railroad has the right to approve ATM locations in order to ensure that they are placed in a safe location. Board Member Moerdler recused himself from the vote on this matter.
- **Procurement of Radio Frequencies – Positive Train Control Project (PTC)** – President Permut discussed the Long Island Rail Road item to purchase radio spectrum that will hopefully complete the MTA's acquisition of the spectrum needed to operate a PTC system. Ongoing technical analyses are required to determine how the proposed Metro-North use of the spectrum will impact with the operations of adjoining radio license holders. The analysis will determine if Metro-North requires a small amount of additional radio spectrum.

The details of the above items are contained in materials filed with the records of this meeting.

#### **Procurements:**

There were six procurements.

There were two non-competitive procurements this month: (1) a three-year purchase agreement with Railtech Boutet, Inc., the OEM and sole supplier for various welding equipment and supplies that are compatible to Metro-North's in-place inventory, for specialized field welding kits and supplies that are used by Metro-North's Track Department and (2) a contract change for additional funding to Harsco Track Technologies, the OEM,

sole source and current supplier of replacement components for rail-specific work equipment, for the purchase of various parts used on Metro-North's track equipment.

There were four competitive procurements this month: (1) a competitively solicited and negotiated personal service contract with WSP Sells for construction supervision and inspection services for the replacement of the Bridge Street Bridge in Poughkeepsie, (2) a competitively solicited (via RFP process) personal service contract with seven prequalified firms to perform task-based railroad planning consulting services to be used to identify strategies to enhance Metro-North's service and rail operations planning, system expansions, capital investments and financial efficiency and to be utilized to supplement and develop internal Metro-North staff to conduct strategic reviews, conduct business process reviews and improve project management oversight, (3) a competitively solicited miscellaneous service contract with East Coast Railroad Services for the on-going pick-up, re-punching and return of palletized tie plates to designated facilities throughout Metro-North's territory in New York and Connecticut, and (4) a competitively negotiated three-year miscellaneous service contract with Life Care Inc. to provide Work/Life Family Program and employee counseling information and referral services to all Metro-North employees.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Details of the above items are set forth in the staff summaries and other materials filed with the records of this meeting.

#### **Metro-North Reports on: Operations, Safety, Financial, Ridership and the Capital Program**

President Permut noted that Metro-North is 30 years old this month. He noted that the railroad went from being the worst to being the best commuter railroad in North America. He noted Metro-North is recognized worldwide for customer service and excellence. He noted that this turnaround would not have been possible without the excellent work of its staff. Board Member Moerdler noted the excellence of Metro-North's progress and quality of service is due to hard work and leadership of President Permut. Other Board Members also saluted the accomplishments of Metro-North since 1983, including Board Members Sedore and Brown, who noted that staff size has stayed the same size while ridership has doubled. President Permut welcomed Delana Glenn, who will be replacing Daniel O'Connell as Director of Operations Planning. He noted the successful conclusion of GCT vault litigation against Con Edison and a number of the owners of buildings on Park and Madison Avenues in connection with the needed repairs and maintenance of certain vaults (large underground concrete and brick structures). He noted that Metro-North is in regular contact with New Jersey Transit regarding restoration of West of Hudson service.

Ms. Porcelain reported on a new customer service initiative. She noted that Customer Service representatives on the floor in Grand Central Terminal are now equipped with hand held devices that, with a few taps of the finger, will provide them with the information they need to quickly provide customers with Metro-North train status, track changes and schedule information, directions and travel information to Manhattan tourist sites, events and restaurants and translations services for non-English speaking customers.

Mr. Lieblong reported on Metro-North operations. He noted that system-wide on-time performance in the month of December, 2012 was very good and the 5<sup>th</sup> best month in terms of on-time performance in Metro-North's history. West of Hudson had a total of 160 - 100% days in 2012. The details of Mr. Lieblong's report are contained in the Status of Operations Report filed with the records of the meeting.

Ms. Kirsch gave the safety report for November 2012. She noted employee injuries, and the FRA reportable, customer and contractor injury rates were all lower than the comparable period of 2011. The details Ms. Kirsch's report are contained in the Safety Report filed with the records of the meeting.

Ms. Porcelain gave the November 2012 financial report for year-to-date actual versus the mid-year forecast. She reported on the financial impacts of Hurricane Sandy through November 2012, including loss in passenger revenue, ridership loss and the cost of emergency coverage and repairs. The November year-to-date adjusted farebox operating ratio of 69.1% was two percentage points better than the mid-year forecast, primarily due to lower expenses. The details of Ms. Porcelain's report are contained in the financial reports filed with the records of the meeting.

Mr. MacLagger gave the ridership report, noting that December 2012 ridership was impacted by Hurricane Sandy. Rail commutation and rail non-commutation ridership were 2% lower than in the comparable period of 2011 and connecting services was 5.2% lower. Preliminary figures indicate that ridership in January 2013 is turning around and there appears to be a small growth in ridership. The details of Mr. MacLagger's report are contained in the Monthly Ridership report filed with the records of the meeting.

Mr. McCarthy gave the Capital Program report. He reported that Metro-North made 71% of its capital program commitment goal in 2012, noting delays in Positive Train Control and the Harlem River Lift Bridge projects. He noted that a contract has been awarded for the MTA canine facility in Peekskill. The details of Mr. McCarthy's report are contained in the Capital report filed with the records of the meeting.

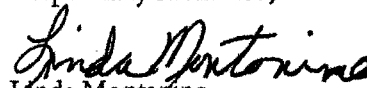
#### **MTA Police Department**

Chief Coan reported that crime decreased 13% in 2012 versus 2011, except for a small increase in burglary. The details of the MTA Police Department Report are contained in a report filed with the records of this meeting.

#### **Adjournment**

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

Respectfully submitted,

  
Linda Montarino  
Assistant Secretary

## 2013 Metro-North Railroad Committee Work Plan

### **I. RECURRING AGENDA ITEMS**

#### **Responsibility**

Approval of Minutes	Committee Chair & Members
2013 Committee Work Plan	Committee Chair & Members
Information Items (if any)	
Action Items (if any)	
Procurements	
President's Report	President/Senior Staff
Operations	
Safety	
Financial	
Ridership	
Capital Program	
MTA Police Report	MTA Police

### **II. SPECIFIC AGENDA ITEMS**

#### **Responsibility**

#### **March 2013**

Adopted Budget/Financial Plan 2013	Finance
2012 Annual Operating Results	Operations
Elevator & Escalator Service Report-4 <sup>th</sup> Quarter 2012	Operations
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2012	Diversity/EEO Office
2013 Spring/Summer Schedule Change	Operations Planning & Analysis

#### **April 2013 (Joint Meeting with LIRR)**

Final Review of 2012 Operating Budget Results	Finance
Annual Inventory Report	Procurement
2012 Annual Ridership Report	Operations Planning & Analysis

#### **June 2013**

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-1 <sup>st</sup> Quarter 2013	Operations

#### **July 2013**

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

#### **September 2013**

2013 Final Mid-Year Forecast	Finance
2014 Preliminary Operating Budget	Finance
2013 Fall Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-2 <sup>nd</sup> Quarter 2013	Operations

**November 2013(Joint Meeting with LIRR)**

2014 Preliminary Budget (Public Comment)  
Annual Committee Charter Review  
Holiday Schedule  
Positive Train Control

Finance  
Committee Chair & Members  
Operations Planning & Analysis  
President

**December 2013**

2014 Final Proposed Budget  
2014 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2013  
Elevator & Escalator Service Report-3<sup>rd</sup> Quarter 2013

Finance  
Committee Chair & Members  
Diversity/EEO Office  
Operations

**January 2014**

Approval of 2014 Committee Work Plan  
Annual Strategic Investments & Planning Studies

Committee Chair & Members  
Capital Planning

# **METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN**

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## **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.

#### **2013 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.

#### **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.

#### **Safety**

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

#### **Financial**

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 Progress Report**

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

### **Police Activity Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **Detailed Summary**

#### **MARCH 2013**

##### **Adopted Budget/Financial Plan 2012-2015**

A presentation will be provided to the Committee of a revised Agency 2012-2015 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

##### **2012 Operating Results**

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

##### **Elevator & Escalator Service Report – 4<sup>th</sup> Quarter 2012**

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

##### **Diversity & EEO Report– 4<sup>th</sup> Quarter 2012**

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity 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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

##### **2013 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 2013.

#### **APRIL 2013(Joint Meeting with LIRR)**

##### **Final Review of 2012 Operating Budget Results**

The customary review of prior year's Agency budget results and their implications for current and future budget performance will be presented to the Committee.

##### **Annual Inventory Report**

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

#### 2012 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2012 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### JUNE 2013

##### RCM Fleet Maintenance

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

##### Diversity & EEO Report – 1<sup>st</sup> Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity 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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

##### Elevator & Escalator Service Report– 1<sup>st</sup> Quarter 2013

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

#### JULY 2013

##### Environmental Audit

The Committee will be briefed on the results of the Agency's 2012 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.

##### 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.

#### SEPTEMBER 2013

##### 2013 Final Mid-Year Forecast

Agency will provide the Committee with the 2013 Mid-Year Forecast financial information for revenue and expense by month.

##### 2014 Preliminary Operating Budget

Agency will present highlights of the 2014 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Operating Budget.

##### 2013 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 2013.



#### Diversity & EEO Report - 2<sup>nd</sup> Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity 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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

#### Elevator & Escalator Service Report- 2<sup>nd</sup> Quarter 2013

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

#### **NOVEMBER 2013(Joint Meeting with LIRR)**

##### 2014 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

##### Annual Committee Charter Review

The Committee will review and assess the adequacy of the Committee Charter.

##### Holiday Schedule

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

##### Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided to the committee. 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 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

#### **DECEMBER 2012**

##### 2014 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2014.

##### Proposed 2014 Committee Work Plan

The Committee Chair will present a draft Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

#### Diversity & EEO Report - 3<sup>rd</sup> Quarter 2012

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity 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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

#### Elevator & Escalator Service Report- 3<sup>rd</sup> Quarter 2012

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

## **JANUARY 2014**

The Committee Chairman will approve the Proposed Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

### **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.



**Metro-North Railroad**

# **Information Items**

## **March 2013**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- New York State Fare Increase effective March 1, 2013 results in increased revenues of \$25.7 million in 2013, \$31.3 million in 2014, \$32.0 million in 2015 and \$32.7 million in 2016.
- The 2013 Adopted Budget includes an anticipated cost recovery of \$11.0 million for losses incurred due to Tropical Storm Irene.
- The 2012 Final Estimate includes losses incurred from Tropical Storm Sandy totaling \$27.0 million. Recovery of these losses is estimated to be recovered over the three year period of 2013 – 2016 at the rate of \$9 million per year.
- A Federal Energy Regulatory Commission ruling results in increased Revenue and Non-Revenue electric power charges adding \$3.1 million in 2014, \$3.1 million in 2015 and \$3.3 million in 2016.
- A proportionate increase in the Annual Required Contribution for Other Post-Employment Benefits was made to the annual GASB contribution. This resulted in an increase on a cash basis of \$3.1 million in 2012 growing to \$4.3 million in 2016.
- Changes in Overhead Recovery rates on capital projects result in additional cost recoveries of \$1.3 million in the years 2013-2016.
- Approximately \$5.0 million in Operating Capital project costs have been rescheduled from 2012 to 2013.
- Refinement of the 2013 Adopted Budget for reimbursable capital projects adds \$7.8 million in expenditures offset by a corresponding increase in capital reimbursements.
- Effective January 1, 2013, advertising receipts will be reassigned from MTA Metro-North Railroad to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed by MTA Headquarters. Since advertising is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on the Agency's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$9.4 million in 2013, \$8.4 million in 2014, \$8.8 million in 2015 and \$9.3 million in 2016.
- The 2012 Final Estimate shows position reporting by Function/Occupation Group to reflect a revised methodology that improves consistency with MTA position definitions.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

		Favorable/(Unfavorable)									
2012		2013		2014		2015		2016			
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline											
Surplus/(Deficit)	5,773	(\$657.375)	5,850	(\$717.625)	5,893	(\$730.014)	5,904	(\$760.328)	5,910	(\$795.752)	
Technical Adjustments:											
Other Operating Revenue Adjustment											
Increase in Capital Overhead Rate			1.272		1.272		1.272		1.272		1.272
Other Miscellaneous Adjustments			0.016		(0.054)		(0.122)		(0.182)		(0.182)
Sub-Total Technical Adjustments	0	\$0.00	0	\$1.288	0	\$1.218	0	\$1.150	0	\$1.090	
MTA Plan Adjustments:											
Fare/Toll Yields on 3/1/13*			25.685		31.314		32.044		32.658		
Operating Loss/Recovery from Tropical Storm Sandy		(26.993)	8.821		8.821		8.823				
Recovery of Tropical Storm Irene			11.026								
Electric Power Re-estimate					(3.076)		(3.119)		(3.267)		
Metro-Card Green Fee and Cost Savings											
Residual LI Bus Costs-Responsibility of Nassau Cnty.											
Other											
Sub-Total MTA Plan Adjustments	0	(\$26.993)	0	\$45.532	0	\$37.059	0	\$37.748	0	\$29.391	
2013 February Financial Plan: Baseline											
Surplus/(Deficit)	5,773	(\$684.368)	5,850	(\$670.805)	5,893	(\$691.737)	5,904	(\$721.430)	5,910	(\$765.271)	

\*Includes Farebox Revenue increase for East of Hudson Lines and a credit to Other Business Expenses -- For West of Hudson Lines service payments to New Jersey Transit.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>567</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Receipts				\$7.778		\$1.272		\$1.272		\$1.272
Increase in Capital Overhead Rate				(1.806)		(1.272)		(1.272)		(1.272)
Disbursements for Omitted Capital Costs				(5.971)						
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Metro-Card Green Fee and Cost Savings										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2013 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>567</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

Favorable/(Unfavorable)										
2012		2013		2014		2015		2016		
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
<b>2012 November Financial Plan: Baseline Cash</b>										
<b>Surplus/(Deficit)</b>	<b>6,340</b>	<b>(\$343.733)</b>	<b>6,418</b>	<b>(\$468.804)</b>	<b>6,461</b>	<b>(\$438.099)</b>	<b>6,472</b>	<b>(\$437.312)</b>	<b>6,478</b>	<b>(\$457.365)</b>
<b>Technical Adjustments:</b>										
Other Operating Revenue Adjustment			(9.409)		(8.401)		(8.821)		(9.262)	
Increase in Capital Overhead Rate			1.272		1.272		1.272		1.272	
Operating Capital	4.979		(5.105)		0.221					
Eliminate OpCap Project for Ferry Svc Swap			1.600							
Eliminate cash adj for Ferry Svc Swap			(1.600)							
Other Miscellaneous Adjustments	0.045		2.902		(0.134)		0.487		1.425	
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$5.024</b>	<b>0</b>	<b>(\$10.340)</b>	<b>0</b>	<b>(\$7.042)</b>	<b>0</b>	<b>(\$7.062)</b>	<b>0</b>	<b>(\$6.565)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13			25.685		31.314		32.044		32.658	
Operating Loss/Recovery from Tropical Storm Sandy	(26.993)		8.821		8.821		8.823			
Recovery of Tropical Storm Irene			11.026							
Electric Power Re-estimate					(3.076)		(3.119)		(3.267)	
Metro-Card Green Fee and Cost Savings										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other GASB OPEB	(3.131)		(3.385)		(3.707)		(4.004)		(4.344)	
Other Cash Adjustments										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$30.124)</b>	<b>0</b>	<b>\$42.147</b>	<b>0</b>	<b>\$33.352</b>	<b>0</b>	<b>\$33.744</b>	<b>0</b>	<b>\$25.047</b>
<b>2013 February Financial Plan: Cash Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>6,340</b>	<b>(\$368.833)</b>	<b>6,418</b>	<b>(\$436.997)</b>	<b>6,461</b>	<b>(\$411.789)</b>	<b>6,472</b>	<b>(\$410.630)</b>	<b>6,478</b>	<b>(\$438.883)</b>

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/ Recovery from Tropical Storm Sandy	MTA Plan Adjustments Recovery from Tropical Storm Irene	Other Operating Revenue Adjustment	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	621.194	24.794							645.988
Vehicle Toll Revenue	0.000								
Other Operating Revenue	48.274			8.821	11.026				68.121
<b>Capital &amp; Other Reimbursements:</b>									
MTA	0.000								0.000
CDOT	0.000								0.000
Other	0.000								0.000
<b>Total Capital and Other Reimbursements</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Revenue</b>	<b>\$669.467</b>	<b>\$24.794</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$714.108</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	413.523							0.000	413.523
Overtime	54.917							0.000	54.917
Health and Welfare	104.466							(0.005)	104.462
OPEB Current Payment	19.000								19.000
Pensions	73.268							0.002	73.270
Other Fringe Benefits	94.703							(0.009)	94.694
Reimbursable Overhead	(38.395)							(1.272)	(39.667)
<b>Total Labor Expenses</b>	<b>\$721.482</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.283)</b>	<b>\$720.198</b>
<b>Non-Labor:</b>									
Electric Power	84.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.823
Fuel	28.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	28.000
Insurance	12.551								12.551
Claims	0.535								0.535
Paratransit Service Contracts	0.000								
Maintenance and Other Operating Contracts	96.185							0.287	96.472
Professional Service Contracts	29.312							(0.500)	28.812
Materials & Supplies	65.190							1.410	66.600
Other Business Expenses	26.797	(0.891)						(1.201)	24.706
<b>Total Non-Labor Expenses</b>	<b>\$343.393</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(0.004)</b>	<b>342.498</b>
<b>Other Expense Adjustments:</b>									
Other									
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,064.875</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.287)</b>	<b>1,062.697</b>
Depreciation	242.189								242.189
OPEB Obligation	76.073								76.073
Environmental Remediation	3.955								3.955
<b>Total Expenses</b>	<b>\$1,387.092</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.287)</b>	<b>\$1,384.913</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$717.825)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>8.821</b>	<b>11.026</b>	<b>0.000</b>	<b>0.000</b>	<b>1.287</b>	<b>(670.805)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	242.189								242.189
Operating/Capital	(33.046)							(3.505)	(36.551)
Other Cash Adjustments	39.678							(11.508)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$248.821</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$15.013)</b>	<b>\$233.808</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$13.72)</b>	<b>(\$436.997)</b>

-- Differences are due to rounding.



**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/ Recovery from Tropical Storm Sandy	MTA Plan Adjustments Recovery from Tropical Storm Irene	Other Operating Revenue Adjustment	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Capital &amp; Other Reimbursements:</b>									
MTA	117.803							0.385	118.188
CDOT	62.911							4.834	67.746
Other	10.358							2.558	12.916
<b>Total Capital and Other Reimbursements</b>	<b>191.073</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>7.778</b>	<b>198.850</b>
<b>Total Revenue</b>	<b>\$191.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.778</b>	<b>\$198.850</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	43.243							0.537	43.780
Overtime	16.248							(0.255)	15.992
Health and Welfare	14.990							0.100	15.090
OPEB Current Payment	0.000								0.000
Pensions	8.789							0.060	8.849
Other Fringe Benefits	9.925							0.068	9.993
Reimbursable Overhead	37.740							1.806	39.546
<b>Total Labor Expenses</b>	<b>\$130.935</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.315</b>	<b>\$133.250</b>
<b>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.241							(0.096)	4.145
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	22.056							1.577	23.633
Professional Service Contracts	7.156							2.812	9.967
Materials & Supplies	26.054							0.565	26.618
Other Business Expenses	0.631							0.605	1.236
<b>Total Non-Labor Expenses</b>	<b>\$60.138</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.462</b>	<b>\$65.600</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$191.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.778</b>	<b>\$198.850</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$191.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.778</b>	<b>\$198.850</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/ Recovery from Tropical Storm Sandy	MTA Plan Adjustments Recovery from Tropical Storm Irene	Other Operating Revenue Adjustment	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	621.194	24.794						(0.000)	645.988
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	48.274			8.821	11.026	0.000		0.000	68.121
<b>Capital &amp; Other Reimbursements:</b>									
MTA	117.803							0.385	118.188
CDOT	62.911							4.834	67.746
Other	10.358							2.558	12.916
<b>Total Capital and Other Reimbursements</b>	<b>191.073</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>7.778</b>	<b>198.850</b>
<b>Total Revenue</b>	<b>\$860.540</b>	<b>\$24.794</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.777</b>	<b>\$912.959</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	456.766							0.536	457.303
Overtime	71.165							(0.256)	70.909
Health and Welfare	119.457							0.095	119.552
OPEB Current Payment	19.000							0.000	19.000
Pensions	82.057							0.062	82.119
Other Fringe Benefits	104.628							0.059	104.687
Reimbursable Overhead	(0.655)							0.534	(0.121)
<b>Total Labor Expenses</b>	<b>\$852.417</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.031</b>	<b>\$853.448</b>
<b>Non-Labor:</b>									
Electric Power	84.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.823
Fuel	28.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	28.000
Insurance	16.792							(0.096)	16.696
Claims	0.535							0.000	0.535
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	118.241							1.864	120.105
Professional Service Contracts	36.468							2.312	38.779
Materials & Supplies	91.244							1.975	93.219
Other Business Expenses	27.428	(0.891)						(0.596)	25.942
<b>Total Non-Labor Expenses</b>	<b>\$403.531</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.459</b>	<b>\$408.099</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,255.948</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.489</b>	<b>\$1,261.547</b>
Depreciation	242.189							0.000	242.189
OPEB Obligation	76.073							(0.000)	76.073
Environmental Remediation	3.955							0.000	3.955
<b>Total Expenses</b>	<b>\$1,578.165</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.489</b>	<b>\$1,583.764</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$717.625)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.288</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	242.189							0.000	242.189
Operating/Capital	(33.046)							(3.505)	(36.551)
Other Cash Adjustments	39.678							(11.508)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$248.821</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$15.013)</b>	<b>\$233.808</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$13.725)</b>	<b>(\$436.997)</b>

- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

**CASH RECEIPTS & EXPENDITURES**

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/ Recovery from Tropical Storm Sandy	MTA Plan Adjustments Recovery from Tropical Storm Irene	Other Operating Revenue Adjustment	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	629,144	24,794							653,938
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	75,143			8,821	11,026	(9,409)			85,581
<b>Capital &amp; Other Reimbursements:</b>									
MTA	113,451							2,599	116,050
CDOT	61,417							4,908	66,325
Other	9,847							2,655	12,502
<b>Total Capital and Other Reimbursements</b>	<b>184,715</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>10,162</b>	<b>194,877</b>
<b>Total Receipts</b>	<b>\$889,002</b>	<b>\$24,794</b>	<b>\$0.000</b>	<b>\$8,821</b>	<b>\$11,026</b>	<b>(\$9,409)</b>	<b>\$0.000</b>	<b>\$10,162</b>	<b>\$934,396</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	461,007							0,537	461,544
Overtime	71,671							(0,255)	71,416
Health and Welfare	123,998							0,089	124,087
OP&B Current Payment	19,000							0,000	19,000
Pensions	82,203							0,063	82,266
Other Fringe Benefits	105,225							0,064	105,289
GASB Account	9,607							3,385	12,992
Reimbursable Overhead	0.000							0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$872,711</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3,883</b>	<b>\$876,594</b>
<b>Non-Labor:</b>									
Electric Power	87,016	0.000	0.000	0.000	0.000	0.000	0.000	0.000	87,016
Fuel	24,400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24,400
Insurance	16,295							(0,096)	16,199
Claims	0.681							0.000	0.681
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	141,969							6,606	148,575
Professional Service Contracts	38,538							6,057	44,595
Materials & Supplies	115,604							(1,976)	113,628
Other Business Expenditures	56,992	(0,891)						0.005	56,106
<b>Total Non-Labor Expenditures</b>	<b>\$481,495</b>	<b>(\$0,891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$10,596</b>	<b>\$491,200</b>
<b>Other Expenditure Adjustments:</b>									
Other (CDOT Fuel Billing Adjustment)	3,600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3,600
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$3,600</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3,600</b>
<b>Total Expenditures</b>	<b>\$1,357,806</b>	<b>(\$0,891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14,479</b>	<b>\$1,371,394</b>
<b>Baseline Cash Deficit</b>	<b>(\$468,804)</b>	<b>\$25,685</b>	<b>\$0.000</b>	<b>\$8,821</b>	<b>\$11,026</b>	<b>(\$9,409)</b>	<b>\$0.000</b>	<b>(\$4,317)</b>	<b>(\$436,997)</b>
<b>Subsidies</b>									
MTA	(367,014)	25,685		6,528	8,159	(9,409)		(4,730)	(340,782)
CDOT	(101,790)			2,293	2,867			0,414	(96,216)
<b>Total Subsidies</b>	<b>(\$468,804)</b>	<b>\$25,685</b>	<b>\$0.000</b>	<b>\$8,821</b>	<b>\$11,026</b>	<b>(\$9,409)</b>	<b>\$0.000</b>	<b>(\$4,317)</b>	<b>(\$436,997)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

**CASH FLOW ADJUSTMENTS**

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/ Recovery from Tropical Storm Sandy	MTA Plan Adjustments Recovery from Tropical Storm Irene	Other Operating Revenue Adjustment	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	7.950	0.000						(0.000)	7.950
Vehicle Toll Revenue	0.000							0.000	0.000
Other Operating Revenue	26.889			0.000	0.000	(9.409)		0.000	17.480
<b>Capital &amp; Other Reimbursements:</b>								0.000	0.000
MTA	(4.352)							2.214	(2.138)
CDOT	(1.494)							0.074	(1.421)
Other	(0.511)							0.097	(0.414)
<b>Total Capital and Other Reimbursements</b>	<b>(6.358)</b>							<b>2.384</b>	<b>(3.973)</b>
<b>Total Receipt Adjustments</b>	<b>\$28.462</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>\$2.384</b>	<b>\$21.437</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	(4.241)							(0.001)	(4.241)
Overtime	(0.506)							(0.001)	(0.507)
Health and Welfare	(4.541)							0.006	(4.535)
OPEB Current Payment	0.000							0.000	0.000
Pensions	(0.146)							(0.001)	(0.147)
Other Fringe Benefits	(0.597)							(0.005)	(0.602)
GASB Account	(9.607)							(3.385)	(12.992)
Reimbursable Overhead	(0.655)							0.534	(0.121)
<b>Total Labor Expenditures</b>	<b>(\$20.294)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.852)</b>	<b>(\$23.146)</b>
<b>Non-Labor:</b>									
Electric Power	(2.193)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.193)
Fuel	3.600	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	3.600
Insurance	0.497							(0.000)	0.497
Claims	(0.146)							0.000	(0.146)
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	(23.728)							(4.742)	(28.470)
Professional Service Contracts	(2.070)							(3.745)	(5.816)
Materials & Supplies	(24.360)							3.951	(20.409)
Other Business Expenditures	(29.564)	0.000						(0.600)	(30.164)
<b>Total Non-Labor Expenditures</b>	<b>(\$77.964)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.137)</b>	<b>(\$83.101)</b>
<b>Other Expenditure Adjustments:</b>									
Other	(3.600)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(3.600)
<b>Total Other Expenditure Adjustments</b>	<b>(\$3.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$3.600)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$101.858)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$7.989)</b>	<b>(\$109.847)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$73.396)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$5.605)</b>	<b>(\$88.410)</b>
Depreciation Adjustment	242.189								242.189
OPEB Obligation	76.073								76.073
Environmental Remediation	3.955								3.955
<b>Total Cash Conversion Adjustments</b>	<b>\$249.821</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$5.605)</b>	<b>\$233.808</b>

- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$590.040	\$645.988	\$678.439	\$693.387	\$707.432
Other Operating Revenue	48.962	68.121	58.122	59.590	52.593
MNR - MTA					
MNR - CDOT					
MNR - Other					
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$639.002</b>	<b>\$714.108</b>	<b>\$736.561</b>	<b>\$752.976</b>	<b>\$760.025</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$403.616	\$413.523	\$424.548	\$432.738	\$442.195
Overtime	57.071	54.917	53.890	54.901	55.928
Health and Welfare	88.152	104.462	105.816	114.174	123.183
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	62.697	73.270	72.257	73.217	74.643
Other Fringe Benefits	92.440	94.694	99.175	100.837	102.878
Reimbursable Overhead	(36.986)	(39.667)	(40.344)	(41.084)	(41.847)
<b>Total Labor Expenses</b>	<b>\$684.990</b>	<b>\$720.198</b>	<b>\$736.342</b>	<b>\$756.283</b>	<b>\$778.979</b>
<b>Non-Labor:</b>					
Electric Power	\$74.619	\$84.823	\$90.466	\$95.762	\$101.364
Fuel	28.318	28.000	27.513	26.924	28.612
Insurance	10.942	12.551	14.396	16.564	19.066
Claims	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	100.928	96.472	97.326	103.583	104.276
Professional Service Contracts	25.767	28.812	28.508	28.184	28.751
Materials & Supplies	73.632	66.600	77.022	78.477	82.403
Other Business Expenses	23.744	24.706	27.173	28.623	30.946
<b>Total Non-Labor</b>	<b>\$338.433</b>	<b>\$342.499</b>	<b>\$362.913</b>	<b>\$378.627</b>	<b>\$395.918</b>
<b>Other Expenses Adjustments:</b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adj.</b>	<b>\$1,023.423</b>	<b>\$1,062.696</b>	<b>\$1,099.255</b>	<b>\$1,134.910</b>	<b>\$1,174.897</b>
Depreciation	229.177	242.189	247.189	252.189	257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Total Expenses</b>	<b>\$1,323.370</b>	<b>\$1,384.913</b>	<b>\$1,428.298</b>	<b>\$1,474.406</b>	<b>\$1,525.296</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$684.368)</b>	<b>(\$670.805)</b>	<b>(\$691.737)</b>	<b>(\$721.430)</b>	<b>(\$765.271)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
Operating Capital	(17.627)	(36.551)	(26.466)	(17.000)	(17.000)
Other Cash Adjustments	103.985	28.170	59.225	75.611	86.131
<b>Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.389</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue					
Other Operating Revenue					
MNR - MTA	\$99.187	\$118.188	\$121.160	\$124.541	\$128.003
MNR - CDOT	83.940	67.746	89.953	77.171	76.980
MNR - Other	9.549	12.916	14.542	14.854	15.187
Capital and Other Reimbursements	192.676	198.850	225.654	216.566	220.171
<b>Total Revenue</b>	<b>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$42.152	\$43.780	\$44.824	\$45.458	\$46.312
Overtime	16.564	15.992	16.303	16.610	16.920
Health and Welfare	12.271	15.090	15.410	16.500	17.635
OPEB Current Payment					
Pensions	7.273	8.849	8.697	8.825	8.984
Other Fringe Benefits	10.745	9.993	10.572	10.769	10.970
Reimbursable Overhead	36.309	39.546	40.309	41.061	41.834
<b>Total Labor</b>	<b>\$125.314</b>	<b>\$133.250</b>	<b>\$135.916</b>	<b>\$139.224</b>	<b>\$142.655</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	4.021	4.145	4.255	4.335	4.416
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	24.559	23.633	31.860	29.066	31.690
Professional Service Contracts	7.555	9.967	14.375	9.853	5.828
Materials & Supplies	28.304	26.618	37.990	32.808	34.274
Other Business Expenses	2.922	1.236	1.259	1.281	1.307
<b>Total Non-Labor</b>	<b>\$67.362</b>	<b>\$65.600</b>	<b>\$69.739</b>	<b>\$77.342</b>	<b>\$77.516</b>
<b><u>Other Adjustments:</u></b>					
Other					
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</b>
<b>Depreciation</b>					
<b>Total Expenses</b>	<b>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue	\$590.040	\$645.988	\$678.439	\$693.387	\$707.432
Other Operating Revenue	48.962	68.121	58.122	59.590	52.593
MNR - MTA	99.187	118.188	121.160	124.541	128.003
MNR - CDOT	83.940	67.746	89.953	77.171	76.980
MNR - Other	9.549	12.916	14.542	14.854	15.187
Capital and Other Reimbursements	192.676	198.850	225.654	216.566	220.171
<b>Total Revenue</b>	<b>\$831.678</b>	<b>\$912.959</b>	<b>\$962.216</b>	<b>\$969.542</b>	<b>\$980.196</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$445.768	\$457.303	\$469.172	\$478.196	\$488.507
Overtime	73.635	70.909	70.193	71.511	72.848
Health and Welfare	100.423	119.552	121.226	130.674	140.818
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	69.970	82.119	80.955	82.043	83.627
Other Fringe Benefits	103.185	104.687	109.747	111.606	113.848
Reimbursable Overhead	(0.677)	(0.121)	(0.035)	(0.023)	(0.013)
<b>Total Labor</b>	<b>\$810.305</b>	<b>\$853.448</b>	<b>\$872.258</b>	<b>\$895.506</b>	<b>\$921.634</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$74.619	\$84.823	\$90.466	\$95.762	\$101.364
Fuel	28.318	28.000	27.513	26.924	28.612
Insurance	14.963	16.696	18.651	20.899	23.472
Claims	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	125.487	120.105	129.185	132.649	135.966
Professional Service Contracts	33.322	38.779	42.883	38.037	34.579
Materials & Supplies	101.936	93.219	115.012	111.285	116.677
Other Business Expenses	26.666	25.942	28.433	29.905	32.253
<b>Total Non-Labor</b>	<b>\$405.795</b>	<b>\$408.099</b>	<b>\$452.652</b>	<b>\$455.970</b>	<b>\$473.433</b>
<b><u>Other Adjustments:</u></b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adj's.</b>	<b>\$1,216.099</b>	<b>\$1,261.547</b>	<b>\$1,324.910</b>	<b>\$1,351.476</b>	<b>\$1,395.067</b>
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Total Expenses</b>	<b>\$1,516.046</b>	<b>\$1,583.764</b>	<b>\$1,653.953</b>	<b>\$1,690.972</b>	<b>\$1,745.467</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$684.368)</b>	<b>(\$670.805)</b>	<b>(\$691.737)</b>	<b>(\$721.430)</b>	<b>(\$765.271)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
Operating Capital	(17.627)	(36.551)	(26.466)	(17.000)	(17.000)
Other Cash Adjustments	103.985	28.170	59.225	75.811	86.131
<b>Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.389</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$597.645	\$653.938	\$686.539	\$701.887	\$715.932
Other Operating Revenue	73.801	85.581	79.505	80.118	71.898
MNR - MTA	128.356	116.050	124.438	128.844	132.324
MNR - CDOT	101.780	66.325	91.927	78.275	77.102
MNR - Other	19.561	12.502	14.156	14.778	15.106
Capital and Other Reimbursements	249.697	194.877	230.521	221.897	224.532
<b>Total Revenue</b>	<b>\$921.143</b>	<b>\$934.396</b>	<b>\$996.565</b>	<b>\$1,003.902</b>	<b>\$1,012.362</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$449.290	\$461.544	\$477.716	\$477.928	\$486.669
Overtime	74.493	71.416	72.761	72.006	73.337
Health and Welfare	109.177	124.087	125.389	134.918	144.146
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	67.581	82.266	81.099	82.189	83.776
Other Fringe Benefits	103.297	105.289	111.795	111.488	113.165
GASB Account	11.877	12.992	14.219	15.370	16.678
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$833.715</b>	<b>\$876.594</b>	<b>\$903.979</b>	<b>\$915.399</b>	<b>\$939.771</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$76.433	\$87.016	\$92.710	\$98.058	\$103.714
Fuel	24.718	24.400	23.913	23.324	25.012
Insurance	17.178	16.199	18.065	21.170	22.705
Claims	0.629	0.681	0.656	0.656	0.656
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	136.687	148.575	140.977	138.113	136.799
Professional Service Contracts	34.794	44.595	46.289	40.961	37.534
Materials & Supplies	107.587	113.628	121.448	115.104	120.809
Other Business Expenditures	53.735	56.105	56.717	58.146	60.646
<b>Total Non-Labor</b>	<b>\$451.761</b>	<b>\$491.199</b>	<b>\$500.775</b>	<b>\$495.532</b>	<b>\$507.875</b>
<b><u>Other Adjustments:</u></b>					
Other	4.500	3.600	3.600	3.600	3.600
Cash Timing and Availability Adjustment					
<b>Total Other Adjustments</b>	<b>\$4.500</b>	<b>\$3.600</b>	<b>\$3.600</b>	<b>\$3.600</b>	<b>\$3.600</b>
<b>Total Expenditures</b>	<b>\$1,289.976</b>	<b>\$1,371.393</b>	<b>\$1,408.354</b>	<b>\$1,414.532</b>	<b>\$1,451.245</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>
<b><u>Subsidies</u></b>					
MTA	(\$281.744)	(\$340.782)	(\$328.849)	(\$324.168)	(\$346.308)
CDOT	(\$87.089)	(\$96.216)	(\$82.940)	(\$86.461)	(\$92.576)
<b>Total Subsidies</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>
<b>Net Surplus/Deficit</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$7.605	\$7.950	\$8.100	\$8.500	\$8.500
Other Operating Revenue	24.839	17.460	21.383	20.528	19.305
<i>Capital and Other Reimbursements:</i>					
MTA	29.169	(2.138)	3.278	4.303	4.321
CDOT	17.840	(1.421)	1.974	1.104	0.122
Other	10.012	(0.414)	(0.386)	(0.076)	(0.081)
Total Capital and Other Reimbursements	57.021	(3.973)	4.867	5.331	4.361
<b>Total Receipts</b>	<b>\$89.465</b>	<b>\$21.437</b>	<b>\$34.349</b>	<b>\$34.360</b>	<b>\$32.166</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$3.522)	(\$4.241)	(\$8.544)	\$0.268	\$1.837
Overtime	(0.858)	(0.507)	(2.568)	(0.496)	(0.489)
Health and Welfare	(8.754)	(4.535)	(4.163)	(4.244)	(3.328)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.389	(0.147)	(0.144)	(0.146)	(0.149)
Other Fringe Benefits	(0.112)	(0.602)	(2.048)	0.118	0.683
GASB Account	(11.877)	(12.992)	(14.219)	(15.370)	(16.678)
Reimbursable Overhead	(0.677)	(0.121)	(0.035)	(0.023)	(0.013)
<b>Total Labor</b>	<b>(\$23.410)</b>	<b>(\$23.146)</b>	<b>(\$31.721)</b>	<b>(\$19.893)</b>	<b>(\$18.137)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$1.814)	(\$2.193)	(\$2.244)	(\$2.296)	(\$2.350)
Fuel	3.600	3.600	3.600	3.600	3.600
Insurance	(2.215)	0.497	0.586	(0.271)	0.767
Claims	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(11.200)	(28.470)	(11.792)	(5.464)	(0.833)
Professional Service Contracts	(1.472)	(5.816)	(3.406)	(2.924)	(2.955)
Materials & Supplies	(5.651)	(20.409)	(6.436)	(3.819)	(4.132)
Other Business Expenditures	(27.069)	(30.164)	(28.284)	(28.242)	(28.393)
<b>Total Non-Labor</b>	<b>(\$45.966)</b>	<b>(\$83.101)</b>	<b>(\$48.123)</b>	<b>(\$39.563)</b>	<b>(\$34.441)</b>
<b><u>Other Adjustments:</u></b>					
Other	(4.500)	(3.600)	(3.600)	(3.600)	(3.600)
<b>Total Other Expenditures Adjustments</b>	<b>(\$4.500)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$15.588</b>	<b>(\$88.409)</b>	<b>(\$49.095)</b>	<b>(\$28.696)</b>	<b>(\$24.012)</b>
Depreciation Adjustment	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.388</b>

**MTA METRO-NORTH RAILROAD**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	476,650	\$26.345	48%
<u>Unscheduled Service</u>	0	\$0.000	0%
<u>Programmatic/Routine Maintenance</u>	227,138	\$10.586	19%
<u>Unscheduled Maintenance</u>	0	\$0.000	0%
<u>Vacancy/Absentee Coverage</u>	225,692	\$9.968	18%
<u>Weather Emergencies</u>	133,961	\$6.416	12%
<u>Safety/Security/Law Enforcement</u>	0	\$0.000	0%
<u>Other</u>	38,076	\$1.602	3%
Subtotal	<b>1,101,518</b>	<b>\$54.917</b>	100%
<b>REIMBURSABLE OVERTIME</b>	328,623	\$15.992	
<b>TOTAL OVERTIME</b>	<b>1,430,141</b>	<b>\$70.909</b>	

<sup>1</sup> Other & reimbursable budget includes PTE \$'s only. Does not include hours.

REIMBURSABLE OVERTIME Hours still under review

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Ridership/(Utilization)**  
**(in millions)**

2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
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**RIDERSHIP**

Harlem Line	27.175	27.728	28.363	28.990	29.565
Hudson Line	16.160	16.459	16.846	17.206	17.524
New Haven Line	39.663	40.315	41.044	41.621	42.170
<b>Total East of Hudson Ridership</b>	<b>82.999</b>	<b>84.502</b>	<b>86.253</b>	<b>87.816</b>	<b>89.259</b>
West of Hudson	1.757	1.773	1.796	1.833	1.869
<b>Total Ridership</b>	<b>84.756</b>	<b>86.275</b>	<b>88.050</b>	<b>89.649</b>	<b>91.129</b>

**FAREBOX REVENUE**

Harlem Line	\$177.038	\$194.166	\$201.897	\$206.730	\$211.219
Hudson Line	124.233	141.738	147.235	150.568	153.518
New Haven Line	288.195	309.465	328.673	335.441	342.034
West of Hudson Mail & Ride	0.574	0.619	0.635	0.648	0.661
<b>Total Farebox Revenue</b>	<b>\$590.040</b>	<b>\$645.988</b>	<b>\$678.439</b>	<b>\$693.387</b>	<b>\$707.432</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function\***  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety	22	21	21	21	21
COS/ Corporate & Public Affairs	16	16	16	16	16
Legal	18	18	18	18	18
Claims Services	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Admin	3	3	3	3	3
VP Human Resources	4	3	3	3	3
Human Resources & Diversity	29	32	32	32	32
Training	51	50	50	47	47
Employee Relations & Diversity	4	4	4	4	4
VP Planning	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17
Capital Planning & Programming	13	15	15	15	15
Business Development Facilities & Mktg	22	22	22	22	22
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2
Controller	78	77	77	77	77
Information Technology & Project Mgmt	101	106	106	106	106
Budget	20	20	20	20	20
Customer Service	48	48	48	48	48
Procurement & Material Management	41	43	43	43	43
Corporate	0	0	0	0	0
<b>Total Administration</b>	<b>532</b>	<b>540</b>	<b>540</b>	<b>537</b>	<b>537</b>
<b>Operations</b>					
Operations Administration	55	60	60	60	60
Operations Services	1,783	1,814	1,820	1,834	1,840
Customer Service	236	236	236	236	236
Business Development Facilities & Mktg	38	38	38	38	38
Metro-North West	28	27	27	27	27
<b>Total Operations</b>	<b>2,140</b>	<b>2,175</b>	<b>2,181</b>	<b>2,195</b>	<b>2,201</b>
<b>Maintenance</b>					
GCT	372	384	396	396	396
Maintenance of Equipment	1,338	1,350	1,364	1,364	1,364
Maintenance of Way	1,738	1,749	1,760	1,760	1,760
Procurement & Material Management	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,568</b>	<b>3,603</b>	<b>3,640</b>	<b>3,640</b>	<b>3,640</b>
<b>Engineering/Capital</b>					
Construction Management	40	40	40	40	40
Engineering & Design	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Baseline Total Positions</b>	<b>6,340</b>	<b>6,418</b>	<b>6,461</b>	<b>6,472</b>	<b>6,478</b>
<b>Non-Reimbursable</b>	<b>5,773</b>	<b>5,850</b>	<b>5,893</b>	<b>5,904</b>	<b>5,910</b>
<b>Reimbursable</b>	<b>567</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>
<b>Total Full-Time</b>	<b>6,339</b>	<b>6,417</b>	<b>6,460</b>	<b>6,471</b>	<b>6,477</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

\*Reflects Authorized positions

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Occupation\***

FUNCTION/OCCUPATIONAL GROUP**		2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>						
	Managers/Supervisors	187	189	189	189	189
	Professional, Technical, Clerical	345	351	351	348	348
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>532</b>	<b>540</b>	<b>540</b>	<b>537</b>	<b>537</b>
<b>Operations</b>						
	Managers/Supervisors	153	156	156	156	156
	Professional, Technical, Clerical	231	235	235	235	235
	Operational Hourlies	1,756	1,785	1,791	1,805	1,811
	<b>Total Operations</b>	<b>2,140</b>	<b>2,175</b>	<b>2,181</b>	<b>2,195</b>	<b>2,201</b>
<b>Maintenance</b>						
	Managers/Supervisors	531	537	537	537	537
	Professional, Technical, Clerical	491	496	496	496	496
	Operational Hourlies	2,546	2,571	2,608	2,608	2,608
	<b>Total Maintenance</b>	<b>3,568</b>	<b>3,603</b>	<b>3,640</b>	<b>3,640</b>	<b>3,640</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	48	48	48	48	48
	Professional, Technical, Clerical	52	52	52	52	52
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>						
	Managers/Supervisors	919	930	930	930	930
	Professional, Technical, Clerical	1,119	1,133	1,133	1,130	1,130
	Operational Hourlies	4,301	4,355	4,398	4,412	4,418
	<b>Total Baseline Positions</b>	<b>6,340</b>	<b>6,418</b>	<b>6,461</b>	<b>6,472</b>	<b>6,478</b>

\*Reflects Authorized positions

\*\*2012-2016 reflect revised occupation classification which aligns MNR to other MTA Agencies

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$48.649	\$46.382	\$52.598	\$53.371	\$54.310	\$56.095	\$56.608	\$54.652	\$54.132	\$54.965	\$55.972	\$58.254	\$645.988
Vehicle Toll Revenue													0.000
Other Operating Revenue	4.393	4.094	3.757	3.956	3.913	14.994	3.960	3.921	3.847	3.394	4.381	13.511	68.120
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$53.042</b>	<b>\$50.476</b>	<b>\$56.355</b>	<b>\$57.327</b>	<b>\$58.223</b>	<b>\$71.089</b>	<b>\$60.568</b>	<b>\$58.573</b>	<b>\$57.979</b>	<b>\$58.358</b>	<b>\$60.353</b>	<b>\$71.765</b>	<b>\$714.108</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$36.838	\$31.887	\$34.259	\$33.585	\$35.851	\$31.549	\$36.368	\$33.577	\$34.205	\$35.940	\$34.483	\$34.980	\$413.523
Overtime	5.097	4.567	4.851	3.933	4.107	4.267	4.729	4.186	4.739	4.058	5.127	5.256	54.917
Health and Welfare	9.515	8.059	8.679	8.422	9.018	7.862	9.291	8.492	8.610	9.057	8.787	8.672	104.462
OPEB Current Payment	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	19.000
Pensions	6.544	5.679	6.115	5.885	6.286	5.603	6.434	5.906	6.101	6.290	6.182	6.246	73.270
Other Fringe Benefits	8.362	7.795	7.765	7.607	7.965	7.297	8.258	7.678	7.851	8.100	7.935	8.080	94.694
Reimbursable Overhead	(2.877)	(2.683)	(2.988)	(3.820)	(3.990)	(3.478)	(3.652)	(3.701)	(3.485)	(3.779)	(2.981)	(2.233)	(39.667)
<b>Total Labor Expenses</b>	<b>\$65.063</b>	<b>\$56.888</b>	<b>\$60.264</b>	<b>\$57.196</b>	<b>\$60.819</b>	<b>\$54.683</b>	<b>\$63.011</b>	<b>\$57.721</b>	<b>\$59.605</b>	<b>\$61.250</b>	<b>\$61.117</b>	<b>\$62.583</b>	<b>\$720.198</b>
<b>Non-Labor:</b>													
Electric Power	\$7.529	\$7.528	\$7.520	\$6.786	\$6.809	\$6.950	\$6.994	\$6.976	\$6.905	\$6.734	\$6.696	\$7.399	\$84.823
Fuel	2.662	2.685	2.591	2.160	2.084	2.074	2.071	2.109	2.133	2.442	2.366	2.623	27.999
Insurance	0.982	0.982	0.999	0.997	1.077	1.088	1.061	1.061	1.061	1.061	1.072	1.111	12.551
Claims	0.056	0.059	0.059	0.054	0.059	0.054	0.059	0.054	0.059	0.059	0.054	(0.087)	0.535
Paratransit Service Contracts													0.000
Maintenance and Other Operating Contracts	7.510	7.250	9.371	7.628	7.324	9.429	8.020	7.375	9.068	7.436	7.690	8.369	96.472
Professional Service Contracts	1.791	1.929	2.448	2.372	2.567	2.881	2.301	2.606	2.414	2.345	2.307	2.852	28.812
Materials & Supplies	4.990	5.027	5.160	5.574	5.328	5.118	5.424	5.432	5.983	5.821	5.850	6.893	66.600
Other Business Expenses	1.974	1.963	1.915	1.825	1.990	2.041	2.128	2.123	2.120	2.123	2.198	2.305	24.706
<b>Total Non-Labor</b>	<b>\$27.494</b>	<b>\$27.422</b>	<b>\$30.063</b>	<b>\$27.395</b>	<b>\$27.236</b>	<b>\$29.635</b>	<b>\$28.057</b>	<b>\$27.735</b>	<b>\$29.743</b>	<b>\$28.021</b>	<b>\$28.233</b>	<b>\$31.463</b>	<b>\$342.499</b>
<b>Other Expenses Adjustments:</b>													
Other													\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$92.557</b>	<b>\$84.310</b>	<b>\$90.327</b>	<b>\$84.591</b>	<b>\$88.055</b>	<b>\$84.317</b>	<b>\$91.068</b>	<b>\$85.456</b>	<b>\$89.348</b>	<b>\$89.270</b>	<b>\$89.350</b>	<b>\$94.047</b>	<b>\$1,062.696</b>
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Total Expenses</b>	<b>\$119.079</b>	<b>\$110.832</b>	<b>\$117.837</b>	<b>\$111.113</b>	<b>\$114.577</b>	<b>\$111.828</b>	<b>\$117.590</b>	<b>\$111.978</b>	<b>\$116.859</b>	<b>\$115.792</b>	<b>\$115.872</b>	<b>\$121.557</b>	<b>\$1,384.913</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$66.037)</b>	<b>(\$60.355)</b>	<b>(\$61.482)</b>	<b>(\$53.786)</b>	<b>(\$56.353)</b>	<b>(\$40.739)</b>	<b>(\$57.022)</b>	<b>(\$53.405)</b>	<b>(\$58.879)</b>	<b>(\$57.434)</b>	<b>(\$55.519)</b>	<b>(\$49.793)</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
Operating Capital	(2.649)	(1.190)	(2.737)	(2.446)	(2.071)	(3.701)	(2.780)	(3.577)	(4.247)	(4.039)	(3.095)	(4.016)	(36.551)
Other Cash Adjustments	6.509	15.082	10.061	7.042	0.353	(4.163)	13.149	(2.616)	3.741	0.157	7.614	(28.761)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.989</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.594)</b>	<b>\$233.808</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$41.994)</b>	<b>(\$26.281)</b>	<b>(\$33.976)</b>	<b>(\$29.008)</b>	<b>(\$37.889)</b>	<b>(\$28.420)</b>	<b>(\$26.472)</b>	<b>(\$39.416)</b>	<b>(\$39.203)</b>	<b>(\$41.134)</b>	<b>(\$30.818)</b>	<b>(\$62.387)</b>	<b>(\$436.997)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements													0.000
MNR - MTA	8.179	7.439	9.770	10.408	10.958	9.931	10.134	10.648	10.260	10.963	10.044	9.453	118.188
MNR - CDOT	5.680	4.112	4.882	5.665	5.799	4.796	5.048	6.010	6.083	8.113	5.936	5.642	67.746
MNR - Other	0.782	0.839	0.930	1.146	1.270	1.214	1.307	1.254	1.044	1.105	1.008	1.018	12.916
<b>Total Revenue</b>	<b>\$14.621</b>	<b>\$12.390</b>	<b>\$15.582</b>	<b>\$17.220</b>	<b>\$18.027</b>	<b>\$15.941</b>	<b>\$16.489</b>	<b>\$17.912</b>	<b>\$17.386</b>	<b>\$20.181</b>	<b>\$16.988</b>	<b>\$16.113</b>	<b>\$198.850</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$3.359	\$3.098	\$3.375	\$3.987	\$4.170	\$3.704	\$3.935	\$3.935	\$3.736	\$4.092	\$3.307	\$3.081	\$43.780
Overtime	1.147	1.060	1.178	1.560	1.640	1.389	1.468	1.516	1.376	1.508	1.161	0.990	15.992
Health and Welfare	1.127	1.037	1.144	1.411	1.476	1.289	1.370	1.384	1.293	1.421	1.124	1.014	15.090
OPEB Current Payment													0.000
Pensions	0.674	0.622	0.678	0.813	0.851	0.751	0.797	0.801	0.758	0.827	0.665	0.613	8.849
Other Fringe Benefits	0.751	0.692	0.760	0.928	0.972	0.852	0.905	0.913	0.856	0.938	0.747	0.679	9.993
Reimbursable Overhead	2.835	2.644	2.947	3.778	3.947	3.438	3.611	3.660	3.445	3.733	2.943	2.565	39.546
<b>Total Labor</b>	<b>\$9.893</b>	<b>\$9.154</b>	<b>\$10.083</b>	<b>\$12.477</b>	<b>\$13.056</b>	<b>\$11.424</b>	<b>\$12.085</b>	<b>\$12.208</b>	<b>\$11.462</b>	<b>\$12.519</b>	<b>\$9.946</b>	<b>\$8.943</b>	<b>\$133.250</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.294	0.275	0.314	0.423	0.435	0.361	0.383	0.387	0.350	0.392	0.290	0.240	4.145
Claims													0.000
Paratransit Service Contracts													0.000
Maintenance and Other Operating Contracts	1.099	1.087	1.694	1.385	1.472	1.207	0.948	1.084	1.656	3.984	3.993	4.023	23.633
Professional Service Contracts	0.557	0.639	0.649	0.934	0.979	1.021	1.071	1.022	0.823	0.845	0.733	0.695	9.967
Materials & Supplies	2.724	1.155	2.760	1.899	2.034	1.877	1.950	2.858	3.042	2.389	1.972	2.158	26.818
Other Business Expenses	0.053	0.079	0.082	0.102	0.051	0.052	0.052	0.552	0.052	0.052	0.054	0.054	1.236
<b>Total Non-Labor</b>	<b>\$4.728</b>	<b>\$3.236</b>	<b>\$5.499</b>	<b>\$4.743</b>	<b>\$4.971</b>	<b>\$4.518</b>	<b>\$4.404</b>	<b>\$5.703</b>	<b>\$5.924</b>	<b>\$7.662</b>	<b>\$7.042</b>	<b>\$7.171</b>	<b>\$65.600</b>
<b>Other Adjustments:</b>													
Other													\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$14.621</b>	<b>\$12.390</b>	<b>\$15.582</b>	<b>\$17.220</b>	<b>\$18.027</b>	<b>\$15.941</b>	<b>\$16.489</b>	<b>\$17.912</b>	<b>\$17.386</b>	<b>\$20.181</b>	<b>\$16.988</b>	<b>\$16.113</b>	<b>\$198.850</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$14.621</b>	<b>\$12.390</b>	<b>\$15.582</b>	<b>\$17.220</b>	<b>\$18.027</b>	<b>\$15.941</b>	<b>\$16.489</b>	<b>\$17.912</b>	<b>\$17.386</b>	<b>\$20.181</b>	<b>\$16.988</b>	<b>\$16.113</b>	<b>\$198.850</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$48.649	\$46.382	\$52.588	\$53.371	\$54.310	\$56.095	\$56.608	\$54.652	\$54.132	\$54.965	\$55.972	\$58.254	\$645.988
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.393	4.094	3.757	3.956	3.913	14.994	3.960	3.921	3.847	3.394	4.381	13.511	68.121
<b>Capital and Other Reimbursements</b>													
MNR - MTA	8.179	7.439	9.770	10.408	10.958	9.931	10.134	10.648	10.260	10.963	10.044	9.453	118.188
MNR - CDOT	5.660	4.112	4.882	5.665	5.799	4.796	5.048	6.010	6.083	8.113	5.936	5.642	67.746
MNR - Other	0.782	0.839	0.930	1.146	1.270	1.214	1.307	1.254	1.044	1.105	1.008	1.018	12.916
<b>Total Revenue</b>	<b>\$67.663</b>	<b>\$62.866</b>	<b>\$71.937</b>	<b>\$74.547</b>	<b>\$76.250</b>	<b>\$87.031</b>	<b>\$77.057</b>	<b>\$76.484</b>	<b>\$75.366</b>	<b>\$78.539</b>	<b>\$77.341</b>	<b>\$87.878</b>	<b>\$912.959</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$40.198	\$34.986	\$37.634	\$37.573	\$40.021	\$35.253	\$40.303	\$37.512	\$37.942	\$40.032	\$37.790	\$38.061	\$457.303
Overtime	6.244	5.626	6.030	5.493	5.747	5.655	6.198	5.701	6.115	5.567	6.288	6.245	70.909
Health and Welfare	10.642	9.096	9.823	9.833	10.494	9.151	10.661	9.876	9.903	10.478	9.910	9.685	119.552
OPEB Current Payment	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	19.000
Pensions	7.218	6.302	6.793	6.698	7.137	6.354	7.231	6.706	6.857	7.116	6.847	6.859	82.119
Other Fringe Benefits	9.113	8.488	8.525	8.535	8.937	8.150	9.162	8.591	8.707	9.038	8.682	8.759	104.687
Reimbursable Overhead	(0.042)	(0.039)	(0.041)	(0.042)	(0.044)	(0.040)	(0.042)	(0.041)	(0.040)	(0.045)	(0.038)	0.332	(0.121)
<b>Total Labor</b>	<b>\$74.956</b>	<b>\$66.042</b>	<b>\$70.347</b>	<b>\$69.673</b>	<b>\$73.875</b>	<b>\$66.106</b>	<b>\$75.096</b>	<b>\$69.929</b>	<b>\$71.067</b>	<b>\$73.769</b>	<b>\$71.063</b>	<b>\$71.525</b>	<b>\$853.448</b>
<b>Non-Labor:</b>													
Electric Power	\$7.529	\$7.528	\$7.520	\$6.786	\$6.809	\$6.950	\$6.994	\$6.976	\$6.905	\$6.734	\$6.696	\$7.399	\$84.823
Fuel	2.662	2.665	2.591	2.160	2.084	2.074	2.071	2.109	2.133	2.442	2.366	2.623	28.000
Insurance	1.276	1.257	1.313	1.420	1.511	1.449	1.444	1.448	1.411	1.453	1.363	1.351	16.696
Claims	0.056	0.059	0.059	0.054	0.059	0.054	0.059	0.054	0.059	0.059	0.054	(0.087)	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.610	8.337	11.066	9.013	8.796	10.637	8.968	8.459	10.724	11.420	11.683	12.393	120.105
Professional Service Contracts	2.348	2.568	3.096	3.306	3.546	3.901	3.371	3.628	3.238	3.191	3.039	3.547	38.779
Materials & Supplies	7.714	6.182	7.920	7.472	7.362	6.995	7.375	8.090	9.026	8.210	7.822	9.051	93.219
Other Business Expenses	2.027	2.042	1.997	1.927	2.040	2.093	2.181	2.675	2.173	2.176	2.252	2.358	25.942
<b>Total Non-Labor</b>	<b>\$32.222</b>	<b>\$30.658</b>	<b>\$35.562</b>	<b>\$32.138</b>	<b>\$32.207</b>	<b>\$34.152</b>	<b>\$32.462</b>	<b>\$33.438</b>	<b>\$35.667</b>	<b>\$35.683</b>	<b>\$35.275</b>	<b>\$38.635</b>	<b>\$408.099</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$107.178</b>	<b>\$96.699</b>	<b>\$105.908</b>	<b>\$101.811</b>	<b>\$106.082</b>	<b>\$100.259</b>	<b>\$107.558</b>	<b>\$103.368</b>	<b>\$106.735</b>	<b>\$109.451</b>	<b>\$106.338</b>	<b>\$110.160</b>	<b>\$1,261.547</b>
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Total Expenses</b>	<b>\$133.700</b>	<b>\$123.221</b>	<b>\$133.419</b>	<b>\$128.333</b>	<b>\$132.604</b>	<b>\$127.769</b>	<b>\$134.080</b>	<b>\$129.890</b>	<b>\$134.245</b>	<b>\$135.973</b>	<b>\$132.860</b>	<b>\$137.670</b>	<b>\$1,583.764</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$66.037)</b>	<b>(\$60.355)</b>	<b>(\$61.482)</b>	<b>(\$53.786)</b>	<b>(\$56.353)</b>	<b>(\$40.739)</b>	<b>(\$57.022)</b>	<b>(\$53.405)</b>	<b>(\$58.879)</b>	<b>(\$57.434)</b>	<b>(\$55.519)</b>	<b>(\$49.792)</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
Operating Capital	(2.649)	(1.190)	(2.737)	(2.446)	(2.071)	(3.701)	(2.780)	(3.577)	(4.247)	(4.039)	(3.095)	(4.017)	(36.551)
Other Cash Adjustments	6.509	15.082	10.061	7.042	0.353	(4.163)	13.149	(2.616)	3.741	0.157	7.614	(28.759)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.989</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.594)</b>	<b>\$233.808</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$41.994)</b>	<b>(\$26.281)</b>	<b>(\$33.976)</b>	<b>(\$29.008)</b>	<b>(\$37.889)</b>	<b>(\$28.420)</b>	<b>(\$26.472)</b>	<b>(\$39.416)</b>	<b>(\$39.203)</b>	<b>(\$41.134)</b>	<b>(\$30.818)</b>	<b>(\$62.386)</b>	<b>(\$436.997)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$49,273	\$47,022	\$53,242	\$54,047	\$54,968	\$56,739	\$57,328	\$55,320	\$54,800	\$55,618	\$56,647	\$58,934	\$653,938
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	5,624	5,329	5,093	5,297	5,159	16,188	5,223	5,517	6,139	4,779	5,797	15,436	85,581
Capital and Other Reimbursements													0.000
MNR - MTA	9,118	11,492	8,580	7,937	8,666	9,414	9,782	12,155	9,361	9,534	11,088	8,923	116,050
MNR - CDOT	5,486	4,390	4,715	5,491	6,117	4,637	4,881	6,360	5,919	7,476	5,824	5,029	66,325
MNR - Other	0,675	0,776	0,801	1,009	1,004	1,001	1,155	1,260	1,216	1,307	1,254	1,044	12,502
<b>Total Receipts</b>	<b>\$70,176</b>	<b>\$69,009</b>	<b>\$72,431</b>	<b>\$73,781</b>	<b>\$75,914</b>	<b>\$87,979</b>	<b>\$78,369</b>	<b>\$80,612</b>	<b>\$77,435</b>	<b>\$78,714</b>	<b>\$80,610</b>	<b>\$89,366</b>	<b>\$934,396</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$43,929	\$35,733	\$35,249	\$34,974	\$43,506	\$36,053	\$35,608	\$44,418	\$35,827	\$44,474	\$35,804	\$35,969	\$461,544
Overtime	7,418	5,344	4,894	5,581	6,540	5,431	5,688	6,776	5,741	6,776	5,691	5,536	71,416
Health and Welfare	10,293	10,293	10,436	10,293	10,293	10,436	10,293	10,293	10,436	10,293	10,293	10,439	124,087
OPFB Current Payment	1,583	1,583	1,583	1,583	1,583	1,583	1,583	1,583	1,583	1,583	1,583	1,583	19,000
Pensions	0,277	0,221	3,344	6,837	6,893	6,837	6,837	6,893	6,837	6,893	6,837	23,560	82,266
Other Fringe Benefits	9,344	8,411	10,236	8,678	10,274	8,791	8,932	10,146	7,981	7,756	8,360	6,380	105,289
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12,992	12,992
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$72,844</b>	<b>\$61,585</b>	<b>\$65,742</b>	<b>\$67,946</b>	<b>\$79,089</b>	<b>\$69,131</b>	<b>\$68,941</b>	<b>\$80,109</b>	<b>\$68,405</b>	<b>\$77,775</b>	<b>\$68,568</b>	<b>\$96,459</b>	<b>\$876,594</b>
<b>Non-Labor:</b>													
Electric Power	\$7,717	\$7,711	\$7,703	\$6,969	\$6,991	\$7,133	\$7,177	\$7,159	\$7,088	\$6,916	\$6,879	\$7,573	\$87,016
Fuel	2,363	2,365	2,291	1,860	1,784	1,774	1,771	1,809	1,833	2,142	2,066	2,322	24,400
Insurance	1,252	1,580	1,846	0.000	1,640	2,582	0,028	1,638	2,003	0.000	1,638	1,992	16,199
Claims	0,057	0,057	0,057	0,057	0,057	0,057	0,057	0,057	0,057	0,057	0,057	0,054	0,681
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12,610	8,037	10,799	9,909	8,223	16,844	8,204	9,402	15,480	13,336	13,530	22,201	148,575
Professional Service Contracts	2,023	2,243	3,832	2,980	3,222	4,950	3,552	4,095	5,018	3,754	3,603	5,323	44,595
Materials & Supplies	8,686	6,801	9,388	8,155	8,069	8,644	9,870	10,389	11,796	10,684	10,152	10,994	113,628
Other Business Expenditures	4,318	4,591	4,449	4,613	4,428	4,984	4,941	5,070	4,658	4,684	4,635	4,535	56,106
<b>Total Non-Labor</b>	<b>\$39,026</b>	<b>\$33,405</b>	<b>\$40,365</b>	<b>\$34,543</b>	<b>\$34,414</b>	<b>\$46,968</b>	<b>\$35,600</b>	<b>\$39,619</b>	<b>\$47,933</b>	<b>\$41,773</b>	<b>\$42,560</b>	<b>\$54,994</b>	<b>\$491,200</b>
<b>Other Adjustments:</b>													
Other	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$3.600
<b>Total Other Adjustments</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$3.600</b>
<b>Total Expenditures</b>	<b>\$112,170</b>	<b>\$95,290</b>	<b>\$106,407</b>	<b>\$102,789</b>	<b>\$113,803</b>	<b>\$116,399</b>	<b>\$104,841</b>	<b>\$120,028</b>	<b>\$116,638</b>	<b>\$119,848</b>	<b>\$111,428</b>	<b>\$151,753</b>	<b>\$1,371,394</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$41,994)</b>	<b>(\$26,281)</b>	<b>(\$33,976)</b>	<b>(\$29,008)</b>	<b>(\$37,889)</b>	<b>(\$28,420)</b>	<b>(\$26,472)</b>	<b>(\$39,416)</b>	<b>(\$39,203)</b>	<b>(\$41,134)</b>	<b>(\$30,818)</b>	<b>(\$62,387)</b>	<b>(\$436,998)</b>
<b>MTA Subsidy</b>	<b>\$32,275</b>	<b>\$17,772</b>	<b>\$23,956</b>	<b>\$22,343</b>	<b>\$30,270</b>	<b>\$25,446</b>	<b>\$17,930</b>	<b>\$31,790</b>	<b>\$30,058</b>	<b>\$32,338</b>	<b>\$22,504</b>	<b>\$54,100</b>	<b>\$340,782</b>
<b>CDOT Subsidy</b>	<b>\$9,719</b>	<b>\$8,509</b>	<b>\$10,020</b>	<b>\$6,665</b>	<b>\$7,619</b>	<b>\$2,974</b>	<b>\$8,542</b>	<b>\$7,626</b>	<b>\$9,145</b>	<b>\$8,796</b>	<b>\$8,314</b>	<b>\$8,287</b>	<b>\$96,216</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.624	\$0.640	\$0.644	\$0.676	\$0.658	\$0.644	\$0.720	\$0.668	\$0.668	\$0.653	\$0.675	\$0.680	\$7.950
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.231	1.235	1.336	1.341	1.246	1.194	1.263	1.596	2.292	1.385	1.416	1.925	17.460
Capital and Other Reimbursements													
MNR - MTA	0.939	4.053	(1.190)	(2.471)	(2.292)	(0.517)	(0.352)	1.507	(0.899)	(1.429)	1.044	(0.530)	(2.138)
MNR - CDOT	(0.174)	0.278	(0.167)	(0.174)	0.318	(0.159)	(0.167)	0.350	(0.164)	(0.637)	(0.112)	(0.613)	(1.421)
MNR - Other	(0.107)	(0.063)	(0.129)	(0.137)	(0.266)	(0.213)	(0.152)	0.006	0.172	0.202	0.246	0.026	(0.414)
<b>Total Receipts</b>	<b>\$2.513</b>	<b>\$6.143</b>	<b>\$0.494</b>	<b>(\$0.766)</b>	<b>(\$0.336)</b>	<b>\$0.948</b>	<b>\$1.312</b>	<b>\$4.128</b>	<b>\$2.069</b>	<b>\$0.175</b>	<b>\$3.269</b>	<b>\$1.468</b>	<b>\$21.437</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3.731)	(\$0.747)	\$2.385	\$2.599	(\$3.485)	(\$0.800)	\$4.695	(\$6.906)	\$2.115	(\$4.442)	\$1.986	\$2.092	(\$4.241)
Overtime	(1.174)	0.282	1.136	(0.088)	(0.793)	0.224	0.510	(1.075)	0.374	(1.209)	0.597	0.709	(0.507)
Health and Welfare	0.349	(1.196)	(0.613)	(0.460)	0.201	(1.285)	0.368	(0.417)	(0.533)	0.185	(0.382)	(0.753)	(4.535)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	6.941	6.081	3.449	(0.139)	0.244	(0.483)	0.394	(0.187)	0.020	0.223	0.010	(16.701)	(0.147)
Other Fringe Benefits	(0.231)	0.077	(1.711)	(0.143)	(1.337)	(0.641)	0.230	(1.555)	0.726	1.282	0.322	2.379	(0.602)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(12.992)	(12.992)
Reimbursable Overhead	(0.042)	(0.039)	(0.041)	(0.042)	(0.044)	(0.040)	(0.042)	(0.041)	(0.040)	(0.045)	(0.038)	0.332	(0.121)
<b>Total Labor</b>	<b>\$2.112</b>	<b>\$4.457</b>	<b>\$4.605</b>	<b>\$1.727</b>	<b>(\$5.214)</b>	<b>(\$3.025)</b>	<b>\$6.155</b>	<b>(\$10.180)</b>	<b>\$2.662</b>	<b>(\$4.006)</b>	<b>\$2.495</b>	<b>(\$24.934)</b>	<b>(\$23.146)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.188)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.182)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.182)	(\$0.183)	(\$0.174)	(\$2.193)
Fuel	0.299	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.301	3.600
Insurance	0.024	(0.323)	(0.533)	1.420	(0.129)	(1.133)	1.416	(0.190)	(0.592)	1.453	(0.275)	(0.641)	0.497
Claims	(0.001)	0.002	0.002	(0.003)	0.002	(0.003)	0.002	(0.003)	0.002	0.002	(0.003)	(0.141)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(4.000)	0.300	0.267	(0.896)	0.573	(6.207)	0.764	(0.943)	(4.756)	(1.916)	(1.847)	(9.808)	(28.470)
Professional Service Contracts	0.325	0.325	(0.736)	0.326	0.324	(1.049)	(0.181)	(0.467)	(1.780)	(0.563)	(0.564)	(1.776)	(5.816)
Materials & Supplies	(0.972)	(0.619)	(1.468)	(0.683)	(0.707)	(1.649)	(2.495)	(2.299)	(2.770)	(2.474)	(2.330)	(1.943)	(20.409)
Other Business Expenditures	(2.291)	(2.549)	(2.452)	(2.886)	(2.388)	(2.891)	(2.760)	(2.395)	(2.485)	(2.708)	(2.383)	(2.177)	(30.164)
<b>Total Non-Labor</b>	<b>(\$6.804)</b>	<b>(\$2.747)</b>	<b>(\$4.803)</b>	<b>(\$2.405)</b>	<b>(\$2.207)</b>	<b>(\$12.616)</b>	<b>(\$3.138)</b>	<b>(\$6.181)</b>	<b>(\$12.266)</b>	<b>(\$6.090)</b>	<b>(\$7.285)</b>	<b>(\$16.359)</b>	<b>(\$83.101)</b>
<b>Other Adjustments:</b>													
Other	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$3.600)
<b>Total Other Expenditures Adjustments</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$3.600)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$2.479)</b>	<b>\$7.553</b>	<b>(\$0.004)</b>	<b>(\$1.743)</b>	<b>(\$8.057)</b>	<b>(\$15.192)</b>	<b>\$4.029</b>	<b>(\$12.533)</b>	<b>(\$7.834)</b>	<b>(\$10.222)</b>	<b>(\$1.821)</b>	<b>(\$40.105)</b>	<b>(\$88.410)</b>
Depreciation Adjustment	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.999</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.595)</b>	<b>\$233.800</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ In millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	2.574	2.032	2.244	1.802	2.190	1.855	2.303	1.724	2.420	1.920	2.721	2.559	26.345
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	0.833	0.840	1.024	0.884	0.758	0.896	0.915	0.910	0.962	0.818	0.863	0.882	10.586
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Vacancy/Absentee Coverage</u>	0.626	0.703	0.807	0.744	0.696	0.948	0.983	1.054	0.858	0.789	0.867	0.893	9.968
<u>Weather Emergencies</u>	0.870	0.874	0.701	0.415	0.399	0.442	0.400	0.408	0.352	0.449	0.462	0.645	6.416
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.195	0.117	0.075	0.089	0.063	0.125	0.129	0.090	0.146	0.083	0.213	0.277	1.602
<b>Sub-Total</b>	<b>\$5.097</b>	<b>\$4.567</b>	<b>\$4.851</b>	<b>\$3.933</b>	<b>\$4.107</b>	<b>\$4.267</b>	<b>\$4.729</b>	<b>\$4.186</b>	<b>\$4.739</b>	<b>\$4.058</b>	<b>\$5.127</b>	<b>\$5.256</b>	<b>\$54.917</b>
<b>REIMBURSABLE OVERTIME</b>	1.147	1.060	1.178	1.560	1.640	1.389	1.468	1.516	1.376	1.508	1.161	0.990	15.992
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$6.244</b>	<b>\$5.626</b>	<b>\$6.030</b>	<b>\$5.493</b>	<b>\$5.747</b>	<b>\$5.655</b>	<b>\$6.198</b>	<b>\$5.702</b>	<b>\$6.115</b>	<b>\$5.567</b>	<b>\$6.288</b>	<b>\$6.245</b>	<b>\$70.909</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Ridership/(Utilization)**  
**in millions**

**Ridership**

**Baseline**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Harlem Line	2.248	2.045	2.302	2.341	2.366	2.305	2.383	2.288	2.268	2.485	2.275	2.422	27.728
Hudson Line	1.296	1.183	1.328	1.394	1.421	1.385	1.469	1.404	1.362	1.464	1.341	1.412	16.459
New Haven Line	3.194	2.919	3.302	3.402	3.435	3.384	3.537	3.407	3.267	3.576	3.307	3.584	40.315
<b>Total Ridership</b>	<b>6.738</b>	<b>6.146</b>	<b>6.932</b>	<b>7.137</b>	<b>7.222</b>	<b>7.074</b>	<b>7.388</b>	<b>7.100</b>	<b>6.897</b>	<b>7.525</b>	<b>6.923</b>	<b>7.419</b>	<b>84.502</b>

**Farebox Revenue**

**Baseline**

Harlem Line	\$14.508	\$13.785	\$16.068	\$16.070	\$16.331	\$16.982	\$16.926	\$16.349	\$16.426	\$16.630	\$16.808	\$17.284	\$194.166
Hudson Line	10.273	9.845	11.497	11.783	12.074	12.268	12.570	12.106	12.177	12.279	12.331	12.534	141.738
New Haven Line	23.815	22.700	24.981	25.467	25.854	26.794	27.063	26.147	25.477	26.002	26.780	28.385	309.465
West of Hudson Mail-n-Ride	0.050	0.050	0.053	0.052	0.052	0.051	0.049	0.050	0.053	0.054	0.053	0.051	0.619
<b>Total Farebox Revenue</b>	<b>\$48.646</b>	<b>\$46.379</b>	<b>\$52.599</b>	<b>\$53.372</b>	<b>\$54.310</b>	<b>\$56.096</b>	<b>\$56.609</b>	<b>\$54.652</b>	<b>\$54.133</b>	<b>\$54.965</b>	<b>\$55.973</b>	<b>\$58.254</b>	<b>\$645.988</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

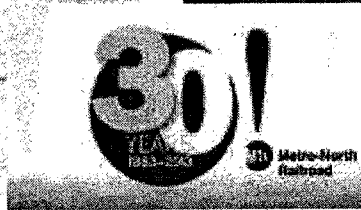
FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	9	9	9	9	9	9	9	9	9	9	9	9
Safety	22	22	22	22	22	22	22	22	22	22	22	21
COS/Corporate & Public Affairs	16	16	16	16	16	16	16	16	16	16	16	16
Customer Service - Adm	45	45	45	45	45	45	45	45	45	45	45	48
Legal	18	18	18	18	18	18	18	18	18	18	18	18
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources & Diversity	30	30	30	30	30	30	30	30	30	30	30	32
Training	47	47	47	47	47	47	47	47	47	47	47	50
Employee Relations & Diversity	4	4	4	4	4	4	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17	17	17	17	17	17	17	17
Capital Planning & Programming	15	15	15	15	15	15	15	15	15	15	15	15
Business Development Facilities & Mktg	22	22	22	22	22	22	22	22	22	22	22	22
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2	2	2	2	2	2	2	2
Controller	78	78	78	78	78	78	77	77	77	77	77	77
Information Technology & Project Mgmt	90	90	92	96	96	96	96	96	96	96	96	106
Budget	20	20	20	20	20	20	20	20	20	20	20	20
Procurement & Material Mgmt - Adm	40	40	40	40	40	40	40	40	40	40	40	43
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration</b>	<b>515</b>	<b>515</b>	<b>517</b>	<b>521</b>	<b>521</b>	<b>521</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>540</b>
<b>Operations</b>												
Operations Admin	60	60	60	60	60	60	60	60	60	60	60	60
Operations Services	1,759	1,759	1,759	1,792	1,796	1,797	1,799	1,799	1,799	1,813	1,830	1,814
Customer Service - Ops	233	233	233	233	233	233	233	233	233	233	233	236
Business Dev Facilities & Mktg	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	26	26	26	26	26	26	26	26	26	26	26	27
<b>Total Operations</b>	<b>2,116</b>	<b>2,116</b>	<b>2,116</b>	<b>2,149</b>	<b>2,153</b>	<b>2,154</b>	<b>2,156</b>	<b>2,156</b>	<b>2,156</b>	<b>2,170</b>	<b>2,187</b>	<b>2,175</b>
<b>Maintenance</b>												
GCT	370	370	370	370	370	370	370	370	370	369	369	384
Maintenance of Equipment	1,301	1,301	1,301	1,301	1,301	1,303	1,303	1,303	1,303	1,330	1,350	1,350
Maintenance of Way	1,678	1,675	1,667	1,654	1,651	1,658	1,660	1,657	1,658	1,680	1,708	1,749
Procurement & Material Mgmt	120	120	120	120	120	120	120	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,468</b>	<b>3,466</b>	<b>3,457</b>	<b>3,444</b>	<b>3,441</b>	<b>3,451</b>	<b>3,453</b>	<b>3,450</b>	<b>3,451</b>	<b>3,500</b>	<b>3,548</b>	<b>3,603</b>
<b>Engineering/Capital</b>												
Construction Management	40	40	40	40	40	40	40	40	40	40	40	40
Engineering & Design	60	60	60	60	60	60	60	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total Positions</b>	<b>6,199</b>	<b>6,187</b>	<b>6,191</b>	<b>6,214</b>	<b>6,215</b>	<b>6,226</b>	<b>6,229</b>	<b>6,226</b>	<b>6,227</b>	<b>6,290</b>	<b>6,355</b>	<b>6,418</b>
<b>Non-Reimbursable</b>	<b>5,618</b>	<b>5,601</b>	<b>5,561</b>	<b>5,502</b>	<b>5,481</b>	<b>5,498</b>	<b>5,511</b>	<b>5,489</b>	<b>5,505</b>	<b>5,596</b>	<b>5,694</b>	<b>5,850</b>
<b>Reimbursable</b>	<b>581</b>	<b>595</b>	<b>629</b>	<b>712</b>	<b>734</b>	<b>728</b>	<b>718</b>	<b>737</b>	<b>722</b>	<b>694</b>	<b>660</b>	<b>568</b>
<b>Total Full-Time</b>	<b>6,198</b>	<b>6,196</b>	<b>6,190</b>	<b>6,213</b>	<b>6,214</b>	<b>6,225</b>	<b>6,228</b>	<b>6,225</b>	<b>6,226</b>	<b>6,289</b>	<b>6,354</b>	<b>6,417</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

\*Reflects Authorized positions

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	182	182	183	184	184	184	184	184	184	184	184	189
Professional, Technical, Clerical	333	333	334	337	337	337	336	336	336	336	336	351
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>515</b>	<b>515</b>	<b>517</b>	<b>521</b>	<b>521</b>	<b>521</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>540</b>
<b>Operations</b>												
Managers/Supervisors	154	154	154	155	155	155	155	155	155	155	156	156
Professional, Technical, Clerical	228	228	228	231	232	232	232	232	232	234	235	235
Operational Hourlies	1,733	1,734	1,734	1,763	1,766	1,767	1,768	1,768	1,768	1,781	1,796	1,785
<b>Total Operations</b>	<b>2,116</b>	<b>2,116</b>	<b>2,116</b>	<b>2,149</b>	<b>2,153</b>	<b>2,154</b>	<b>2,156</b>	<b>2,156</b>	<b>2,156</b>	<b>2,170</b>	<b>2,187</b>	<b>2,175</b>
<b>Maintenance</b>												
Managers/Supervisors	517	516	515	513	512	514	514	514	514	521	529	537
Professional, Technical, Clerical	480	480	479	478	477	478	479	478	478	483	488	496
Operational Hourlies	2,471	2,469	2,463	2,453	2,451	2,458	2,460	2,458	2,459	2,495	2,530	2,571
<b>Total Maintenance</b>	<b>3,468</b>	<b>3,466</b>	<b>3,457</b>	<b>3,444</b>	<b>3,441</b>	<b>3,451</b>	<b>3,453</b>	<b>3,450</b>	<b>3,451</b>	<b>3,500</b>	<b>3,548</b>	<b>3,603</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	48	48	48	48	48	48	48	48	48	48	48	48
Professional, Technical, Clerical	52	52	52	52	52	52	52	52	52	52	52	52
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	901	901	900	900	899	901	901	900	900	908	916	930
Professional, Technical, Clerical	1,093	1,093	1,094	1,098	1,098	1,100	1,099	1,099	1,099	1,105	1,112	1,133
Operational Hourlies	4,204	4,203	4,197	4,216	4,217	4,225	4,229	4,227	4,227	4,276	4,326	4,355
<b>Total Positions</b>	<b>6,199</b>	<b>6,197</b>	<b>6,191</b>	<b>6,214</b>	<b>6,215</b>	<b>6,226</b>	<b>6,229</b>	<b>6,226</b>	<b>6,227</b>	<b>6,290</b>	<b>6,355</b>	<b>6,418</b>

\*Reflects Authorized positions



# ANNUAL OPERATING REPORT

2012



Performance Summary			2012 Data		2011
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> (Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>97.6%</b>	<b>96.9%</b>
		AM Peak	97.0%	97.5%	95.8%
		AM Reverse Peak	97.6%	97.9%	96.4%
		PM Peak	98.0%	97.1%	96.9%
		<b>Total Peak</b>		<b>97.4%</b>	<b>96.5%</b>
		Off Peak Weekday	97.9%	97.4%	97.3%
		Weekend	97.9%	98.2%	97.0%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>98.0%</b>	<b>98.0%</b>
		AM Peak	98.0%	98.6%	97.4%
		AM Reverse Peak	98.5%	98.1%	98.4%
		PM Peak	98.4%	97.9%	98.5%
		<b>Total Peak</b>		<b>98.2%</b>	<b>98.0%</b>
		Off Peak Weekday	98.1%	97.7%	98.2%
		Weekend	98.2%	98.1%	97.5%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>98.2%</b>	<b>97.7%</b>
		AM Peak	98.0%	98.1%	97.1%
		AM Reverse Peak	98.0%	98.3%	97.0%
		PM Peak	98.5%	97.9%	97.8%
		<b>Total Peak</b>		<b>98.1%</b>	<b>97.4%</b>
		Off Peak Weekday	98.4%	98.0%	98.0%
		Weekend	98.5%	98.6%	97.8%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>96.8%</b>	<b>95.6%</b>
		AM Peak	95.7%	96.3%	93.7%
		AM Reverse Peak	96.8%	97.4%	94.8%
		PM Peak	97.5%	95.9%	95.1%
		<b>Total Peak</b>		<b>96.3%</b>	<b>94.4%</b>
		Off Peak Weekday	97.5%	96.7%	96.4%
		Weekend	97.4%	98.0%	96.2%
<b>Operating Statistics</b>				<b>211,014</b>	<b>209,033</b>
<b>Trains Scheduled</b>					
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated				14.6	15.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			1000	1262	1720
<b>Trains Canceled</b>			160	179	355
<b>Trains Terminated</b>			160	239	339
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.8%	99.7%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.8%</b>	<b>99.0%</b>
		AM Peak	97.7%	99.6%	98.1%
		AM Reverse Peak	97.7%	99.9%	99.1%
		PM Peak	97.3%	99.8%	98.0%
		<b>Total Peak</b>		<b>99.7%</b>	<b>98.2%</b>
		Off Peak	99.3%	99.9%	99.4%
		Weekend	99.3%	99.8%	99.5%
	<b>Hudson Line</b>	AM Peak	99.0%	99.9%	99.8%
		PM Peak	99.0%	99.9%	99.7%
	<b>Harlem Line</b>	AM Peak	99.0%	99.9%	99.6%
		PM Peak	99.0%	99.9%	99.4%
	<b>New Haven Line</b>	AM Peak	96.0%	99.0%	95.6%
		PM Peak	95.0%	99.6%	95.8%



**Categories of Delay****Train Delay Incidents  
Resulting in Late  
Trains.**

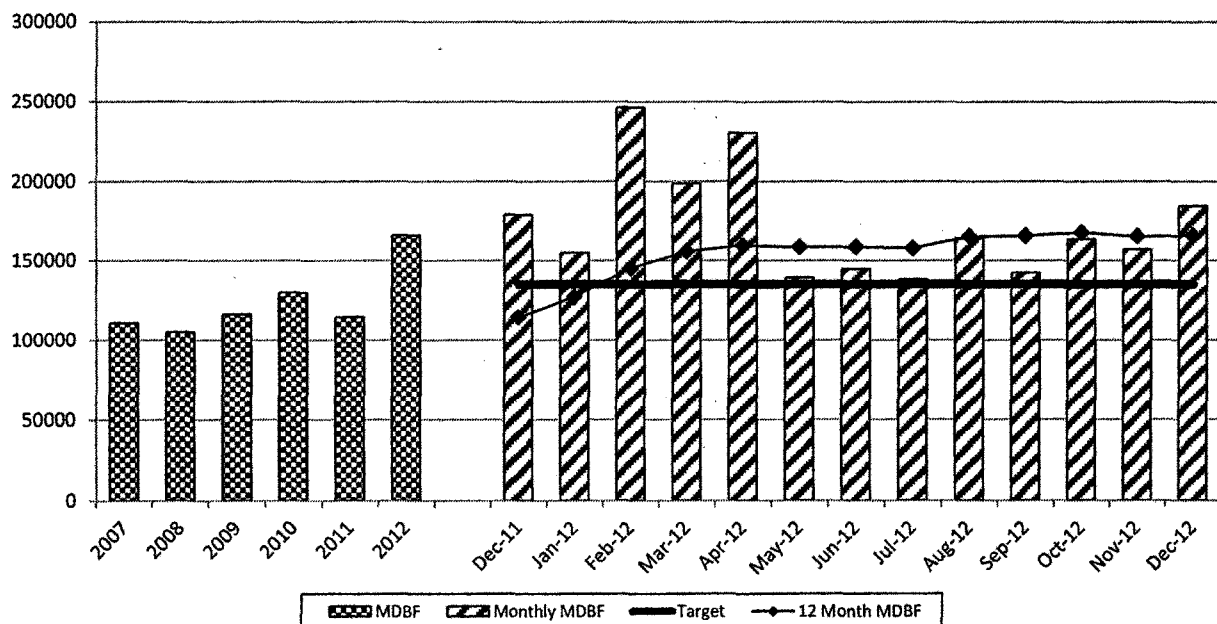
*(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)*

	<b>2012 Data</b> Year Ending Dec 31	<b>2011 Data</b> Year Ending Dec 31
<b>Maintenance of Way</b>	1865	1968
<b>Capital Projects</b>	223	151
<b>Maintenance of Equipment</b>	1527	2054
<b>Operations Services</b>	208	224
<b>Police Incidents</b>	513	465
<b>Other</b>	223	424
<b>Customers</b>	546	438
<b>3rd Party Operations</b>	42	286
<i>(Other railroads, marine traffic, etc.)</i>		
<b>Weather and Environmental</b>	1029	1828

	Equip- ment Type	Total Fleet Size	2012 Data		2011 Data
			MDBF Goal (miles)	Year Ending as of December-12 (miles)	Year Ending as of December-11 (miles)
<b>Mean Distance Between Failures</b>	M2	179	80,000	118,963	66,742
	M4/M6	100	60,000	68,054	44,244
	M8	164	200,000	133,316	140,679
	M3	140	120,000	550,018	240,266
	M7	336	440,000	731,998	607,699
	Coach	213	290,000	394,501	357,159
	P-32	31	35,000	36,692	35,159
	BL-20	12	12,000	10,824	10,136
	<b>Fleet</b>	<b>1175</b>	<b>135,000</b>	<b>165,694</b>	<b>114,347</b>

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 2007-2012



**West of Hudson  
Performance Summary**

			<b>2012 Data</b>		<b>2011 Data</b>
			<b>Annual Goal</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>96.4%</b>	<b>97.1%</b>	<b>96.6%</b>
		AM Peak	97.3%	97.5%	96.5%
		PM Peak	96.8%	97.3%	96.5%
		<b>Total Peak</b>		<b>97.4%</b>	<b>96.5%</b>
		Off Peak Weekday	95.9%	97.3%	96.6%
		Weekend	95.9%	96.4%	96.8%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>98.0%</b>	<b>97.6%</b>
		AM Peak	98.0%	98.3%	98.2%
		PM Peak	97.5%	98.4%	97.7%
		<b>Total Peak</b>		<b>98.4%</b>	<b>98.0%</b>
		Off Peak Weekday	96.5%	98.1%	97.3%
		Weekend	96.5%	97.5%	97.5%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>95.9%</b>	<b>95.0%</b>
		AM Peak	96.0%	96.4%	93.6%
		PM Peak	96.0%	96.0%	95.2%
		<b>Total Peak</b>		<b>96.2%</b>	<b>94.5%</b>
		Off Peak Weekday	95.0%	96.3%	95.3%
		Weekend	95.0%	94.5%	95.4%
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>19,029</b>	<b>18,411</b>
<b>Avg. Delay per Late Train (min)</b>				<b>20.2</b>	<b>19.3</b>
excluding trains canceled or terminated					
<b>Trains Over 15 min. Late</b>			<b>80</b>	<b>222</b>	<b>255</b>
excluding trains canceled or terminated					
<b>Trains Canceled</b>				<b>19</b>	<b>28</b>
<b>Trains Terminated</b>				<b>54</b>	<b>50</b>
<b>Percent of Scheduled Trips Completed</b>			<b>99.8%</b>	<b>99.6%</b>	<b>99.6%</b>

## 2012 ANNUAL OPERATING REPORT

### STANDEE REPORT

#### East of Hudson

			2012 Year ending December 31	2011 Year ending December 31
Daily Average AM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	0	2
		<b>Total Standees</b>	<b>0</b>	<b>2</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	4	5
		<b>Total Standees</b>	<b>4</b>	<b>5</b>
	New Haven Line	Program Standees	0	54 *
		Add'l Standees	21	96
		<b>Total Standees</b>	<b>21</b>	<b>150</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>25</b>	<b>157</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	0	2
		<b>Total Standees</b>	<b>0</b>	<b>2</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	1	7
		<b>Total Standees</b>	<b>1</b>	<b>7</b>
	New Haven Line	Program Standees	0	61 *
		Add'l Standees	12	99
		<b>Total Standees</b>	<b>12</b>	<b>160</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>13</b>	<b>169</b>

#### West of Hudson \*\*

Daily Average AM Peak	Port Jervis Line	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>3</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>1</b>	<b>0</b>

#### 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 (as reported in the weekday equipment reports).

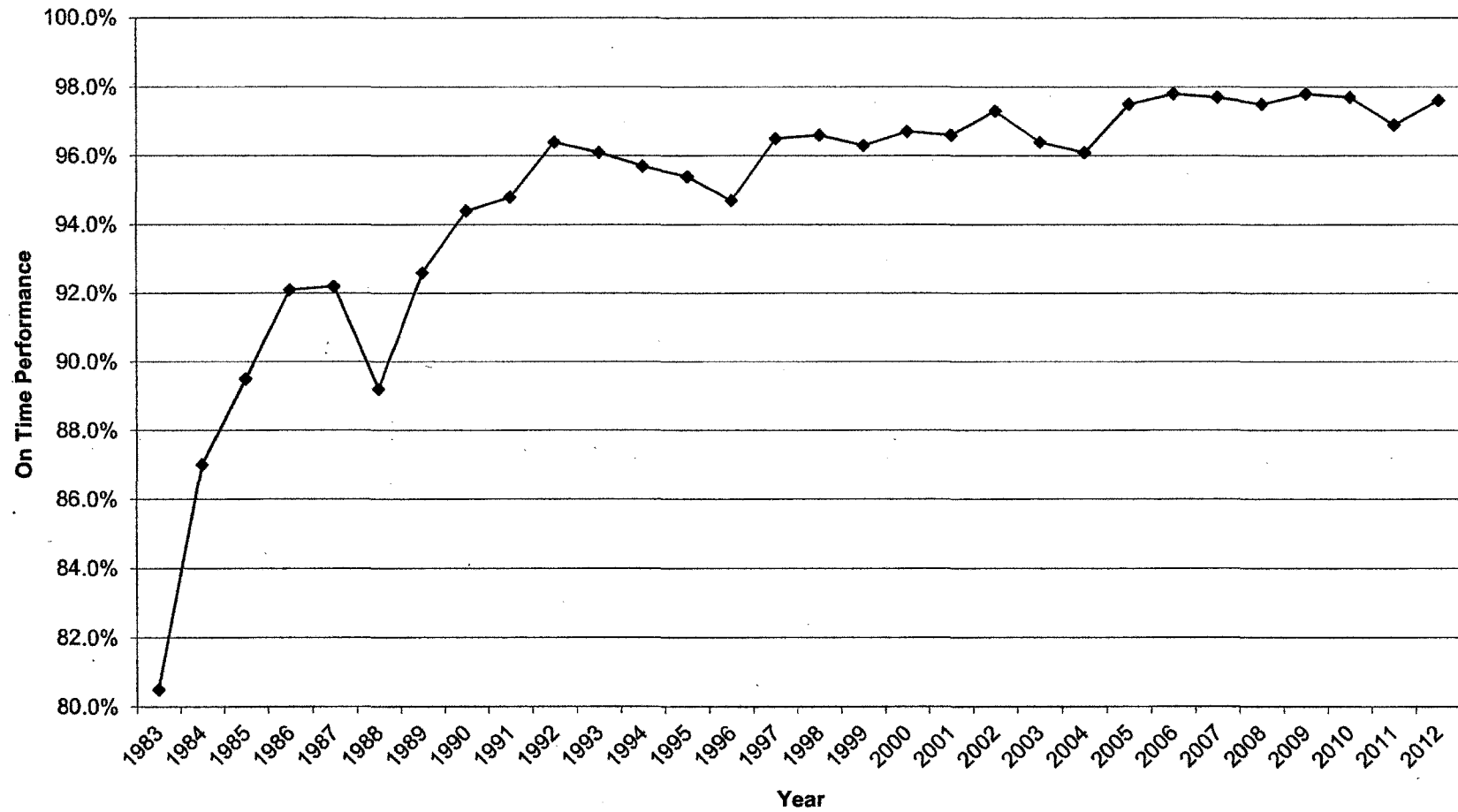
**Notes:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report.

Holidays and Special Events for which there are special equipment programs are not included.

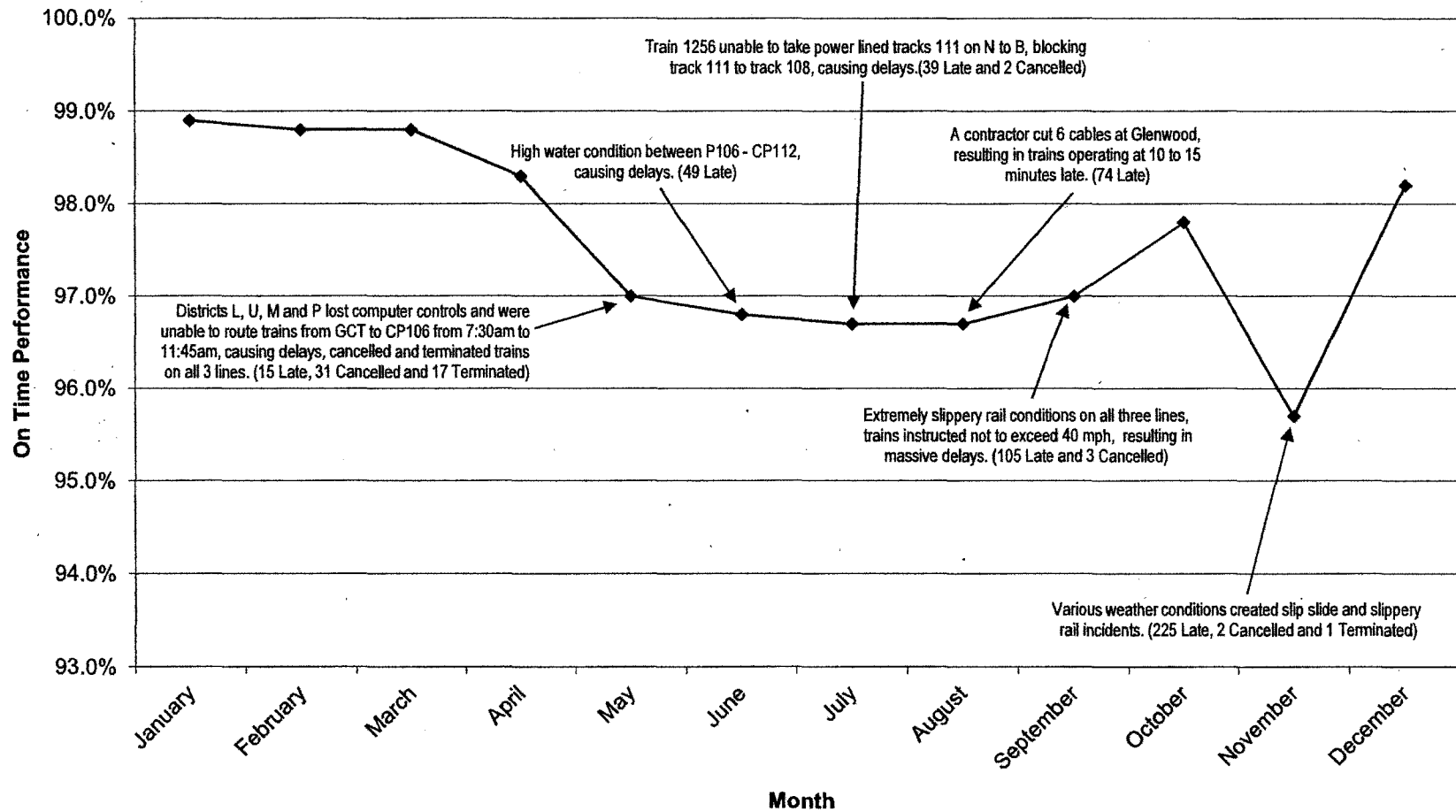
\* Programmed Standees based on reduced winter schedule effective February 7 through March 6, 2011 on the New Haven Line.

\*\* Port Jervis Line 2011 data based on restoration of train service effective November 28 after tropical storm Irene. 2012 data based on restoration of Pascack Valley service on November 13 and Port Jervis service on November 19 after hurricane Sandy.

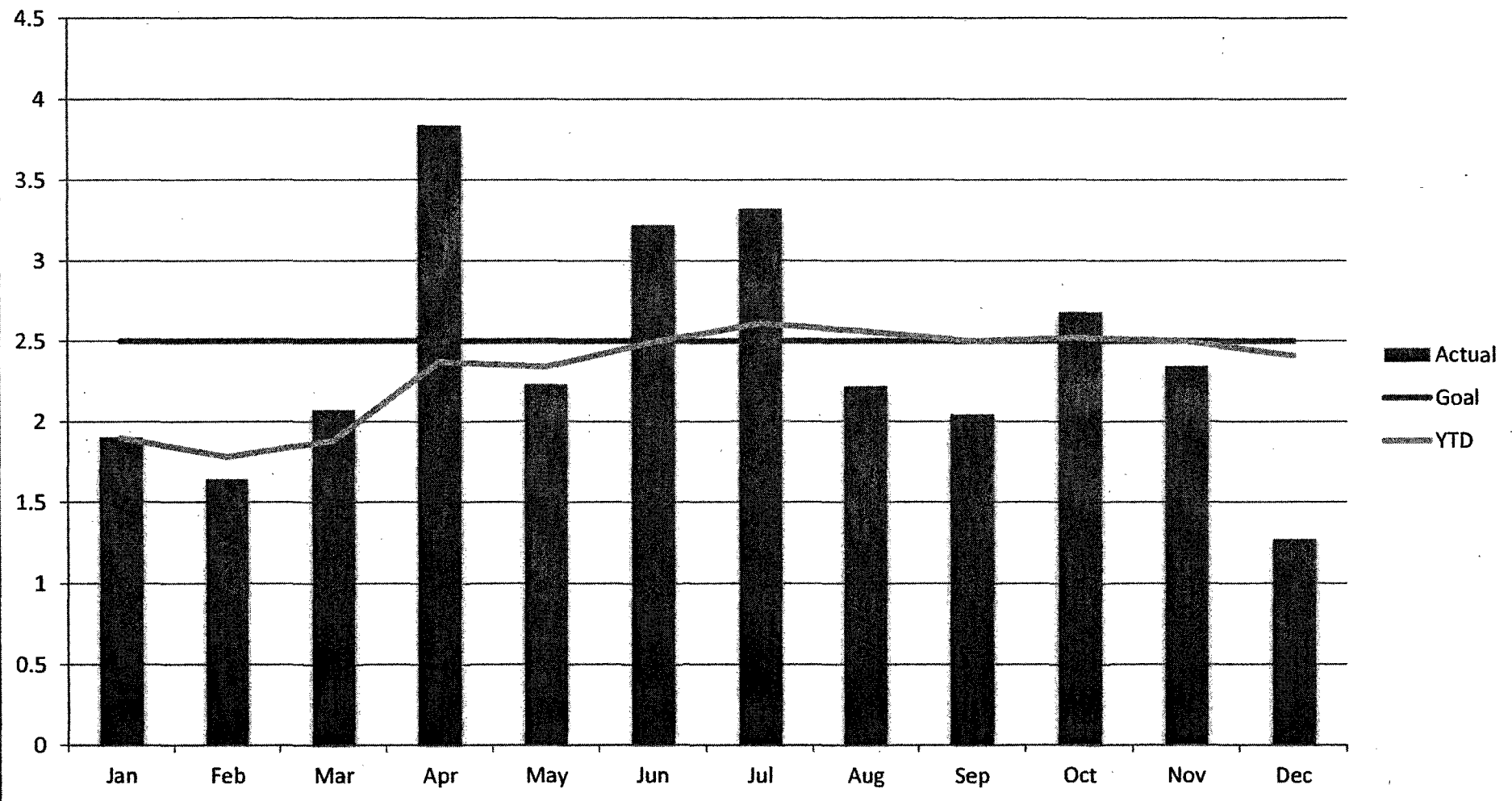
**On Time Performance  
By Year  
1983 through 2012**



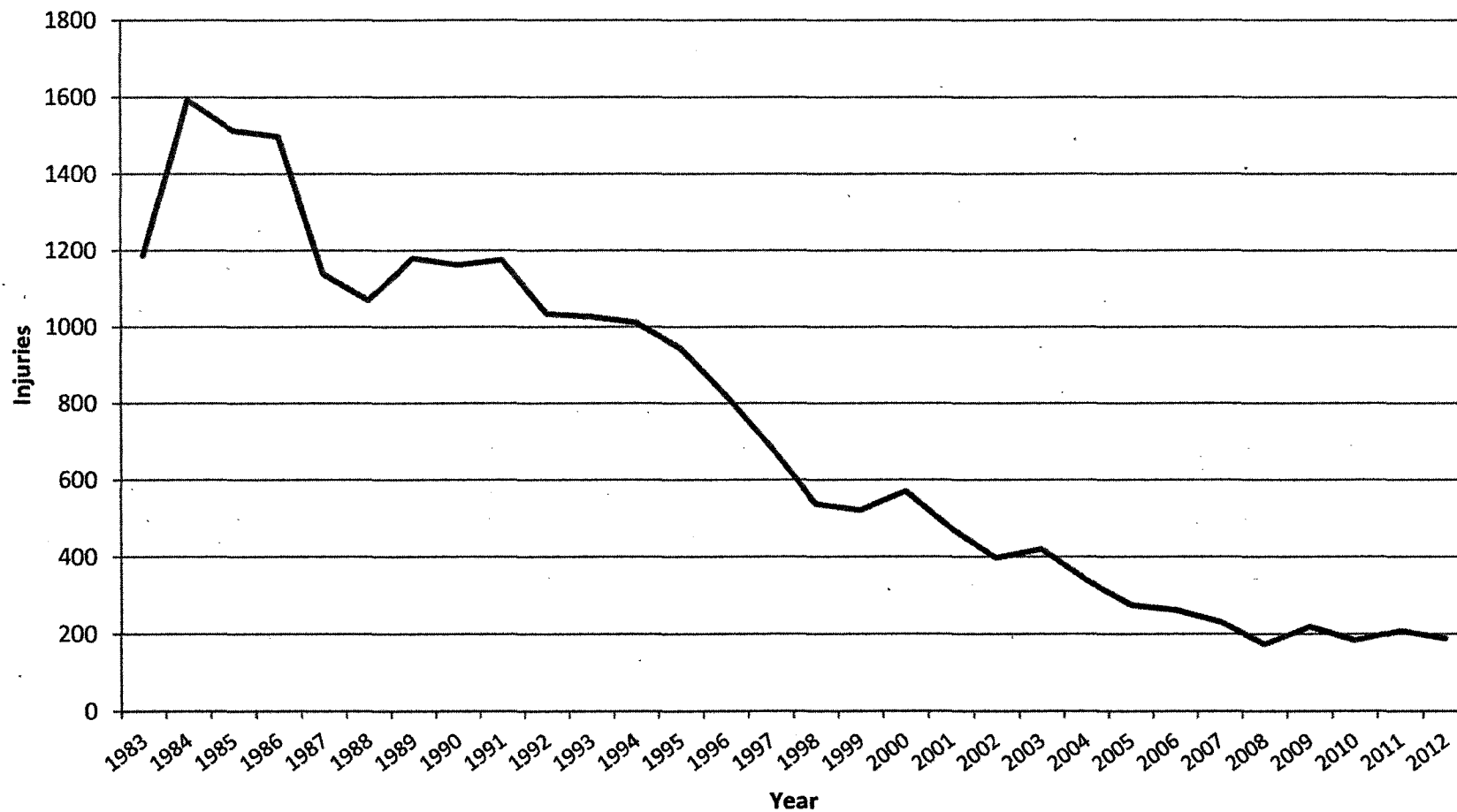
## 2012 Major Events By Month



## 2012 FRA Reportable Injury Index by Month

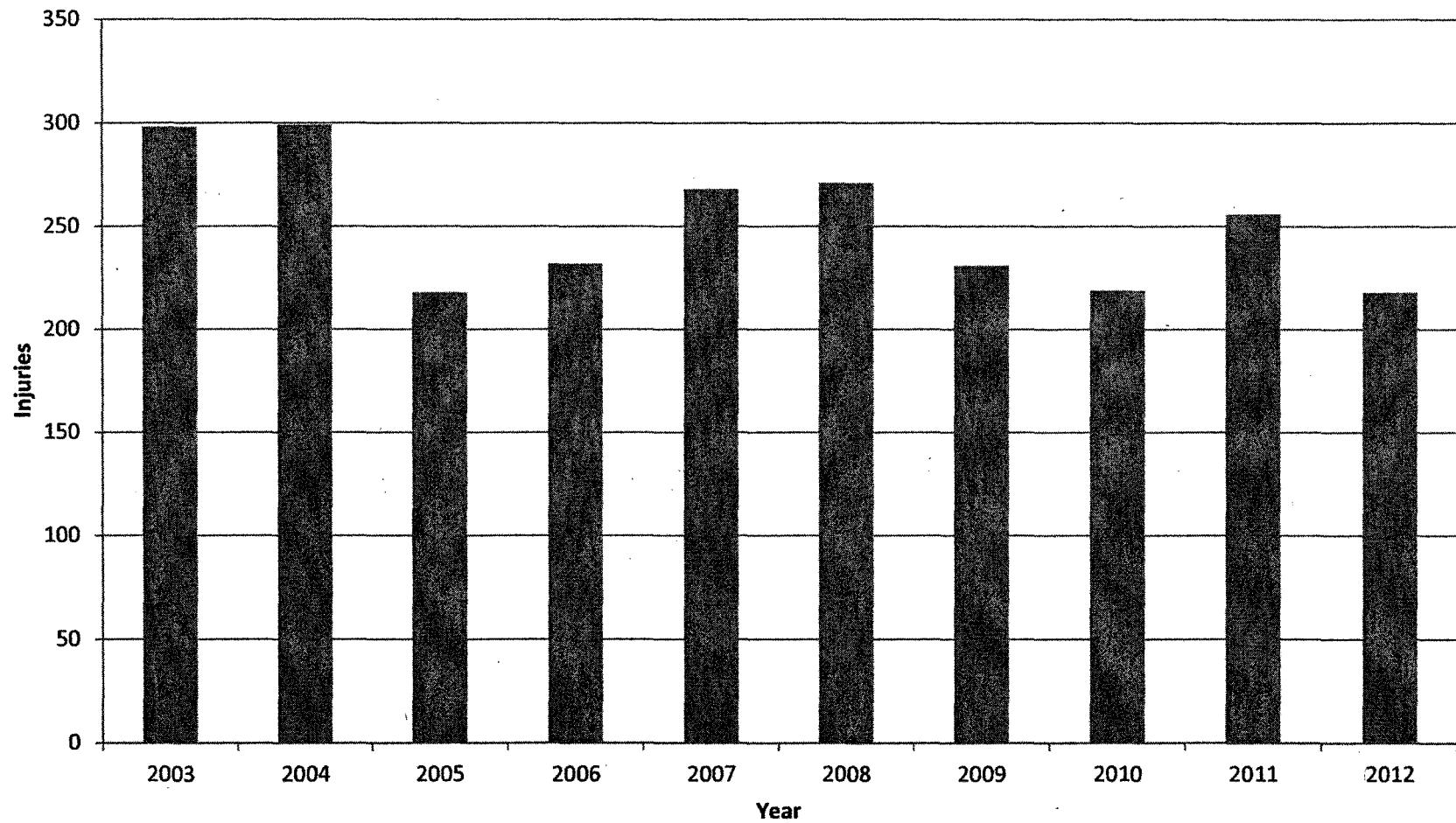


**Employee Injuries  
By Year  
1983 through 2012**





### Customer Injuries 10 Year History

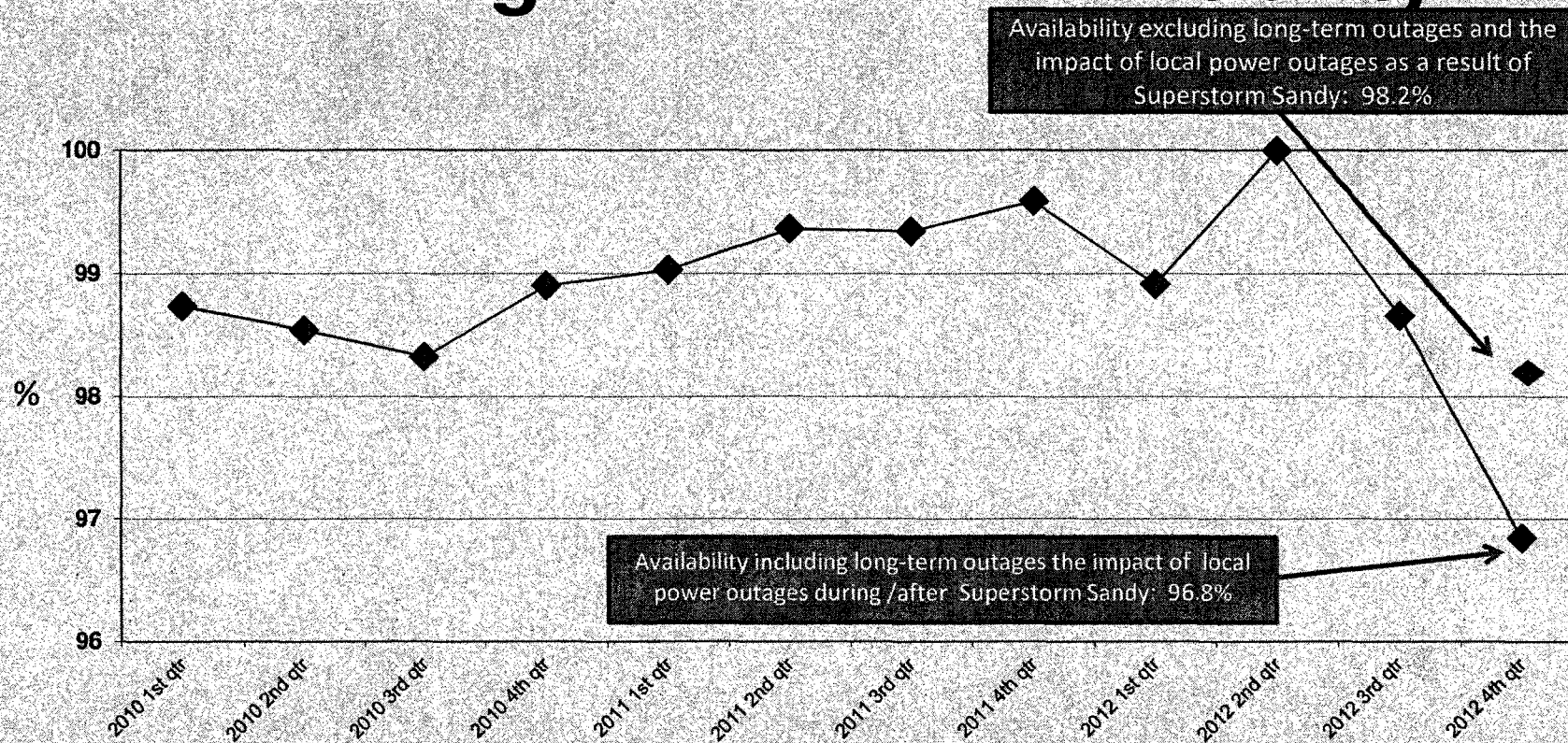


# **Metro-North Railroad Elevator/Escalator**

4th Quarter Report  
2012



# Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.



# 2012 4th Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	100%	GRAND CENTRAL TERMINAL	T-18	87%
ARDSLEY-ON-HUDSON	026S	100%	GRAND CENTRAL TERMINAL	T-19	100%
BEACON	056I	88%	GRAND CENTRAL TERMINAL	T-20	100%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	100%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	100%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	100%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	99%
CORTLANDT	043w	100%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3813	97%	GRAND CENTRAL TERMINAL	NE-1	77%
CROTON-HARMON	3821	97%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
CROTON-HARMON	3842	96%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GARRISON	050N	100%	GREYSTONE	020N	100%
GARRISON	050S	100%	GREYSTONE	020S	100%
GLENWOOD	018N	100%	HARLEM 125th	002N	100%
GLENWOOD	018S	100%	HARLEM 125th	002S	100%
GRAND CENTRAL TERMINAL	T-10	100%	HASTINGS-ON-HUDSON	022N	99%
GRAND CENTRAL TERMINAL	T-11	94%	HASTINGS-ON-HUDSON	022S	99%
GRAND CENTRAL TERMINAL	T-12	100%			



# 2012 4th Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100%	RIVERDALE	012N	98%
OSSINING	3624	93%	RIVERDALE	012S	99%
OSSINING	0363	93%	SCARBOROUGH	034N	99%
OSSINING	036N	93%	SCARBOROUGH	034S	99%
OSSINING	036S	93%	TARRYTOWN	030N	98%
PEEKSKILL	046N	46%*	TARRYTOWN	030S	98%
PEEKSKILL	046S	46%*	UNIVERSITY HEIGHTS	006N	100%
POUGHKEEPSIE	058N	78%	YANKEES - E. 154th STREET	321	80%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 154th STREET	364	81%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 154th STREET	003P	81%
POUGHKEEPSIE	058S	100%	YANKEES - E. 154th STREET	003W	86%
			YONKERS	016N	91%
			YONKERS	016S	91%

\*Long-term outage: An elevator that is out of service for maintenance/rehabilitation and unavailable for customer use for a minimum of 30 days continuously.

# 2012 4th Quarter Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	99%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	100%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	96%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	96%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	88%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	88%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	88%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	99%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	100%
FLEETWOOD	120N	100%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	92%
GOLDENS BRIDGE	156P	98%	VALHALLA	136P	98%
GOLDENS BRIDGE	156I	98%	VALHALLA	136I	96%
HAWTHORNE	142P	90%	WHITE PLAINS	132I	100%

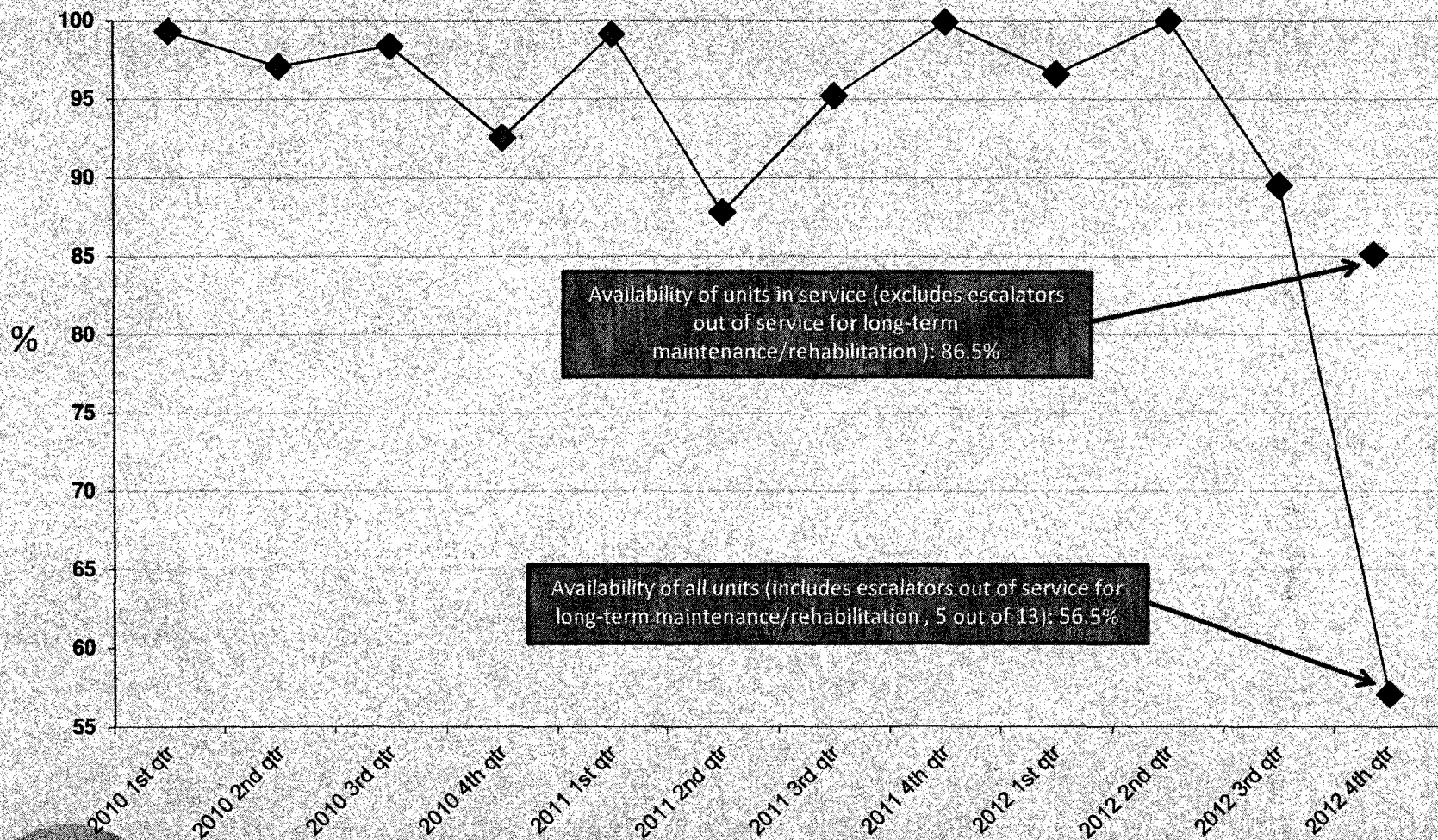


# 2012 4th Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218W	100%
HARRISON	212E	100%
HARRISON	212W	100%
LARCHMONT	208E	98%
LARCHMONT	208W	98%
MOUNT VERNON EAST	202E	99%
MOUNT VERNON EAST	202W	99%
NEW ROCHELLE	206E	100%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

These are the only elevators Metro-North maintains on the New Haven Line.

# Passenger Escalator Availability



\*Long-term outage: An escalator that is out of service for maintenance/rehabilitation and unavailable for customer use for a minimum of 30 days continuously.



# 2012 4th Qtr Escalator Availability by Station

Escalator Name	Escalator Number	% Available (Mechanical Failures only)	Escalator Name	Escalator Number	% Available (Mechanical Failures only)
GRAND CENTRAL TERMINAL	1	16.7%*	GRAND CENTRAL TERMINAL - NORTH	7	92.0%
GRAND CENTRAL TERMINAL	2	91.2%	GRAND CENTRAL TERMINAL - NORTH	8	92.0%
GRAND CENTRAL TERMINAL	3	17.0%*	GRAND CENTRAL TERMINAL - NORTH	9	92.0%
GRAND CENTRAL TERMINAL	4	17.0%*	GRAND CENTRAL TERMINAL - NORTH	10	79.0%
GRAND CENTRAL TERMINAL	5	25.0%*	GRAND CENTRAL TERMINAL - NORTH	11	100%
GRAND CENTRAL TERMINAL	6	25.0%*	WHITE PLAINS	N	100%
			WHITE PLAINS	S	100%

\*Long-term outage: An escalator that is out of service for maintenance/rehabilitation and unavailable for customer use for a minimum of 30 days continuously.

## GCT Escalators:

- Metro-North has begun a systematic maintenance/rehabilitation program for the 11 escalators within Grand Central Terminal. This program will continue throughout 2013.

The statistics in this report cover the 4<sup>th</sup> Quarter of 2012. An update of the current status of GCT escalators follows:

- Escalators 3,4,5,6: Rehabilitated and returned to service January 2013
- Escalators 1,2: Taken out of service for rehabilitation February 2013; to be returned to service 2nd Quarter 2013
- Escalators 7, 8 (GCT North): Taken out of service for rehabilitation February 2013; to be returned to service 2nd Quarter 2013
- Escalators 9, 10, 11: To be assessed. All repairs to be completed by the end of 2013

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## 4<sup>th</sup> Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical	Human Factor	Entrapment
Mt. Kisco, # 150I	0	0	1
Crestwood #126S	0	0	1
Poughkeepsie # 058N	1	0	2
Hawthorne # 142P	0	0	1
GCT	0	0	4

## 4<sup>th</sup> Quarter - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
GCT	0	3
White Plains	0	1

### Definitions:

**Mechanical** includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require MNR or MTA PD intervention but result in no injury to the customer.

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2012.



## **Overview**

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad's December 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

# 2012, 4TH QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

## WORKFORCE UTILIZATION ANALYSIS AS OF 12/31/12

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	26%	21%	No	8%	14%	Yes	6%	5%	No	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	1%	Yes
Professionals	45%	40%	No	8%	22%	Yes	5%	10%	Yes	4%	13%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Technicians	23%	8%	No	4%	19%	Yes	5%	5%	Yes	6%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	59%	56%	No	10%	6%	No	7%	0%	No	3%	19%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	44%	No	14%	31%	Yes	11%	11%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Skilled Craft	7%	6%	No	21%	17%	No	15%	7%	No	6%	2%	No	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Service Maintenance	12%	13%	Yes	16%	35%	Yes	13%	16%	Yes	4%	1%	No	1%	0%	No	0%	0%	Yes	1%	1%	Yes

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MNR'S December 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### **Protective Services**

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

### **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

### **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

# 2012, 4TH QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

## NEW HIRES AS OF 12/31/12

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	26	6	23.1%	4	15.4%	5	19.2%	2	7.7%	0	0.0%	0	0.0%	1	3.8%
Professionals	23	9	39.1%	5	21.7%	2	8.7%	5	21.7%	0	0.0%	0	0.0%	1	4.3%
Technicians	5	0	0.0%	1	20.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	2	1	50.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	77	32	41.6%	13	16.9%	8	10.4%	11	14.3%	0	0.0%	0	0.0%	5	6.5%
Skilled Craft	226	17	7.5%	32	14.2%	20	8.8%	4	1.8%	1	0.4%	0	0.0%	1	0.4%
Service Maintenance	142	16	11.3%	20	14.1%	27	19.0%	0	0.0%	1	0.7%	0	0.0%	0	0.0%
Total	501	81	16.2%	75	15.0%	63	12.6%	24	4.8%	2	0.4%	0	0.0%	8	1.6%

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

**2012, 4TH QUARTER EEO REPORT****AGENCY NAME: METRO-NORTH RAILROAD****EEO AND TITLE VI COMPLAINTS  
AS OF 12/31/12**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO	26	10	8	8	9	17	3	21	102	72	20
External Complaints	6	6	2	5	5	1	1	7	33	18	9
Internal Complaints	20	4	6	3	4	16	2	14	69	54	11

Category	Race	National Origin	Color	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
Title VI	9	2	0	11	9	0

<sup>1</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>2</sup> In some instances a single complaint may involve two or more EEO categories.

<sup>3</sup> In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

# Memorandum



Date February 22, 2013

To Metro-North Committee

From Howard Permut *HP*

Re Spring 2013 Schedule Changes - West of Hudson and East of Hudson

---

For your information, schedules will change on Metro-North's West of Hudson lines effective Sunday, March 24, and on Metro-North's East of Hudson lines effective Sunday, April 7, 2013. These schedule changes will include:

- Service improvements that were proposed as part of the MTA's 2012 major service investments program,
- Temporary substitute bus service to accommodate a capital construction project.

These service investments will bring increased off-peak and weekend train frequencies, as well as faster service, to many customers. Combined with the service investments made in October 2012, these changes represent Metro-North's most ambitious improvements in the railroad's history. This second round of service investments provides for operating an additional 187 trains (or 4.5%) per week. Key improvements include: 85 additional weekday and 22 additional weekend trains on the Hudson Line; 65 additional weekday and 6 additional weekend trains on the Harlem Line; and 9 additional weekend trains on the New Haven Line.

Specifically, the improvements will:

**Hudson Line:**

- Provide new half-hourly service at Spuyten Duyvil, Riverdale, and Irvington stations during weekday off-peak times and most of the day on weekends.
- Provide three trains per hour at Ossining and Tarrytown, which are two of the highest ridership stations on the Hudson Line.
- Provide additional service at most Hudson Line Bronx stations in the key reverse commuting time periods.
- Provide additional Upper Hudson Line service on weekdays and weekends at key high-ridership and reverse commuting time periods.



**Harlem Line:**

- Provide new half-hourly service at larger stations during the key higher-ridership times of the day on weekdays between Southeast and G.C.T.
- Provide additional PM Peak service between G.C.T. and Southeast.
- Provide three trains per hour during select off-peak hours at Scarsdale, Hartsdale, White Plains and North White Plains stations, which are the highest ridership stations on the Harlem Line.
- Provide additional half-hourly service on Sunday between North White Plains and G.C.T.

**New Haven Line:**

- Provide additional half-hourly service on Sunday between Stamford and G.C.T.

A full review of all East of Hudson service changes is included in the attached appendix.

**Construction Projects**

A rock slope remediation project will take place from April 8 through June 2 on the Harlem Line between Pawling and Harlem Valley-Wingdale. To accommodate this project, trains will be replaced by buses between 9:00 AM and 5:00 PM on weekdays, and between 9:00 AM and 3:00 PM on Sundays. The bus schedules will be included in the April 7 Harlem Line timetables.

**Public Hearing**

By statute MNR is required to hold a public hearing when any service change results in a change in frequency of service greater than 25% at any one station. The service improvements on the Hudson Line will result in an increase of frequency of service greater than 25% at Spuyten Duyvil, Riverdale, and Irvington stations.

A public hearing was held on January 23 at the Riverdale YM-YWHA. Eleven speakers commented on the proposed service changes, and an additional twelve members of the public submitted written comments. Metro-North reviewed the comments, and in response to the requests of several speakers, made changes to the proposed schedules to further improve service at Spuyten Duyvil and Riverdale stations at no additional expense.

**Marketing Plan**

This schedule change, combined with the October 2012 improvements, result in significant weekend and off-peak service improvements. To attract new riders to this improved service, we will continue a comprehensive marketing program that was initiated with the October 2012 improvements.

**West of Hudson**

Effective Sunday, March 24, Port Jervis Line trains will return to the pre-Hurricane Sandy schedules, as NJ TRANSIT continues to recover from the hurricane.

Metro-North Committee  
February 22, 2013  
Page 3

NJ TRANSIT schedule changes system wide will result in minor adjustments to connections between Secaucus Junction and New York-Penn Station for Port Jervis Line and Pascack Valley Line trains.

**Impact on the Operating Budget**

The net annual impact of these investment initiatives is included in Metro-North's operating budget.

**CDOT Approval**

The New Haven Line schedule changes have been approved by the Connecticut Department of Transportation.

**Next Schedule Change**

The next schedule change is planned for July 2013 on the New Haven Line only, to accommodate a capital construction project; the next full East of Hudson schedule change is planned for November 3, 2013.

The next schedule change for the Port Jervis and Pascack Valley Lines is planned for May 2013, with an exact date to be determined.

cc: F. Ferrer  
T. Prendergast  
N. Fernandez  
R. Burney  
S. Cummins  
R. Lieblong  
R. C. MacLagger  
M. Mannix  
D. Evans  
K. Porcelain

## APPENDIX

### Hudson Line:

- Additional half-hourly service off-peak and on weekends will be offered between Croton-Harmon and G.C.T. With this addition, service between Croton-Harmon and G.C.T. will operate twice per hour during the following time periods:
  - Weekdays: Inbound from 9 AM to 7 PM; outbound during all off-peak times.
  - Saturdays: Inbound from 5 AM to 10 PM; outbound from 7 AM to 1 AM.
  - Sundays: Inbound from 9 AM to 8 PM; outbound from 11 AM to 9:20 PM.
- This new service pattern features, in addition to the hourly all-stops locals that currently run between Croton-Harmon and New York, a second train each hour, which will make stops at the highest ridership stations: Marble Hill, Spuyten Duyvil, Riverdale, Yonkers, Hastings-on-Hudson, Dobbs Ferry, Irvington, Tarrytown, Ossining, and Croton-Harmon.
  - The stops at Spuyten Duyvil, Riverdale, and Irvington are new for the limited-stop trains. The addition of these stops provides customers at Spuyten Duyvil, Riverdale, and Irvington with improved off-peak and weekend train frequencies, greater convenience, and faster trip times compared to the hourly all-stops locals.
- In addition to the expansion of half-hourly service, most off-peak and weekend upper Hudson Line trains will now stop at Ossining and Tarrytown stations, providing a third train per hour for these two high-ridership stations.
- To provide better reverse commuting options between the West Bronx and Westchester County, select half-hourly trains in the morning and late afternoon, Monday through Saturday, will make all local stops between Croton-Harmon and G.C.T., thus providing half-hourly service at all lower Hudson Line stations during the time periods when customers travel to and from work.
- New upper Hudson Line trains provide better travel options for customers in upper Westchester, Putnam and Dutchess Counties.
  - Weekdays:
    - A new departure from Poughkeepsie at 8:30 AM, arriving G.C.T. at 10:10 AM, provides better frequency during the AM peak shoulder period.
    - A new departure from Poughkeepsie at 5:39 PM, arriving G.C.T. at 7:13 PM, provides half-hourly service from Poughkeepsie at the end of the work day.
    - A new reverse-peak departure from G.C.T. to Poughkeepsie at 6:15 AM will provide pre-7:00 AM express arrivals in Yonkers, Tarrytown, and Ossining, as well as an 8:03 AM arrival in Poughkeepsie.
    - A new departure from G.C.T. at 3:17 PM advances half-hourly peak frequency an hour earlier into the off-peak, providing better frequency for the pre-PM peak discretionary market.
  - Weekends:
    - New departures from G.C.T. at 4:17 PM on Saturdays, and 5:17 PM on Saturdays and Sundays, will provide additional half-hourly service to Poughkeepsie in the higher ridership late afternoon hours.
    - The Saturday-only 10:22 AM from Poughkeepsie will operate both Saturday and Sunday.

- Schedules of several trains just after the AM peak and just before the PM peak are adjusted to provide better headways at all stations during the transition between peak and off-peak service patterns. This adjustment results in up to 8 minutes additional travel time for some customers.
- Inbound off-peak and weekend upper Hudson Line trains will depart Poughkeepsie 16 minutes later than they currently do, to provide a convenient connection to the lower Hudson Line all-stops locals; currently customers on these trains who are traveling to a local stop must wait 26 minutes for a connecting local.
- Seven days per week, two late-night Poughkeepsie shuttles are now through trains, and one new inbound shuttle from Poughkeepsie provides inbound service one hour later.
  - The 9:59 PM shuttle to Croton-Harmon is now a through train, saving upper Hudson riders 25 minutes.
  - A new inbound shuttle departs Poughkeepsie at 11:56 PM, connecting with the last inbound local from Croton-Harmon.
- The shuttle connection for the 1:00 AM local from G.C.T. is now a through train, departing G.C.T. at 12:47 AM, and saving upper Hudson riders up to 25 minutes.

**Harlem Line:**

- Off-peak half-hourly service will be offered at the higher ridership times of day between Southeast and G.C.T. As on the Hudson Line, the new trains will make limited stops between Southeast and G.C.T., serving the highest ridership stations. With this addition, service between Southeast and G.C.T. will operate twice per hour during the following time periods:
  - Inbound half-hourly service operates from the end of the AM Peak through 7:00 PM, except between 11 AM and 2 PM.
  - Outbound off-peak half-hourly service operates from 6:00 AM until 9:48 AM; 11:48 AM until 4:00 PM; and 8:00 PM until 11:06 PM.
- In conjunction with the expansion of half-hourly service, eight of the new upper Harlem Line trains (four inbound and four outbound) will also stop at Hartsdale and Scarsdale stations, providing a third train per hour for these high-ridership stations.
- Sunday half-hourly service between G.C.T. and North White Plains, which was first instituted last October in the first round of service improvements, is expanded by three hours:
  - Inbound half-hourly service will begin an hour earlier, at 10 AM, and continue two hours later, until 7 PM.
  - Outbound half-hourly service will begin an hour earlier, at 11:25 AM, and continue two hours later, until 8:25 PM.

**New Haven Line:**

- Sunday half-hourly service between G.C.T. and Stamford, which was first instituted last October in the first round of service improvements, is expanded by up to five hours:
  - Inbound half-hourly service will be extended five hours later, from 11:00 AM until 9:43 PM.
  - Outbound half-hourly service will begin three hours earlier, at 10:37 AM, and continue one hour later, until 8:37 PM.

# Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject <b>SUBLEASE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>PAUL M. FITZPATRICK</b>

Date <b>MARCH 13, 2013</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North Committee	3/11/13		X	
2	Finance Committee	03/11/13	X		
3	Board	03/13/13	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal
3	Chief of Staff		
2	Chief Financial Officer		

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

SUBLESSEE: City of New York ("NYC" or the "City")

LOCATION: Railroad Terrace at West 254<sup>th</sup> Street, and a portion of Metro-North's Riverdale Station parking lot, Hudson Line, Bronx, New York (the "Property")

ACTIVITY: Sublease

ACTION REQUESTED: Approval of terms

TERM: 262 years

SPACE: Approximately 12,000 square feet of subsurface rights (400 linear feet long by 30 feet wide)

COMPENSATION: One dollar, payment waived

## COMMENTS

Metro-North has increased its efforts to identify preventative measures to be taken at railroad locations that are particularly vulnerable to storm flooding.

During storm events, storm water flows unimpeded down West 254<sup>th</sup> Street in Riverdale, from east to west, and onto MNR's right-of-way, causing flooding of the tracks and potential safety issues. This is due to a lack of existing drainage infrastructure for almost the entire length of West 254<sup>th</sup> Street. To address this problem, Metro-North will enter into a lease with the City's Department of Environmental Protection ("NYC DEP" or "DEP"), the agency charged with matters related to sewage and drainage, to enable DEP to undertake a drainage improvement project.

Metro-North's lease for the Hudson Line with Midtown Trackage Ventures (the "Harlem/Hudson Lease"), which includes the Property, permits MTA to enter into sublease agreements, and the City has agreed to execute a sublease of the subsurface area in question for 262 years through the year 2274 (coterminous with the Harlem/Hudson Lease).

This sublease will allow DEP and its contractor to enter onto the Property to, at DEP's sole cost and expense, correct the drainage problems through the installation of appropriate piping from the intersection of West 254<sup>th</sup> Street northerly along Metro-North's Railroad Terrace and the Riverdale station parking lot, connecting with an existing subsurface culvert in the vicinity of West 255<sup>th</sup> Street, which will divert storm water under Metro-North's tracks and out to the Hudson River. Metro-North has submitted to DEP, and DEP has approved, a "Conceptual Drainage Improvement" plan which NYCDEP will pay for and implement at DEP's cost.

## Staff Summary



Metropolitan Transportation Authority

### FINANCE COMMITTEE MEETING

Railroad Terrace at West 254<sup>th</sup> Street, and a portion of Metro-North's Riverdale Station parking lot  
(Cont'd.)

Page 2 of 2

Further, and at its sole cost and expense, DEP will maintain and repair the drainage improvements, and provide the necessary indemnifications. For subsequent maintenance, repair or inspections, DEP and/or its contractor will have to enter into a standard MNR entry permit, the form of which will be attached to the sublease.

As this work is sufficiently removed from the Hudson Line tracks, no flagmen are required. As part of the negotiations with the City, any ancillary force account charges for monitoring the work have been waived.

An appraisal was obtained by MTA Real Estate as required by the Public Authorities Law which estimated the value of the subsurface rights in question at \$50,000. However, as permitted by the Public Authorities Law, Metro-North will grant such rights to the City for \$1/payment waived in consideration of the public purpose and benefit of the project, and the sublease will stipulate that the subleased interest and its use will remain with the City. There is no reasonable alternative to the proposed transfer that would achieve the same purpose of such transfer.

Based on the foregoing, Real Estate requests that the Board make a determination that there is no reasonable alternative to the proposed transfer that would achieve the same purpose of such determination, and authorization to enter into a sublease with the City of New York on the terms and conditions described above.

# Staff Summary



Metropolitan Transportation Authority

Subject <b>LEASE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>DANIEL LEVINE</b>

Date <b>March 13, 2013</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/11/13	X		
2	Board	3/13/13	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal
3	Chief of Staff		
2	Chief Financial Officer		

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

LESSEE: Rent-A-Chef Inc. d/b/a Babycakes Café ("Babycakes")

LOCATION: Poughkeepsie Station Building

ACTIVITY: Operation of a café

TERM: Ten years

SPACE: 2500 square feet with an additional 100 square feet for a kiosk

Annual Base Rent plus 8% of gross sales over a breakpoint beginning Year 4.

COMPENSATION:	Year	Annual Rent	Monthly Rent	Increase	Per Sq. Ft.	Breakpoint
	1	\$30,000.00	\$2,500.00	0.00%	\$12.00	N/A
	2	\$30,000.00	\$2,500.00	0.00%	\$12.00	N/A
	3	\$36,000.00	\$3,000.00	20.00%	\$14.40	N/A
	4	\$37,800.00	\$3,150.00	5.00%	\$15.12	\$472,500.00
	5	\$39,690.00	\$3,307.50	5.00%	\$15.88	\$496,125.00
	6	\$41,674.00	\$3,472.83	5.00%	\$16.67	\$520,925.00
	7	\$43,758.00	\$3,646.50	5.00%	\$17.50	\$546,975.00
	8	\$45,946.00	\$3,828.83	5.00%	\$18.38	\$574,325.00
	9	\$48,243.00	\$4,020.25	5.00%	\$19.28	\$603,037.00
	10	\$50,656.00	\$4,221.33	5.00%	\$20.26	\$633,200.00

ACTION REQUESTED: Approval of terms

## COMMENTS:

A Request for Proposals ("RFP") was offered for the concession area (2500 square feet), a mandatory morning coffee kiosk in the overpass, and the Hudson overlook area (900 square feet) at the Poughkeepsie Station Building and attached garage.

# Staff Summary

## FINANCE COMMITTEE MEETING Lease Agreement (Cont'd.)



Page 2 of 2

In response to the RFP, two proposals were received. The two proposers were Bread Alone Inc. ("Bread Alone") and Babycakes. Both proposals were for the operation of a café offering breakfast and lunch type menus. After an analysis of the proposals, MTA Real Estate ("MTARE") concluded that it was prudent to request best and final offers from both proposers. Subsequently, after additional analysis of the foot traffic at the station and due to conflicting projects, Bread Alone withdrew its proposal.

The existing Babycakes Café, located in the Arlington neighborhood of Poughkeepsie next to Vassar College, is a well-established restaurant serving breakfast, lunch and dinner, and providing catering services. In its current location, Babycakes occupies 3000 square feet with seating for 90 guests and is well known for supporting local artists, musicians and charitable causes.

Some of Babycakes plans for Poughkeepsie Station include:

- Provision of a "grab and go" coffee cart kiosk in the station overpass above the tracks.
- Opening of the concession window space in the main lobby and installing a pastry case, beverage cooler and new service counters.
- Updating the façade with a chalk menu board and prominent signage.
- Adding tables to the space, including high top bar tables with stools.
- Offering baked goods produced daily at Babycakes' Arlington location and transported to the station.
- Offering hot and cold selections for all meal periods.
- Promotion of the new Babycakes location to the local population and visitors to the area.

Initially Babycakes will not rent the Hudson overlook area, but will (as was contemplated by the RFP) be granted a right of first offer to lease the space for its future fair market value, when and if the MTA wishes again to market such space.

After an initial three-year period of establishing the café at this promising yet unproven location, in addition to base rent, percentage rent in excess of a breakpoint will be paid as indicated above. Such rent falls well within the range of the fair market rental value of \$26,050 - \$31,000 per annum, as estimated by MTA Real Estate's independent consultant.

MTARE received a favorable credit report for both Babycakes and its principal Susan Wysocki, and financial statements indicating that there are sufficient financial resources to complete the intended build-out and operate the business.

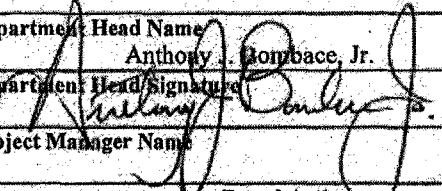
Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with Babycakes on the terms described above.





**Metro-North Railroad**

# **Procurements March 2013**

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement and Material Management
<b>Department Head Name</b>	Anthony J. Bonbace, Jr.
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	
<b>Board Action</b>	

<b>Date</b>	February 19, 2013
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Order	To	Date	Approval	Info	Other
1	MNRComm Mtg	3-11-13	X		
2	MTA Board Mtg	3-13-13	X		

Internal Approvals			
Approval			Approval
X	President	X	General Counsel
X	Sr. VP Operations		Capital Programs
X	Sr. VP Administration		VP Planning
X	VP Finance & IT	X	Chief of Staff

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Press		Government Relations		Labor Relations		Other
			Safety		Human Resources		

**PURPOSE:**

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

**DISCUSSION:**

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

# of Actions      \$ Amount

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

NONE

Schedules Requiring Majority Vote

NONE

**SUB TOTAL:**

MNR proposes to award competitive procurements in the following categories:

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

SUB TOTAL:

MNR presents the following procurement actions for Ratification:

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

Schedule D: Ratification of Completed Procurement Actions NONE

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions

- C&D Technologies, Inc. \$88,994
- Eastern Communications, Ltd. \$125,610
- Twinco Manufacturing Company, Inc. \$1,395,000
- Nadler Mobile, LLC \$27,332

SUB TOTAL:	4	\$1,636,936
TOTAL:	4	\$1,636,936

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

MARCH 2013

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

NONE

MARCH 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

NONE

**MARCH 2013**

**METRO-NORTH RAILROAD**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions**

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

- |    |                                       |                             |
|----|---------------------------------------|-----------------------------|
| 1. | a) C & D Technologies, Inc.           | \$88,994 (not-to-exceed)    |
|    | b) Eastern Communications, Ltd.       | \$125,610 (not-to-exceed)   |
|    | c) Twinco Manufacturing Company, Inc. | \$1,395,000 (not-to-exceed) |
|    | d) Nadler Mobile, LLC                 | \$27,332 (not to exceed)    |

In the wake of the significant and widespread damage resulting from Hurricane Sandy throughout MNR's Service Territory, and in accordance with the emergency powers approved by MTA Chairman Lhota, expedited procurement actions were initiated in order to provide the recovery and efficient operation of Metro-North services as well as to mitigate further risks to Metro-North's operations. MNR Procurement sought competitive quotes/bids whenever possible. In those cases where the contractors who have contracts in-place with MNR were already mobilized, had equipment readily available, and were able to respond to MNR's requirements immediately, MNR expedited agreements to enable work to begin as soon as possible. Rates and costs were reviewed in accordance with those agreements already in place, and deemed fair and reasonable for the level of equipment and/or services provided. The procurements were funded by the MNR Operating Budget but MTA/MNR will seek reimbursement through Insurance and FEMA/Federal funding. The procurements were performed in accordance with PAL 1265-a (4 a) and in conjunction with the MTA All-Agency Procurement Guidelines Art. III-A; and are as follows:

a) C & D Technologies, Inc. - Battery Charging Systems & Battery Banks for Tarrytown, NY and Grand Central Terminal (GCT) - The Tarrytown Fiber Optic Node Battery Plant was flooded with several feet of water as a result of Hurricane Sandy, damaging the Network Infrastructure equipment. The GCT Fiber Optic Node Battery Plant was also damaged due to severe voltage and current spikes during the storm which resulted in brown outs to various parts of New York City. Both Battery Plants provide power for the Network Infrastructure system to transport telecommunications services for MNR's Centralized Traffic Control (CTC), Supervisory Control and Data Acquisition (SCADA), Public Address, Radio, Telephone and Corporate data systems which are all critical to the daily operation of the railroad. As the reliability of both systems had been compromised, Tarrytown and GCT experienced numerous system-wide alarms, with the GCT node operating at only 50% capacity. In order to return this equipment back to full operation, emergency procurements were completed with C&D Technologies. C & D is the Original Equipment Manufacturer (OEM) of MNR's Battery Charging Systems and Battery Banks (e.g. - battery plant, power modules, battery monitors, transducers, breakers, modular rectifiers). Utilization of a different manufacturer's equipment would require substantial software and system changes to MNR's Network Monitoring System that is equipped and programmed to monitor power systems. Negotiations by MNR Procurement resulted in a MNR discount of 35-40%, compared to a 25% discount that is offered to other customers. Procurement also conducted a cost analysis of MNR's prior pricing vs. the current emergency pricing

quoted by C&D Technologies and it was determined that MNR's special customer/emergency 2012 pricing resulted in an additional 3% of savings from the 2011 pricing received by MNR. The total cost for the equipment is not-to-exceed \$88,994.

b) Eastern Communications, Ltd. - Radio Base Stations. A storage container in Harmon housing nineteen (19) two-way radio base stations awaiting installation at MNR radio sites was flooded with several feet of water due to Hurricane Sandy. The stored equipment was completely submerged and resulted in irreparable damage to the equipment. The damaged radio base stations were part of an upgrade to MNR's radio systems that was mandated by the Federal Communications Commission (FCC) to meet narrow banding requirements by January 1, 2013. The loss of the 19 radio base stations has prevented MNR from meeting the January 2013 deadline. Additionally, failure to show good faith effort to replace the equipment could result in the FCC taking punitive measures which could include revocation of operation licenses, fines or both.

Previously, MNR selected Eastern Communications through a competitive process to provide the radio base stations in March 2012; Eastern Communications was requested to supply the replacement equipment after the storm as well. MNR received pricing consistent with the NYS OGS contract price which is the same pricing received for the equipment previously purchased. The total cost for the equipment is not-to-exceed \$125,610.

c) Twinco Manufacturing Company, Inc. - Impedance Bond Boxes (IBB)

Immediately following the storm on October 29, 2012, the C&S Department was able to assess the damage within the third rail territory on the Hudson and Harlem Lines, and the lower portion of the New Haven Line. As a result of these inspections, it was determined that all Impedance Bond Boxes throughout the signal system were significantly damaged or were rendered unreliable due to water infiltration. The Bond Boxes were manufactured by Twinco Manufacturing Co., Inc.

The Bond Boxes separate the signal circuits from the traction power return circuits in which a failure restricts the flow of train traffic in the circuit affected. While the Bond Boxes are currently functioning, there has been and continues to be an increased failure rate for this equipment, with attendant train delays. The replacement of these Bond Boxes is critical in order to maintain reliable train operations with the signal and traction return systems functioning as intended.

The negotiated unit price for the Impedance Bond Boxes is approximately 3% less than the unit price paid in 2010. In order to facilitate a system-wide replacement of these boxes for immediate need, Twinco was authorized to start manufacturing 300 Bond Boxes for January and March 2013 delivery. The total cost for the Bond Boxes for the initial replacement is a not-to-exceed amount of \$1,395,000.

d) Nadler Mobile, LLC - Box Office Trailer

The Communication & Signals Department (C&S) requires a replacement to the existing trailer located at its Maintenance Headquarters in Tarrytown which was damaged due to Hurricane Sandy. The trailer and most of its internal electrical wiring, insulation and bathroom equipment was submerged and received irreparable damage from the flood waters. The damage caused by the flood water has raised safety concerns regarding the electrical wiring in addition to the concerns related to mold issues. Two competitive price quotes were received and the firm Nadler Mobile, LLC provided the lowest dollar cost per square foot (\$56.94), and is approximately 8% lower per square foot (\$61.79) than the other firm. Pricing is deemed fair and reasonable. The total not-to-exceed cost for the unit is \$27,332.





**Metro-North Railroad**

**Status of Operations  
Report  
March 2013**



# **MONTHLY OPERATING REPORT**

February 2013

Performance Summary			2013 Data			2012 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	97.0%	92.7%	92.7%	98.7%	98.7%
		AM Reverse Peak	97.6%	95.3%	95.3%	98.3%	98.3%
		PM Peak	98.0%	98.2%	98.2%	99.2%	99.2%
		<b>Total Peak</b>		<b>95.3%</b>	<b>95.3%</b>	<b>98.8%</b>	<b>98.8%</b>
		Off Peak Weekday	97.9%	97.8%	97.8%	99.0%	99.0%
		Weekend	97.9%	98.5%	98.5%	98.9%	98.9%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.9%</b>	<b>97.9%</b>	<b>99.0%</b>	<b>99.0%</b>
		AM Peak	98.0%	93.8%	93.8%	99.5%	99.5%
		AM Reverse Peak	98.5%	94.8%	94.8%	99.0%	99.0%
		PM Peak	98.4%	99.3%	99.3%	99.0%	99.0%
		<b>Total Peak</b>		<b>96.2%</b>	<b>96.2%</b>	<b>99.2%</b>	<b>99.2%</b>
		Off Peak Weekday	98.1%	98.9%	98.9%	98.8%	98.8%
		Weekend	98.2%	99.3%	99.3%	98.9%	98.9%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>97.5%</b>	<b>97.5%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	98.0%	93.2%	93.2%	97.6%	97.6%
		AM Reverse Peak	98.0%	96.6%	96.6%	97.1%	97.1%
		PM Peak	98.5%	98.3%	98.3%	99.4%	99.4%
		<b>Total Peak</b>		<b>95.7%</b>	<b>95.7%</b>	<b>98.2%</b>	<b>98.2%</b>
		Off Peak Weekday	98.4%	98.3%	98.3%	99.6%	99.6%
		Weekend	98.5%	99.1%	99.1%	99.0%	99.0%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	95.7%	91.7%	91.7%	99.0%	99.0%
		AM Reverse Peak	96.8%	94.5%	94.5%	99.2%	99.2%
		PM Peak	97.5%	97.4%	97.4%	99.2%	99.2%
		<b>Total Peak</b>		<b>94.4%</b>	<b>94.4%</b>	<b>99.1%</b>	<b>99.1%</b>
		Off Peak Weekday	97.5%	96.8%	96.8%	98.7%	98.7%
		Weekend	97.4%	97.6%	97.6%	98.8%	98.8%
<b>Operating Statistics</b>							
<b>Trains Scheduled</b>				<b>18,248</b>	<b>18,248</b>	<b>17,662</b>	<b>17,662</b>
<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>				12.6	12.6	13.1	13.1
<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>			1,000	126	126	38	38
<b>Trains Canceled</b>			160	7	7	5	5
<b>Trains Terminated</b>			160	23	23	11	11
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.8%	99.8%	99.9%	99.9%
<b>Consist Compliance</b> <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>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>
		AM Peak	97.7%	99.4%	99.4%	99.4%	99.4%
		AM Reverse Peak	97.7%	100.0%	100.0%	100.0%	100.0%
		PM Peak	97.3%	99.4%	99.4%	99.8%	99.8%
		<b>Total Peak</b>		<b>99.5%</b>	<b>99.5%</b>	<b>99.6%</b>	<b>99.6%</b>
		Off Peak Weekday	99.3%	99.8%	99.8%	99.9%	99.9%
		Weekend	99.3%	99.9%	99.9%	99.8%	99.8%
	<b>Hudson Line</b>	AM Peak	99.0%	99.9%	99.9%	100.0%	100.0%
		PM Peak	99.0%	99.8%	99.8%	100.0%	100.0%
	<b>Harlem Line</b>	AM Peak	99.0%	99.9%	99.9%	100.0%	100.0%
		PM Peak	99.0%	100.0%	100.0%	99.8%	99.8%
	<b>New Haven Line</b>	AM Peak	96.0%	98.6%	98.6%	98.5%	98.5%
		PM Peak	95.0%	98.7%	98.7%	99.7%	99.7%

Categories of Delay	2013 Data			2012 Data	
	December	January	YTD thru January	January	YTD thru January
<b>Train Delay Incidents Resulting in Late Trains.</b>					
<i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>					
<b>Maintenance of Way</b>	115	326	326	102	102
<b>Capital Projects</b>	8	2	2	0	0
<b>Maintenance of Equipment</b>	102	167	167	71	71
<b>Operations Services</b>	25	12	12	11	11
<b>Police Incidents</b>	58	28	28	11	11
<b>Other</b>	8	2	2	6	6
<b>Customers</b>	53	23	23	24	24
<b>3rd Party Operations</b>	1	0	0	1	1
<i>(Other railroads, marine traffic, etc.)</i>					
<b>Weather and Environmental</b>	15	102	102	3	3



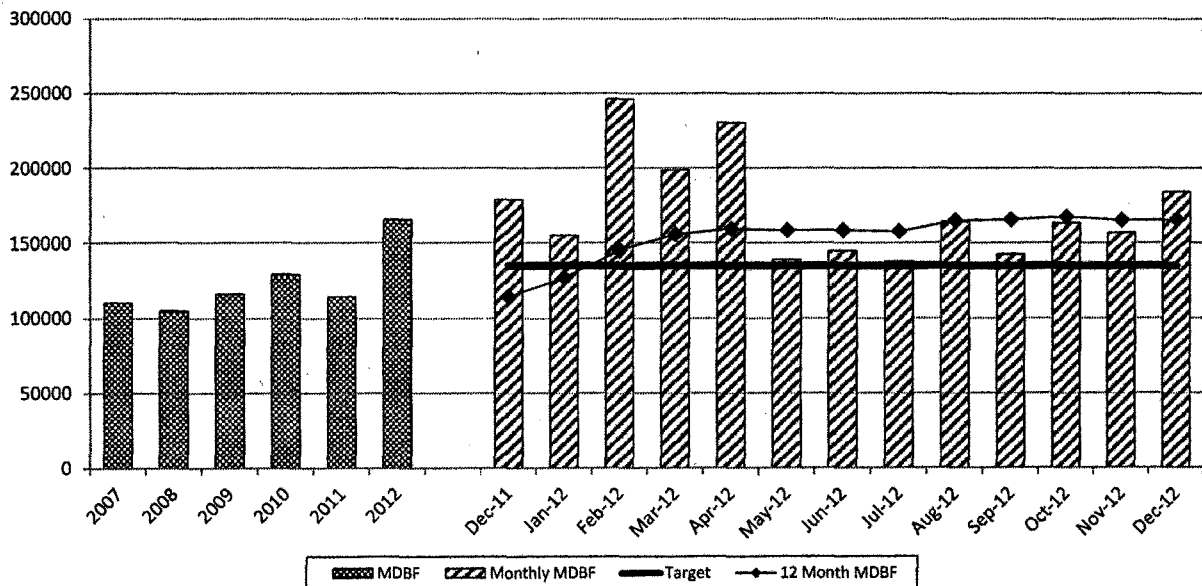
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
01/03	Thr	Train 924 unable to take power on the Upper Level, disabled from track 1 to track E.	13	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0	0
01/09	Wed	4A track circuit was down on track 4 at cp 3 and the 42 switch was flashing out of correspondence, causing delays.	36	0	0	2	0	0	0	0	0	0	0	0	0	0	0	38	0	0
01/16	Wed	42 Switch out of correspondence at cp 3, causing delays.	8	0	0	0	0	0	0	0	0	3	0	0	0	0	0	11	0	0
01/23	Wed	Track circuit down on track 2 south of White Plains (BK2182) account broken rail.	21	0	0	3	0	0	0	0	0	0	0	0	0	0	0	24	0	0
01/23	Wed	Track circuit down on track 3 north of Glenwood (BK1683), found bond box needed replacement.	12	0	0	9	0	0	0	0	0	0	0	0	0	0	0	21	0	0
01/23	Wed	Track circuit down on track 3 (1063 circuit) account broken rail.	5	0	0	7	0	0	0	0	0	3	0	0	0	0	0	15	0	0
01/23	Wed	Trains were flagged by cp407-cp408 due to second track circuit south of cp407 was dropping intermittently.	7	0	0	1	0	0	0	0	0	2	0	0	0	0	0	10	0	0
01/24	Thr	Track circuit dropping intermittently at cp5, causing congestion.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
01/25	Fri	The flashers on the crossing protection at Virginia Rd in North White Plains, mp24.5, were not working.	0	0	0	0	0	0	9	0	0	12	0	0	0	0	0	21	0	0
01/25	Fri	Due to a blown feeder at Mt. Vernon East sub-station, trains operated in P2 from Harrison Phase Gap to Pelham changeover station, causing delays.	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	0	0
01/31	Thr	Tree down on track 4 between CAT 479 and CAT 480 (Darien), taken the feeder wire down fouling track 2.	11	0	0	4	0	0	0	0	0	4	0	0	0	0	0	19	0	0
01/31	Thr	Numerous track circuits dropped on both tracks between CP143 and CP152, causing delays.	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	0	0
TOTAL FOR MONTH			127	0	0	27	0	0	9	0	0	52	0	0	0	0	0	215	0	0
																		215		

	Equip- ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	179	80,000	80,458	10	11	118,963	118,963	169,516	8	66,742
	M4/M6	100	60,000	57,598	7	7	68,054	68,054	88,663	7	44,244
	M8	164	200,000	385,327	5	3	133,316	133,316	124,011	3	140,679
	M3	140	120,000	258,568	3	0	550,018	550,018	148,679	2	240,266
	M7	336	440,000	904,140	4	2	731,998	731,998	457,064	4	607,699
	Coach	213	290,000	270,169	5	5	394,501	394,501	1,383,065	1	357,159
	P-32	31	35,000	46,905	5	4	36,692	36,692	32,451	6	35,159
	BL-20	12	12,000	28,715	3	1	10,824	10,824	8,410	3	10,136
	<b>Fleet</b>	<b>1175</b>	<b>135,000</b>	<b>184,189</b>	<b>42</b>	<b>33</b>	<b>165,694</b>	<b>165,694</b>	<b>178,747</b>	<b>34</b>	<b>114,347</b>
	M2/4/6/8		100,000	116,391	22	21	106,239	106,239	130,489	18	61,253
	M3/7		300,000	1,033,424	7	2	701,668	701,668	354,269	6	502,718
	Diesel/Coach		120,000	156,718	13	10	139,037	139,037	160,300	10	134,006

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**  
**2007-2012**



West of Hudson Performance Summary			2013 Data			2012 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
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	96.4%	96.0%	96.0%	97.6%	97.6%
		AM Peak	97.3%	95.6%	95.6%	97.5%	97.5%
		PM Peak	96.8%	96.3%	96.3%	98.5%	98.5%
		Total Peak		95.9%	95.9%	98.0%	98.0%
		Off Peak Weekday	95.9%	95.0%	95.0%	97.6%	97.6%
		Weekend	95.9%	98.0%	98.0%	96.9%	96.9%
	Pascack Line	Overall	97.0%	96.9%	96.9%	98.5%	98.5%
		Valley Line	AM Peak	98.0%	97.6%	97.6%	97.5%
	PM Peak		97.5%	97.3%	97.3%	97.9%	97.9%
	Total Peak			97.5%	97.5%	97.7%	97.7%
	Off Peak Weekday		96.5%	95.5%	95.5%	100.0%	100.0%
	Weekend		96.5%	98.8%	98.8%	97.4%	97.4%
	Port Jervis Line		Overall	95.5%	94.7%	94.7%	96.2%
		AM Peak	96.0%	92.9%	92.9%	97.5%	97.5%
		PM Peak	96.0%	95.2%	95.2%	99.2%	99.2%
		Total Peak		94.0%	94.0%	98.3%	98.3%
		Off Peak Weekday	95.0%	94.2%	94.2%	94.3%	94.3%
		Weekend	95.0%	96.7%	96.7%	96.3%	96.3%
Operating Statistics							
Trains Scheduled			1,715	1,715	1,646	1,646	
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.3	18.3	22.1	22.1	
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	25	25	15	15	
Trains Canceled			7	7	2	2	
Trains Terminated			1	1	3	3	
Percent of Scheduled Trips Completed		99.8%	99.5%	99.5%	99.7%	99.7%	

## JANUARY 2013 STANDEE REPORT

### East of Hudson

			JAN 2012	YTD 2012	JAN 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	15	15	24	24
		<b>Total Standees</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>24</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>15</b>	<b>15</b>	<b>24</b>	<b>24</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	2	2
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	34	34
		<b>Total Standees</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>34</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>2</b>	<b>2</b>	<b>36</b>	<b>36</b>

### West of Hudson

			JAN 2012	YTD 2012	JAN 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### 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 (as reported in the weekday equipment reports).

**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.





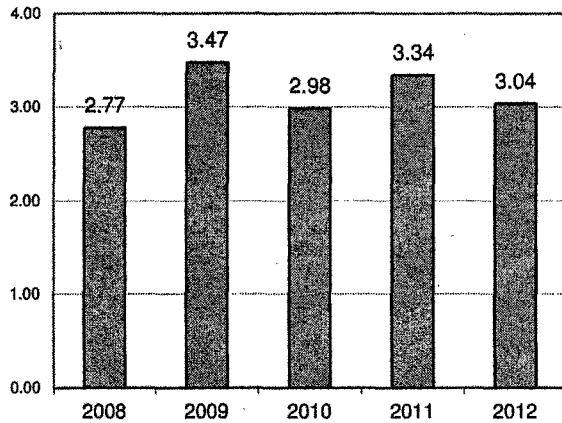
**Metro-North Railroad**

# **Safety Report**

## **March 2013**

## MTA Metro-North Railroad

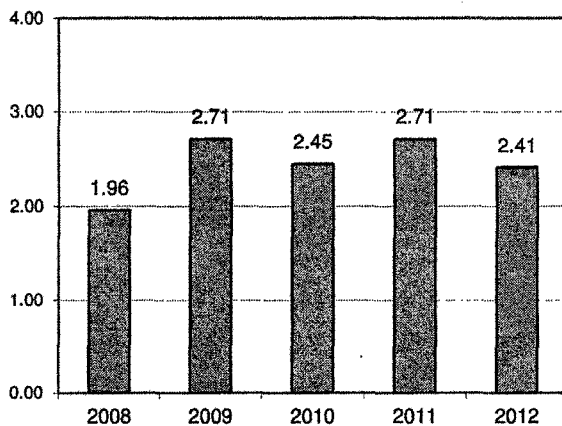
### Summary of Employee Injuries thru December



#### Total Employee Injuries

Year	Total	Total FI*
2008	174	2.77
2009	219	3.47
2010	184	2.98
2011	208	3.34
2012	189	3.04

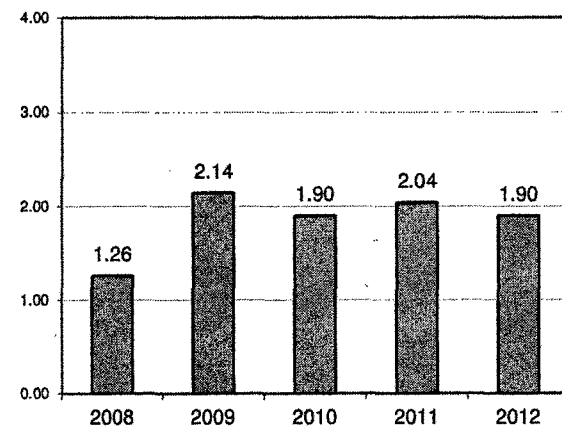
% change from last year: -9.1%  
2012 Total FI Goal 2.90



#### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	123	1.96
2009	171	2.71
2010	151	2.45
2011	169	2.71
2012	150	2.41

% change from last year: -11.2%  
2012 FRA FI Goal 2.50



#### Employee Lost Time and Restricted Duty Injuries

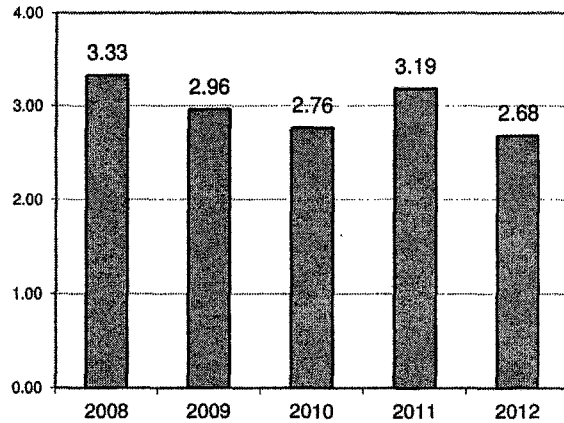
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	53	26	0.84	0.41	1.26
2009	117	18	1.86	0.29	2.14
2010	98	19	1.59	0.31	1.90
2011	100	27	1.61	0.43	2.04
2012	110	8	1.77	0.13	1.90

% change from last year: -7.0%  
2012 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

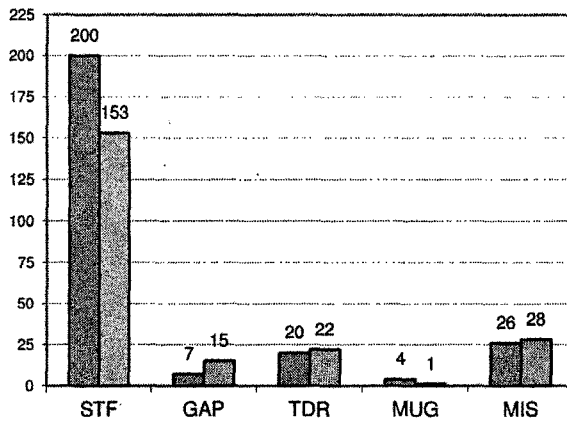
### Summary of Customer/Contractor Injuries thru December



Total Customer Injuries

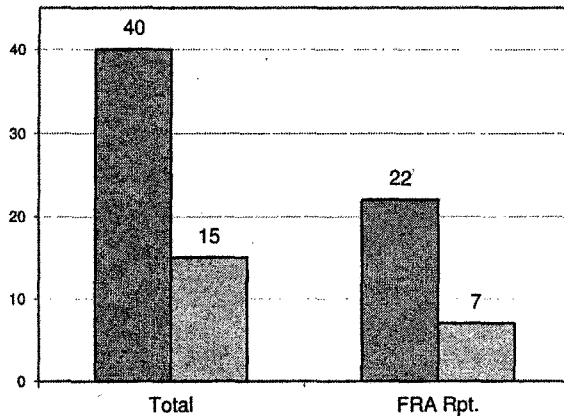
Year	Total	Total FI*
2008	271	3.33
2009	231	2.96
2010	219	2.76
2011	256	3.19
2012	218	2.68

% change from last year: -15.9%  
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	200	7	20	4	26
2012	153	15	22	1	28



Contractor Injuries

Year	Total	FRA Rpt.
2011	40	22
2012	15	7
% Chg	-62.5%	-68.2%

\* - Injuries per 1,000,000 rides



**Metro-North Railroad**

# **Financial Report**

## **March 2013**



**FINANCIAL STATEMENTS**

**MONTH ENDED: DECEMBER 31, 2012 (PRELIMINARY)**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

**MTA METRO-NORTH RAILROAD  
DECEMBER 2012 PRELIMINARY FINANCIAL AND RIDERSHIP REPORT  
EXECUTIVE SUMMARY**

Preliminary 2012 financial results were favorable as compared to the Final Estimate. Total operating revenues were slightly higher than the Final Estimate, resulting from higher GCT revenues from retail operations and digital advertising, offset by passenger revenue losses due to lower ridership over the last several months due to Tropical Storm Sandy. Operating expenditures (excluding non-cash expenses) were 3.5% lower than projected despite approximately \$8.5 million in Sandy-related emergency coverage and repair costs. Capital program expenditures (and reimbursements) were \$21.7 million (11.3%) lower than the Final Estimate due to management efforts to more efficiently perform project work and project timing.

**Ridership**

Total rail ridership was 7.0 million riders for the month and 83.0 million riders year-to-date.

**East of Hudson**

- Month of December ridership of 6.9 million was 3.3% lower than the Final Estimate due to ongoing effect of Tropical Storm Sandy. Compared to 2011, ridership for the month was 1.7% lower.
- December YTD ridership of 81.4 million was 2.0% lower than the Final Estimate due to the impact of Tropical Storm Sandy. Compared to 2011, year-to-date ridership was 0.9% higher.
- Commutation ridership was 2.2% lower year-to-date and 2.9% lower for the month vs. the Final Estimate. Compared to 2011, December year-to-date commutation ridership was 0.2% lower.
- Non-commutation ridership was 1.7% lower year-to-date and 3.8% lower for the month vs. the Final Estimate. Compared to 2011, December year-to-date non-commutation ridership was 1.8% lower.

**West of Hudson**

- Year-to-date ridership was 13.3% lower than the Final Estimate extensively due to the effects of Tropical Storm Sandy and to a lesser effect a slower than projected recovery of ridership losses following the three month suspension of Port Jervis Line service in 2011.

**Revenue**

- Total Revenue of \$810.4 million through December preliminary results was \$21.2 million (0.3%) lower than the Final Estimate.
- Fare Box Revenue of \$587.5 million year-to-date was \$2.6 million (0.4%) lower than the Final Estimate due to lower ridership from Tropical Storm Sandy and slower than forecasted ridership growth.
- Other Operating Revenue of \$52.0 million was \$3.0 million higher through December primarily due to higher GCT retail net revenue combined with higher advertising.
- Capital and Other Reimbursements of \$171.0 million was \$21.7 million lower through December due primarily to lower invoiced activity related to work efficiencies and timing differences in collections of capital project work.

**Expenses**

- Total Expenses of \$1,438.6 million through December preliminary results were \$77.5 million (5.1%) lower than the Final Estimate. Most of the under-run was primarily due to lower non payroll costs for non-reimbursable and reimbursable material and supplies usage, contract service costs, timing of Tropical Storm Sandy expenditures, and non-cash accruals for depreciation and OPEB obligation.
- Labor costs were \$3.5 million or 0.4% favorable vs. the Final Estimate primarily due to vacancies and reimbursable capital project work for several track and signal projects.

**Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 67.9% through December preliminary results was 2.6% higher than the Final Estimate due to lower expenses.
- Adjusted Cost per Passenger of \$11.81 through December preliminary results was \$0.22 lower than projected also due to lower expense levels.
- Revenue per Passenger of \$7.31 for the year was on-target to the Final Estimate.

**MTA METRO-NORTH RAILROAD  
DECEMBER 2012 FINANCIAL REPORT  
PRELIMINARY (POST CLOSE-1) ACTUALS VS. FINAL ESTIMATE**

**REVENUE**

**Total Revenue** – \$21.2 million (2.6%) lower than the Final Estimate through December.

- **Fare Box Revenue** – \$2.6 million (0.4%) lower than the Final Estimate for the year primarily due to ridership losses from Tropical Storm Sandy and slower than projected ridership growth.
- **Other Operating Revenue** – year-to-date revenues were \$3.0 million higher than the Final Estimate primarily due to higher advertising revenue from GCT displays combined with higher GCT net retail revenues.
- **Capital and Other Reimbursements** – \$21.7 million (11.3%) lower than the Final Estimate due to lower project costs due management efficiencies in program work and timing differences/rescheduling in expenditures for various capital projects.

**EXPENSES**

**Total Expenses** – Year-to-date was \$77.5 million (5.1%) lower than the Final Estimate through December due primarily to lower non payroll costs for non-reimbursable and reimbursable material and supplies usage and contract service costs, timing of Tropical Storm Sandy expenditures, and non-cash accruals for depreciation and OPEB obligation.

**Labor expenses** (including fringes and overhead recoveries) were \$3.5 million (0.4%) lower than the Final Estimate for the year primarily due to vacancies, efficiencies in the scheduling of forces for reimbursable project work for several right-of-way track and signal projects and lower overtime costs.

**Non-Labor Expenses**

Total non-labor expenses were \$57.6 million lower than the Final Estimate for the year.

- **Electric Power** – \$3.2 million lower than the Final Estimate due to lower traction power prices and consumption
- **Fuel** – on target to the Final Estimate
- **Insurance** – Year-to-date, premiums were \$0.3 million lower than the Final Estimate.
- **Claims** – Anticipated year-end accrual entries will reduce the favorable variance to the Final Estimate.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$16.5 million lower vs. the Final Estimate due to rescheduled car disposals, lower expenses for facility and equipment maintenance contracts and vehicle repairs, timing of Tropical Storm Sandy expenditures as well as timing differences in reimbursable capital project activity.
- **Professional Services** – \$0.4 million higher than the Final Estimate due to timing of reimbursable capital project activity.
- **Materials & Supplies** – year-to-date expenditures were \$25.2 million below the Final Estimate due to timing differences in reimbursable capital project activity (primarily West Haven Station and track programs), lower rolling stock material usage and purchases associated with the replacement of the aging New Haven Line car fleet with new M-8 cars, and timing of Tropical Storm Sandy expenditures.
- **Other Business Expenses** – \$7.9 million lower than the Final Estimate primarily due to lower purchases for non-operating activity as well as timing of Tropical Storm Sandy expenditures.
- **Depreciation and Other Non Cash Liability Adjustments** - \$19.6 million below the Final Estimate due to lower OPEB obligation (\$9.8 million), lower capitalization of assets (\$7.2 million), and fewer projects requiring environmental remediation (\$2.6 million).

**CASH DEFICIT**

The Cash Deficit through December was \$59.8 million below the 2012 Final Estimate primarily due to the lower expenses noted above and the net effect of cost adjustments and timing differences in the payment of pension and OPEB contribution requirements.

**MTA METRO NORTH RAILROAD**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PC - 1 ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-A

**NON-REIMBURSABLE**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$588,964	\$590,040	\$587,452	(\$1,512)	(0.3)	(\$2,588)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	43,902	48,962	51,993	8,091	18.4	3,031	6.2
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$632,866</b>	<b>\$639,002</b>	<b>\$639,445</b>	<b>\$6,579</b>	<b>1.0</b>	<b>\$0,443</b>	<b>0.0</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$406,393	\$403,616	\$401,015	\$5,378	1.3	\$2,601	0.6
Overtime	53,855	57,071	55,224	(1,369)	(2.5)	1,847	3.2
Health and Welfare	91,818	88,152	82,082	9,736	10.6	6,070	6.9
OPEB Current Payment	16,000	18,000	19,039	(3,039)	(19.0)	(1,039)	(5.8)
Pensions	66,394	62,697	67,234	(0,840)	(1.3)	(4,537)	(7.2)
Other Fringe Benefits	94,965	92,440	93,632	1,334	1.4	(1,192)	(1.3)
Reimbursable Overhead	(41,751)	(36,986)	(33,434)	(8,317)	(19.9)	(3,552)	(9.6)
<b>Total Labor Expenses</b>	<b>\$687,674</b>	<b>\$684,990</b>	<b>\$684,792</b>	<b>\$2,883</b>	<b>0.4</b>	<b>\$0,199</b>	<b>0.0</b>
<b>Non-Labor:</b>							
Electric Power	\$84,648	\$74,619	\$71,123	\$13,525	16.0	\$3,496	4.7
Fuel	28,229	28,318	28,290	(0,061)	(0.2)	0,028	0.0
Insurance	10,893	10,942	10,790	0,103	0.9	0,152	1.4
Claims	0,485	0,483	(1,138)	1,623	*	1,621	*
Paratransit Service Contracts	0,000	0,000	0,000	0,000	-	0,000	-
Maintenance and Other Operating Contracts	104,834	100,928	90,824	14,010	13.4	10,104	10.0
Professional Service Contracts	26,859	25,767	24,623	2,236	8.3	1,144	4.4
Materials & Supplies	73,332	73,632	60,158	13,174	18.0	13,474	18.3
Other Business Expenses	25,661	23,744	17,773	7,888	30.7	5,971	25.1
<b>Total Non-Labor Expenses</b>	<b>\$354,941</b>	<b>\$338,433</b>	<b>\$302,442</b>	<b>\$52,498</b>	<b>14.8</b>	<b>\$35,991</b>	<b>10.6</b>
<b>Other Expense Adjustments:</b>							
Other	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,042,615</b>	<b>\$1,023,423</b>	<b>\$987,234</b>	<b>\$55,381</b>	<b>5.3</b>	<b>\$36,189</b>	<b>3.5</b>
Depreciation	\$236,015	\$229,177	\$221,946	\$14,069	6.0	\$7,231	3.2
OPEB Obligation	59,997	68,044	58,283	1,714	2.9	9,761	14.3
Environmental Remediation	6,723	2,726	0,130	6,593	98.1	2,596	95.2
<b>Total Expenses</b>	<b>\$1,345,350</b>	<b>\$1,323,370</b>	<b>\$1,267,592</b>	<b>\$77,758</b>	<b>5.8</b>	<b>\$55,778</b>	<b>4.2</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$712,484)</b>	<b>(\$684,368)</b>	<b>(\$628,147)</b>	<b>\$84,337</b>	<b>11.8</b>	<b>\$56,221</b>	<b>8.2</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$236,015	\$229,177	\$221,946	(\$14,069)	(6.0)	(\$7,231)	(3.2)
Operating/Capital	(20,455)	(17,627)	(16,231)	4,224	20.7	1,396	7.9
Other Cash Adjustments	50,773	103,985	113,405	62,632	*	9,419	9.1
<b>Total Cash Conversion Adjustments</b>	<b>\$266,333</b>	<b>\$315,535</b>	<b>\$319,119</b>	<b>\$52,787</b>	<b>19.8</b>	<b>\$3,584</b>	<b>1.1</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$446,151)</b>	<b>(\$368,833)</b>	<b>(\$309,028)</b>	<b>\$137,123</b>	<b>30.7</b>	<b>\$59,805</b>	<b>16.2</b>

-- Results are preliminary and subject to audit review.  
-- Differences are due to rounding.



**MTA METRO NORTH RAILROAD**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PC - 1 ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

<b>REIMBURSABLE</b>							
	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	130.222	99.187	83.828	(46.394)	(35.6)	(15.359)	(15.5)
CDOT	70.262	83.940	76.290	6.028	8.6	(7.650)	(9.1)
Other	13.806	9.549	10.870	(2.936)	(21.3)	1.321	13.8
Capital and Other Reimbursements	214.290	192.676	170.988	(43.302)	(20.2)	(21.688)	(11.3)
<b>Total Revenue</b>	<b>\$214.290</b>	<b>\$192.676</b>	<b>\$170.988</b>	<b>(\$43.302)</b>	<b>(20.2)</b>	<b>(\$21.688)</b>	<b>(11.3)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$47.151	\$42.152	\$39.724	\$7.427	15.8	\$2.428	5.8
Overtime	18.056	16.564	18.005	0.051	0.3	(1.441)	(8.7)
Health and Welfare	13.916	12.271	11.757	2.159	15.5	0.514	4.2
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	9.338	7.273	6.731	2.607	27.9	0.542	7.4
Other Fringe Benefits	10.957	10.745	10.970	(0.013)	(0.1)	(0.224)	(2.1)
Reimbursable Overhead	41.460	36.309	34.815	6.645	16.0	1.494	4.1
<b>Total Labor Expenses</b>	<b>\$140.878</b>	<b>\$125.314</b>	<b>\$122.002</b>	<b>\$18.876</b>	<b>13.4</b>	<b>\$3.313</b>	<b>2.6</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.295	(\$0.295)	-	(\$0.295)	-
Fuel	0.000	0.000	0.002	(0.002)	-	(0.002)	-
Insurance	5.490	4.021	3.876	1.614	29.4	0.145	3.6
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.298	24.559	18.171	3.127	14.7	6.388	26.0
Professional Service Contracts	6.558	7.555	9.106	(2.548)	(38.9)	(1.550)	(20.5)
Materials & Supplies	37.050	28.304	16.565	20.485	55.3	11.739	41.5
Other Business Expenses	3.016	2.922	0.972	2.044	67.8	1.950	66.7
<b>Total Non-Labor Expenses</b>	<b>\$73.412</b>	<b>\$67.362</b>	<b>\$48.986</b>	<b>\$24.426</b>	<b>33.3</b>	<b>\$18.376</b>	<b>27.3</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$214.290</b>	<b>\$192.676</b>	<b>\$170.988</b>	<b>\$43.302</b>	<b>20.2</b>	<b>\$21.688</b>	<b>11.3</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$214.290</b>	<b>\$192.676</b>	<b>\$170.988</b>	<b>\$43.302</b>	<b>20.2</b>	<b>\$21.688</b>	<b>11.3</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>*</b>	<b>(\$0.000)</b>	<b>-</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>\$0.000</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PC - 1 ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$588.964	\$590.040	\$587.452	(\$1.512)	(0.3)	(\$2.588)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	43.902	48.962	51.993	8.091	18.4	3.031	6.2
MTA	130.222	99.187	83.828	(46.394)	(35.6)	(15.359)	(15.5)
CDOT	70.262	83.940	76.290	6.028	8.6	(7.650)	(9.1)
Other	13.806	9.549	10.870	(2.936)	(21.3)	1.321	13.8
Capital and Other Reimbursements	214.290	192.676	170.988	(43.302)	(20.2)	(21.688)	(11.3)
<b>Total Revenue</b>	<b>\$847.156</b>	<b>\$831.678</b>	<b>\$810.433</b>	<b>(\$36.724)</b>	<b>(4.3)</b>	<b>(\$21.245)</b>	<b>(2.6)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$453.544	\$445.768	\$440.739	\$12.805	2.8	\$5.030	1.1
Overtime	71.911	73.635	73.229	(1.318)	(1.8)	0.406	0.6
Health and Welfare	105.734	100.423	93.839	11.895	11.2	6.584	6.6
OPEB Current Payment	16.000	18.000	19.039	(3.039)	(19.0)	(1.039)	(5.8)
Pensions	75.733	69.970	73.965	1.767	2.3	(3.995)	(5.7)
Other Fringe Benefits	105.922	103.185	104.601	1.321	1.2	(1.416)	(1.4)
Reimbursable Overhead	(0.292)	(0.677)	1.381	(1.672)	-	(2.058)	-
<b>Total Labor Expenses</b>	<b>\$828.552</b>	<b>\$810.305</b>	<b>\$806.793</b>	<b>\$21.759</b>	<b>2.6</b>	<b>\$3.511</b>	<b>0.4</b>
<b>Non-Labor:</b>							
Electric Power	\$84.648	\$74.619	\$71.418	\$13.230	15.6	\$3.201	4.3
Fuel	28.23	28.32	28.29	(0.06)	(0.2)	0.027	0.0
Insurance	16.383	14.963	14.666	1.717	10.5	0.297	2.0
Claims	0.485	0.483	(1.138)	1.623	-	1.621	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	126.132	125.487	108.995	17.137	13.6	16.493	13.1
Professional Service Contracts	33.417	33.322	33.729	(0.312)	(0.9)	(0.406)	(1.2)
Materials & Supplies	110.382	101.936	76.723	33.659	30.5	25.213	24.7
Other Business Expenses	28.677	26.666	18.745	9.932	34.6	7.921	29.7
<b>Total Non-Labor Expenses</b>	<b>\$428.353</b>	<b>\$405.795</b>	<b>\$351.429</b>	<b>\$90.092</b>	<b>21.0</b>	<b>\$57.594</b>	<b>14.2</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adj.</b>	<b>\$1,256.905</b>	<b>\$1,216.099</b>	<b>\$1,158.222</b>	<b>\$111.851</b>	<b>8.9</b>	<b>\$61.105</b>	<b>5.0</b>
Depreciation	\$236.015	\$229.177	\$221.946	\$14.069	6.0	\$7.231	3.2
OPEB Obligation	59.997	68.044	58.283	1.714	2.9	9.761	14.3
Environmental Remediation	6.723	2.726	0.130	6.593	98.1	2.596	95.2
<b>Total Expenses</b>	<b>\$1,559.640</b>	<b>\$1,516.046</b>	<b>\$1,438.580</b>	<b>\$121.060</b>	<b>7.8</b>	<b>\$77.466</b>	<b>5.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$712.484)</b>	<b>(\$684.368)</b>	<b>(\$628.147)</b>	<b>\$84.336</b>	<b>11.8</b>	<b>\$56.221</b>	<b>8.2</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$236.015	\$229.177	\$221.946	(\$14.069)	(6.0)	(\$7.231)	(3.2)
Operating/Capital	(20.455)	(17.627)	(16.231)	4.224	20.7	1.396	7.9
Other Cash Adjustments	50.773	103.985	113.405	62.632	-	9.419	9.1
<b>Total Cash Conversion Adjustments</b>	<b>266.333</b>	<b>315.535</b>	<b>319.119</b>	<b>\$52.787</b>	<b>19.8</b>	<b>\$3.584</b>	<b>1.1</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$446.151)</b>	<b>(\$368.833)</b>	<b>(\$309.028)</b>	<b>\$137.123</b>	<b>30.7</b>	<b>\$59.805</b>	<b>16.2</b>

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

**MTA METRO-NORTH RAILROAD**  
**2012 MODIFIED ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PC-1)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$8.091	18.4%	Higher net GCT retail revenue due to the rescheduling of the GCT Trainshed project and lower tenant service costs and higher advertising revenue.	\$3.031	6.2%	Higher advertising revenue and higher net GCT retail revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$43.302)	(20.2%)	Lower reimbursements reflect scheduling changes in capital project expenditures and lower project costs due to workforce utilization efficiencies.	(\$21.688)	(11.3%)	Lower reimbursements reflect scheduling changes in capital project expenditures and lower project costs due to workforce utilization efficiencies.
PAYROLL	Reimb	\$7.427	15.8%	Lower than projected activity during the period on the GCT Fire Life Safety, Cyclical Track Program 2012, PT Jervis Reconstruction Phase 2, PTC, M-8 Purchase, Misc I&C H&H, delays and vacancies in the C-29 and Capital Administration and a prior period correction on the EIS & Engineering project.	\$2.428	5.8%	Lower than projected activity during the period due to vacancies and lower activity on the following projects due to management efficiencies in workforce utilization and rescheduling of project work: Mainline High Speed Turnouts, NHL Waterbury Branch - CWR Replace., delays and vacancies in Cap Admin., C-29 Track Program, Cos Cob West Substation, Cyclical Track Program and the Replace Timbers Undergrade Bridge.
OVERTIME	Reimb	\$0.051	0.3%		(\$1.441)	(6.7%)	Reflects higher activity during the period on the West Haven Station, NHL - Waterbury Branch CWR Replacement, Danbury Branch Signal System and the Misc. I&C H&H.
HEALTH AND WELFARE	Non-Reimb	\$9.736	10.6%	Lower cost reflects lower healthcare premiums and fewer paid positions.	\$6.070	6.9%	Reflects vacancies as well lower incremental fringe costs related to Tropical Storm Sandy labor costs.
	Reimb	\$2.159	15.5%	Reflects lower project activity.	\$0.514	4.2%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$3.039)	(19.0%)	Reflects larger than expected number of retirees receiving healthcare premiums.	(\$1.039)	(5.8%)	Reflects larger than expected number of retirees receiving healthcare premiums.
PENSIONS	Non-Reimb	(\$0.840)	(1.3%)		(\$4.537)	(7.2%)	Unfavorable variance reflects updated actuarial estimates and incremental costs related to Tropical Storm Sandy pension expenses forecast in Health & Welfare category.
	Reimb	\$2.607	27.9%	Reflects lower project allocation.	\$0.542	7.4%	Reflects rate differential related to final pension cost adjustment.

**MTA METRO-NORTH RAILROAD**  
**2012 MODIFIED ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PC-1)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$8.317)	(19.9%)	Reflects lower capital project activity for: Danbury Branch Signal System West Haven Station, CDOT C29 Track Program, East of Hudson Overhead Bridge Program, Bronx Station Capacity, and West of Hudson Track Program.	(\$3.552)	(9.6%)	Reflects lower capital project activity for: West Haven Station, NH Component Change-out Shop, West of Hudson Track Program, Design Guard Booths at Stamford and East Bridgeport, and PBX Equipment upgrade.
	Reimb	\$6.645	16.0%	Reflects lower project activity during the period.	\$1.494	4.1%	Reflects lower project activity during the period.
ELECTRIC POWER	Non-Reimb	\$13.525	16.0%	Reflects a \$2.2 million credit for East Side Access electricity originally charged to GCT and lower traction power costs due to lower prices and consumption.	\$3.496	4.7%	
INSURANCE	Reimb	\$1.614	29.4%	Reflects lower project activity.	\$0.145	3.6%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$1.623	*	The favorable variance reflects the timing of accruals, but will be on budget by final close.	\$1.621	*	The favorable variance reflects the timing of accruals, but will be on forecast by final close.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$14.010	13.4%	Favorable variance reflects scheduling changes in locomotive overhaul and lower costs for maintenance services, overhauls costs, M-2 car disposals and office space charges.	\$10.104	10.0%	Lower YTD expenditures reflect scheduling changes and lower costs for maintenance services, M-2 car disposals, office space charges, MTA Police services, and timing differences, for Tropical Storm Sandy expenditures.
	Reimb	\$3.127	14.7%	Reflects lower than budgeted expenses on the West of Hudson Track Program, and for Engineering on the Overhead Bridge Program, partially offset by busing requirements on the Waterbury Branch Bridge repair.	\$6.388	26.0%	Reflects lower than forecasted expenses on the West of Hudson Track Program, Cos Cob West Substation, Guard Booths at Stamford & East Bridgeport, and delay in recording current year ferry service costs.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$2.236	8.3%	Favorable variance reflects lower expenditures for IT costs, hardware, legal expenses, medical services, and training.	\$1.144	4.4%	Favorable variance reflects lower expenditures for IT hardware, training, legal expenses, medical services and position advertising, partially offset by higher expenses for bridge inspections.
	Reimb	(\$2.548)	(38.9%)	Reflects higher than budgeted expenses on the West Haven Station and radio Frequency Rebanding, partially offset by delivery delays of the NHL EMU Fleet Replacement.	(\$1.550)	(20.5%)	Reflects higher than forecasted expenses on the West Haven Station and Radio Frequency Rebanding, partially offset by delays on the Replace Overhead Bridge Designs and NHL EMU Fleet Replacement.

**MTA METRO-NORTH RAILROAD**  
**2012 MODIFIED ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PC-1)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$13.174	18.0%	Primarily due to maintenance efficiencies that reduce rolling-stock part consumption and lower car body materials (seat replacement).	\$13.474	18.3%	Primarily due to maintenance efficiencies that reduce rolling-stock part consumption, lower car body materials and timing differences for Tropical Storm Sandy expenditures.
	Reimb	\$20.485	55.3%	Reflects lower than budgeted expenses on the Danbury Branch Signal System, West Haven Station, Replace Fiber/C&S Cables, Cyclical Track Program and the delay in the Bronx Stations/Capacity Imp, NH Rail Yard - Component Change Out Shop, Replace 3rd Rail Brackets PA Tunnel and the C-29 Track program.	\$11.739	41.5%	Reflects lower than forecasted expenses on the West Haven Station, Replace Fiber/C&S Cables Mainline/High Speed Turnouts and Cyclical Track Program and the delay of activity on the following projects: NH Rail Yard - Component Change Out Shop, NHL - Waterbury Branch - CWR Replacement MP 2 - MP 8 and the Radio Frequency Rebanding.
OTHER BUSINESS EXPENSES	Non-Reimb	\$7.888	30.7%	Favorable variance is primarily due to lower NJT Subsidy payments related to the final settlement of 2011 Port Jervis Line service costs, higher Amtrak recoveries, and non-operating purchases.	\$5.971	25.1%	Favorable variance is primarily due to lower expenses for non-operating activity and timing differences for Tropical Storm Sandy expenditures.
	Reimb	\$2.044	67.8%	Reflects lower than budgeted expenses on the PBX Equipment Upgrade and Positive Train Control.	\$1.950	66.7%	Reflects lower than forecasted expenses on the PBX Equipment Upgrade, New Haven Independent Wheel True Shop and the Positive Train Control.
DEPRECIATION	Non-Reimb	\$14.069	6.0%	Reflects timing differences in project completion.	\$7.231	3.2%	Reflects timing differences in project completion and lower capitalization of assets.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$1.714	2.9%		\$9.761	14.3%	Reflects healthcare contributions for future retirees. Forecast based on authorized positions.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$6.593	98.1%	Primarily due to fewer projects requiring remediation.	\$2.596	95.2%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$4.224	20.7%	Reflects lower activity on the GCT Escalators Replacement, Purchase of a Production Switch Tamper, Locomotive Overhaul For 6 GP 35 Locos, and Harmon Material Distribution Center Roof Replacement projects, partially offset by higher than projected activity on the Purchase of a Hi-Rail Cold Air Blower project.	\$1.396	7.9%	Reflects lower activity on the Harmon Material Distribution Center Roof Repair, C&S Microcomputer Replacement, Environmental Remediation, GIS Expansion, and Right-Of-Way fencing projects.

**MTA METRO NORTH RAILROAD**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PC - 1 ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$596.677	\$597.645	\$593.830	(\$2.847)	(0.5)	(\$3.815)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	68.646	73.801	77.864	9.218	13.4	4.063	5.5
MTA	146.853	128.356	135.587	(11.266)	(7.7)	7.231	5.6
CDOT	70.497	101.780	97.795	27.298	38.7	(3.985)	(3.9)
Other	12.489	19.561	19.269	6.780	54.3	(0.292)	(1.5)
Capital & Other Reimbursements	229.839	249.697	252.651	22.812	9.9	2.954	1.2
<b>Total Receipts</b>	<b>\$895.162</b>	<b>\$921.143</b>	<b>\$924.345</b>	<b>\$29.183</b>	<b>3.3</b>	<b>\$3.202</b>	<b>0.3</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$456.853	\$449.290	\$432.215	\$24.638	5.4	\$17.075	3.8
Overtime	72.628	74.493	73.162	(0.534)	(0.7)	1.331	1.8
Health and Welfare	108.522	109.177	99.323	9.199	8.5	9.854	9.0
OPEB Current Payment	16.000	18.000	19.039	(3.039)	(19.0)	(1.039)	(5.8)
Pensions	75.843	67.581	76.168	(0.325)	(0.4)	(8.587)	(12.7)
Other Fringe Benefits	107.066	103.297	98.524	8.542	8.0	4.773	4.6
GASB Account	8.746	11.877	24.869	(16.123)	*	(12.992)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor</b>	<b>\$845.658</b>	<b>\$833.715</b>	<b>\$823.300</b>	<b>\$22.358</b>	<b>2.6</b>	<b>\$10.415</b>	<b>1.2</b>
<b>Non-Labor:</b>							
Electric Power	\$86.512	\$76.433	\$75.243	\$11.269	13.0	\$1.190	1.6
Fuel	28.229	24.718	22.004	6.225	22.1	2.714	11.0
Insurance	16.184	17.178	17.221	(1.037)	(6.4)	(0.043)	(0.3)
Claims	0.631	0.629	1.434	(0.803)	-	(0.805)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	153.219	136.687	118.509	34.710	22.7	18.178	13.3
Professional Service Contracts	34.502	34.794	36.013	(1.511)	(4.4)	(1.219)	(3.5)
Materials & Supplies	122.540	107.587	90.334	32.206	26.3	17.253	16.0
Other Business Expenditures	53.838	53.735	49.315	4.523	8.4	4.420	8.2
<b>Total Non-Labor</b>	<b>\$495.655</b>	<b>\$451.761</b>	<b>\$410.073</b>	<b>\$85.582</b>	<b>17.3</b>	<b>\$41.688</b>	<b>9.2</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$0.000	\$4.500	\$0.000	\$0.000	-	\$4.500	100.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$4.500</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$4.500</b>	<b>100.0</b>
<b>Total Expenditures</b>	<b>\$1,341.313</b>	<b>\$1,289.976</b>	<b>\$1,233.373</b>	<b>\$107.940</b>	<b>8.0</b>	<b>\$56.603</b>	<b>4.4</b>
<b>Baseline Cash Deficit</b>	<b>(\$446.151)</b>	<b>(\$368.833)</b>	<b>(\$309.028)</b>	<b>\$137.123</b>	<b>30.7</b>	<b>\$59.805</b>	<b>16.2</b>
<b>Subsidies</b>							
MTA	\$346.525	\$281.744	\$229.158	(117.367)	(33.9)	(52.586)	(18.7)
CDOT	99.626	87.089	\$80.718	(18.908)	(19.0)	(6.371)	(7.3)
<b>Total Subsidies</b>	<b>\$446.151</b>	<b>\$368.833</b>	<b>\$309.876</b>	<b>(\$136.275)</b>	<b>(30.5)</b>	<b>(\$58.957)</b>	<b>(16.0)</b>
Opening Cash Balance	0.000	0.000	0.000	0.000		0.000	
Cash Timing and Availability Adjustment	0.000	0.000	(0.765)	(0.765)		(0.765)	
Closing Cash Balance	0.000	0.000	0.000	0.000		0.000	

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2012 vs. Adopted Budget			Year-to-Date as of December 31, 2012 vs. Year-End Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	9.218	13.4%	Higher Amtrak reimbursements (\$3.2m), advertising receipts (\$2.6m), and higher net GCT retail revenue (\$2.9m).	4.063	5.5%	Primarily due to higher advertising receipts (\$2.0m), and higher net GCT retail revenue (\$2.0m).
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(11.266)	(7.7%)	Lower current year project activity (-\$53.7m), partially offset by receipt timing differences for prior period project billings (\$42.5m).	7.231	5.6%	Primarily due to higher project activity.
CDOT	27.298	38.7%	Receipt timing differences (\$23.3m), as well as higher project activity (\$4.0m).			
OTHER	6.780	54.3%	Primarily due to receipt timing differences.			
PAYROLL	24.638	5.4%	Primarily due to higher vacancies (\$15.0m), lower capital project activity (\$7.2m), and Management wage increase not paid (\$2.2m).	17.075	3.8%	Primarily due to higher vacancies (\$11.3m), lower capital project activity (\$2.3m), lower storm costs (\$1.3m), and Management wage increases not paid (\$2.2m).
HEALTH & WELFARE	9.199	8.5%	Lower costs for NYSHIP and other health insurance premiums.	9.854	9.0%	Timing difference in payments for NYSHIP and other health insurance premiums.
OPEB CURRENT PAYMENT	(3.039)	(19.0%)	Higher retiree health benefits payments.	(1.039)	(5.8%)	Higher retiree health benefits payments.
PENSIONS				(8.587)	(12.7%)	Increase reflects year-end advance payment for 2013 (\$16.7m), partially offset by lower 2012 payments (\$8.1m).
OTHER FRINGE BENEFITS	8.542	8.0%	Lower railroad retirement tax payments due to lower payroll costs (\$4.5m), as well as lower employee claim payments (\$4.1m).			
GASB ACCOUNT	(16.123)	*	Payment made for 2013 liability in 2012 (\$13m), as well as higher 2012 required contributions (3.1m).	(12.992)	*	Payment made for 2013 liability in 2012.
ELECTRIC POWER	11.269	13.0%	Primarily due to lower usage on both the Harlem/Hudson and New Haven Lines (\$8.6m) and lower NHL rates (\$2.9m).			
FUEL	6.225	22.1%	Payments for New Haven fueling facility paid directly by CDOT (\$3.6m), lower net consumption/price (\$1.6m), as well as other payment timing differences (\$1.7m), partially offset by higher Non-Revenue fuel payments (-\$0.7m).	2.714	11.0%	Payment timing difference for Revenue (\$2.0m) and Non-Revenue Fuel costs (\$0.7m).

**MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2012 vs. Adopted Budget			Year-to-Date as of December 31, 2012 vs. Year-End Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(1.037)	(6.4%)	Higher payments for automobile, station liability, property, and excess liability coverage (-\$1.8m), partially offset by lower force account insurance premiums (\$0.8m).			
CLAIMS	(0.803)	*	Higher personal injury and claims settlements for the year.	(0.805)	*	Higher personal injury and claims settlements for the year.
MAINTENANCE & OTHER OPERATING CONTRACTS	34.710	22.7%	Lower payments for capital related projects (\$4.0m - delay in West of Hudson track program, East of Hudson bridge program), locomotive overhauls (\$5.7m), lower occupancy expenses (\$3.2m), and other maintenance services (\$21.8m).	18.178	13.3%	Timing difference for capital related projects (\$7.2m), and lower occupancy expenses (\$1.2m), equipment overhauls (\$1.3m), and lower other maintenance services (\$8.5m).
MATERIALS & SUPPLIES	32.206	26.3%	Primarily lower payments for capital related projects (\$20.0m for Danbury Branch Signal, Bronx Station Improvements, West Haven Station, NHL Rail Yard Component Change-out Shop, Track programs, Fiber/C&S cables), as well as non-capital purchases for propulsion, power, truck/suspension components, carbody material and other material purchases (\$12.2m).	17.253	16.0%	Primarily lower payments for capital related projects (\$11.2m for West Haven Station, New Haven Yard Component Change-out shop, Vehicle Replacement and other projects), storm related expenses, as well as non-capital purchases for propulsion, truck/suspension components, and carbody material and other material purchases (\$6.1m).
OTHER BUSINESS EXPENSES	4.523	8.4%	Primarily lower capital related projects (\$2.1m for PBX Equipment Upgrade, Positive Train Control), lower Metro-Card pass-through payments (\$0.6m) as well as lower printing & stationery, travel, and other miscellaneous expenditures (\$1.8m).	4.420	8.2%	Primarily a timing difference for storm related expenses.
MTA SUBSIDY RECEIPTS	(117.367)	(33.9%)	Lower subsidy draw to a lower net cash deficit (\$137.1m - resulting from higher receipts and lower expenditures), partially offset by lower CDOT subsidy payments (-\$18.9m) and the change in available bank balance (-\$0.8m).	(52.586)	(18.7%)	Lower subsidy draw to a lower net cash deficit (\$59.8m), partially offset by lower CDOT subsidy payments (-\$6.4m) and the change in available bank balance (-\$0.8m).
CDOT SUBSIDY RECEIPTS	(18.908)	(19.0%)	Lower payments due to lower actual to estimated billed deficit for the year.	(6.371)	(7.3%)	Lower payments due to lower actual to estimated billed deficit for the year.
TOTAL SUBSIDY RECEIPTS	(136.275)	(30.5%)		(58.957)	(16.0%)	



**MTA METRO NORTH RAILROAD**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PC - 1 ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$7.713	\$7.605	\$6.378	(\$1.335)	(17.3)	(\$1.227)	(16.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	24.744	24.839	25.871	1.127	4.6	1.032	4.2
MTA	16.631	29.169	51.759	35.128	*	22.590	77.4
CDOT	0.235	17.840	21.505	21.270	*	3.665	20.5
Other	(1.317)	10.012	8.399	9.716	*	(1.613)	(16.1)
Capital & Other Reimbursements	15.549	57.021	81.663	66.114	*	24.642	43.2
<b>Total Receipts</b>	<b>\$48.006</b>	<b>\$89.465</b>	<b>\$113.912</b>	<b>\$65.907</b>	<b>*</b>	<b>\$24.447</b>	<b>27.3</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	(\$3.309)	(\$3.522)	\$8.524	\$11.833	*	\$12.045	*
Overtime	(0.717)	(0.858)	0.067	0.784	*	0.925	*
Health and Welfare	(2.788)	(8.754)	(5.484)	(2.696)	(96.7)	3.270	37.4
OPEB Current Payment	0.000	0.000	(0.000)	(0.000)	-	(0.000)	-
Pensions	(0.110)	2.389	(2.203)	(2.092)	*	(4.592)	*
Other Fringe Benefits	(1.144)	(0.112)	6.077	7.221	*	6.189	*
GASB Account	(8.746)	(11.877)	(24.869)	(16.123)	*	(12.992)	*
Reimbursable Overhead	(0.292)	(0.677)	1.381	1.672	*	2.058	*
<b>Total Labor</b>	<b>(\$17.106)</b>	<b>(\$23.410)</b>	<b>(\$16.507)</b>	<b>\$0.589</b>	<b>3.5</b>	<b>\$6.904</b>	<b>29.5</b>
<b>Non-Labor:</b>							
Electric Power	(\$1.864)	(\$1.814)	(\$3.825)	(\$1.961)	*	(\$2.011)	*
Fuel	(0.000)	3.600	6.287	6.288	*	2.687	74.6
Insurance	0.199	(2.215)	(2.555)	(2.754)	*	(0.340)	(15.4)
Claims	(0.146)	(0.146)	(2.572)	(2.426)	*	(2.426)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(27.087)	(11.200)	(9.514)	17.573	64.9	1.685	15.0
Professional Service Contracts	(1.085)	(1.472)	(2.284)	(1.199)	*	(0.813)	(55.2)
Materials & Supplies	(12.158)	(5.651)	(13.611)	(1.453)	(12.0)	(7.960)	*
Other Business Expenditures	(25.161)	(27.069)	(30.570)	(5.409)	(21.5)	(3.501)	(12.9)
<b>Total Non-Labor</b>	<b>(\$67.302)</b>	<b>(\$45.966)</b>	<b>(\$58.644)</b>	<b>\$8.658</b>	<b>12.9</b>	<b>(\$12.678)</b>	<b>(27.6)</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$0.000	(\$4.500)	\$0.000	\$0.000	-	\$4.500	100.0
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>(\$4.500)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$4.500</b>	<b>100.0</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$36.402)</b>	<b>\$15.588</b>	<b>\$38.761</b>	<b>\$75.163</b>	<b>*</b>	<b>\$23.173</b>	<b>*</b>
Depreciation	\$236.015	\$229.177	\$221.946	(\$14.069)	(6.0)	(\$7.231)	(3.2)
OPEB Obligation	59.997	68.044	58.283	(1.714)	(2.9)	(9.761)	(14.3)
Environmental Remediation	6.723	2.726	0.130	(6.593)	(98.1)	(2.596)	(95.2)
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$266.333</b>	<b>\$315.535</b>	<b>\$319.119</b>	<b>\$52.787</b>	<b>19.8</b>	<b>\$3.584</b>	<b>1.1</b>

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

**MTA METRO-NORTH RAILROAD**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**Non-Reimbursable/Reimbursable Overtime**  
**December 2012 Year-to-Date**  
**(\$ in millions)**

	Adopted Budget		Final Estimate		Actuals		Budget vs. Actual		Final Estimate vs. Actual	
	Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	469,046	\$24.8	497,452	\$26.4	507,961	\$26.4	(38,915)	(\$1.6)	(10,509)	(\$0.0)
							-8.3%	-6.3%	-2.1%	-0.2%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
							-	-	-	-
<u>Programmatic/Routine Maintenance</u>	265,735	\$11.7	247,128	\$10.8	209,649	\$9.8	56,086	\$1.9	37,479	\$1.0
							21.1%	16.1%	15.2%	9.0%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
							-	-	-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	224,878	\$9.8	244,404	\$10.8	232,806	\$10.5	(7,928)	(\$0.6)	11,598	\$0.3
							-3.5%	-6.3%	4.7%	2.8%
<u>Weather Emergencies</u>	128,980	\$5.9	147,886	\$6.8	138,151	\$6.6	(9,171)	(\$0.7)	9,735	\$0.2
							-7.1%	-12.5%	6.6%	3.2%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
							-	-	-	-
<u>Other</u> <sup>4</sup>	37,828	\$1.6	56,840	\$2.3	42,380	\$1.9	(4,553)	(\$0.3)	14,460	\$0.4
							-12.0%	-21.8%	25.4%	16.7%
Subtotal	1,126,467	\$53.9	1,193,710	\$57.1	1,130,947	\$55.2	(4,481)	(\$1.4)	62,763	\$1.8
							-0.4%	-2.6%	5.3%	3.2%
<b>REIMBURSABLE OVERTIME</b>	398,373	\$18.1	318,289	\$16.6	366,652	\$18.0	31,721	\$0.1	(48,363)	(\$1.4)
							8.0%	0.3%	-15.2%	-8.7%
<b>TOTAL OVERTIME</b>	<b>1,524,840</b>	<b>\$71.9</b>	<b>1,511,999</b>	<b>\$73.6</b>	<b>1,497,599</b>	<b>\$73.2</b>	<b>27,241</b>	<b>(\$1.3)</b>	<b>14,400</b>	<b>\$0.4</b>
							1.8%	-1.8%	1.0%	0.5%

Totals may not add due to rounding.

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Direct Service category)

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**2012 Adopted Budget and Final Estimate vs. Actual**  
**Non-Reimbursable/Reimbursable Overtime**  
**December 2012**  
**(\$ in millions)**

	Adopted Budget Year-to-Date			Final Estimate Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(38,915)	(\$1.6)	Primarily coverage for train service vacancies to ensure sufficient staffing levels to meet revenue collection requirements.	(10,509)	(\$0.0)	
	-8.3%	-6.3%		-2.1%	-0.2%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	56,086	\$1.9	Better than anticipated rolling stock performance resulted in lower overtime requirements for car fleet maintenance (fewer traction motor failures due to a modification to component parts, change in maintenance cycle for older NHL car fleet and mild winter). Also, fewer right-of-way maintenance needs led to favorable results.	37,479	\$1.0	Better than anticipated rolling stock performance resulted in lower overtime requirements for car fleet maintenance (fewer traction motor failures due to a modification to component parts, change in maintenance cycle for older NHL car fleet and mild winter). Also, fewer right-of-way maintenance needs led to favorable results.
	21.1%	16.1%		15.2%	9.0%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(7,928)	(\$0.6)		11,598	\$0.3	
	-3.5%	-6.3%		4.7%	2.8%	
<u>Weather Emergencies</u>	(9,171)	(\$0.7)	Protection and other coverage for Tropical Storm Sandy in October and November, and rainstorm and heat coverage in June and July. Partly offset by mild winter weather.	9,735	\$0.2	
	-7.1%	-12.5%		6.8%	3.2%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> <sup>4</sup>	(4,553)	(\$0.3)	Higher overtime due to ticket seller and customer service representative vacancies. Also reflects timing differences related to payroll and calendar cutoff dates.	14,460	\$0.4	Reflects timing differences related to payroll and calendar cutoff dates.
	-12.0%	-21.8%		25.4%	16.7%	
<b>Subtotal</b>	(4,481)	(\$1.4)		62,763	\$1.8	
	-0.4%	-2.6%		5.3%	3.2%	
<b>REIMBURSABLE OVERTIME</b>	31,721	\$0.1		(48,363)	(\$1.4)	Higher activity on the Waterbury branch line rail replacement project, on the Danbury branch line signal system project, and on the West Haven Station project to return track 3 to service. Also, higher activity on the East Side Access project due to track availability constraints.
	8.0%	0.3%		-15.2%	-8.7%	
<b>TOTAL OVERTIME</b>	27,241	(\$1.3)		14,400	\$0.4	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Direct Service category)

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**2012 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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**  
**2012 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS (1)**  
**December 31, 2012**

<u>Department</u>	<u>2012 Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	7	2
Safety	22	17	5
COS/Corporate & Public Affairs	16	16	0
Legal	18	16	2
Claims Services	14	12	2
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	4	3	1
Human Resources	29	26	3
Training	51	45	6
Employee Relations & Diversity	4	2	2
VP Planning	2	2	-
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	13	13	0
Business Development, Facilities & Mktg (4)	22	22	-
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller	78	79	(1)
Information Technology & Project Mgmt	101	82	19
Budget	20	17	3
Customer Service (2) (3)	48	39	9
Procurement & Material Mgmt (5)	41	34	7
<b>Total Administration</b>	<b>532</b>	<b>469</b>	<b>63</b>
<b>Operations</b>			
Operations Administration	55	49	6
Operations Services	1,783	1,749	34
Customer Service (2) (3)	236	219	17
Business Development, Facilities & Mktg (4)	38	32	6
Metro-North West	28	30	(2)
<b>Total Operations</b>	<b>2,140</b>	<b>2,079</b>	<b>61</b>
<b>Maintenance</b>			
GCT	372	357	15
Maintenance of Equipment	1,338	1,252	86
Maintenance of Way	1,738	1,637	101
Procurement & Material Mgmt (5)	120	118	2
<b>Total Maintenance</b>	<b>3,568</b>	<b>3,364</b>	<b>204</b>
<b>Engineering/Capital</b>			
Construction Management	40	35	5
Engineering & Design	60	55	5
<b>Total Engineering/Capital</b>	<b>100</b>	<b>90</b>	<b>10</b>
<b>Total Positions</b>	<b>6,340</b>	<b>6,002</b>	<b>338</b>
<b>Non-Reimbursable</b>	<b>5,730</b>	<b>5,592</b>	<b>138</b>
<b>Reimbursable</b>	<b>610</b>	<b>410</b>	<b>200</b>
<b>Total Full-Time</b>	<b>6,339</b>	<b>6,001</b>	<b>338</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Authorized positions shown in Final Estimate.

(2) Includes 2 part-time positions equal to 1 FTE.

(3) Customer Service positions includes administrative positions for Customer Info. Center and operations positions for Ticket Selling & Station Cleaning functions.

(4) Business Development, Facilities and Marketing includes administrative positions and operations positions for Commissary services.

(5) Procurement & Material Management positions includes maintenance positions for material distribution/storeroom functions and administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

**MTA METRO-NORTH RAILROAD**  
**2012 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2012**

<b>FUNCTION/OCCUPATION</b>	<b>2012 Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	187	165	22
Professional, Technical, Clerical	345	304	41
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>532</b>	<b>469</b>	<b>63</b>
<b>Operations (1)</b>			
Managers/Supervisors	153	149	4
Professional, Technical, Clerical	231	224	7
Operational Hourlies	1,756	1,706	50
<b>Total Operations</b>	<b>2,140</b>	<b>2,079</b>	<b>61</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	531	502	30
Professional, Technical, Clerical	491	466	25
Operational Hourlies	2,546	2,396	150
<b>Total Maintenance</b>	<b>3,568</b>	<b>3,364</b>	<b>204</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	48	43	5
Professional, Technical, Clerical	52	47	5
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>90</b>	<b>10</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	919	858	61
Professional, Technical, Clerical	1,119	1,042	78
Operational Hourlies	4,301	4,102	200
<b>Total Positions</b>	<b>6,340</b>	<b>6,002</b>	<b>338</b>

**Notes**

(1) Reflects allocation of Customer Service, Business Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.

Totals may differ due to rounding.

**MTA METRO-NORTH RAILROAD  
2012 FINAL ESTIMATE VS. ACTUALS**

December 31, 2012

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2012 Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,140	2,079	61	Reflects vacancies in operation services staffing (RTCs, Operations Managers, Car Cleaners, and T&E positions)
Maintenance (1)	3,568	3,364	204	Reflects vacancies in Maintenance of Way positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces) and Maintenance of Equipment carmen and electricians.
Administration (1)	532	469	63	Reflects timing differences in hiring Training staff and IT personnel.
Engineering / Capital	100	90	10	
<b>Total Agency-wide Headcount</b>	<b>6,340</b>	<b>6,002</b>	<b>338</b>	
Non-Reimbursable	5,730	5,592	138	
Reimbursable	610	410	200	

**Notes**

(1) Reflects allocation of Customer Service, Business Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.

**MTA METRO-NORTH RAILROAD**  
**2012 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**UTILIZATION**  
(In millions)

	Year-to-Date as of December 2012			Variance Favorable/(Unfavorable)			
	Adopted	Final	Actual	vs. Adopted Budget		vs. Final Estimate	
	Budget	Estimate		\$	%	\$	%
<b>Farebox Revenue</b>							
Harlem Line	\$176.067	\$177.038	\$174.961	(\$1.106)	(0.6)	(\$2.077)	(1.2)
Hudson Line	\$130.264	\$129.518	\$127.710	(\$2.555)	(2.0)	(\$1.808)	(1.4)
New Haven Line	\$281.778	\$288.195	\$284.333	\$2.555	0.9	(\$3.862)	(1.3)
<b>Total Farebox Revenue</b>	<b>\$588.109</b>	<b>\$594.751</b>	<b>\$587.003 <sup>(1)</sup></b>	<b>(1.106)</b>	<b>(0.2)</b>	<b>(\$7.747)</b>	<b>(1.3)</b>
<b>Ridership</b>							
Harlem Line	26.898	27.175	26.648	(0.250)	(0.9)	(0.527)	(1.9)
Hudson Line	16.274	16.160	15.853	(0.421)	(2.6)	(0.307)	(1.9)
New Haven Line	38.588	39.663	38.840	0.253	0.7	(0.823)	(2.1)
Total Ridership East of Hudson	81.760	82.999	81.341 <sup>(2)</sup>	(0.419)	(0.5)	(1.657)	(2.0)
West of Hudson	1.859	1.757	1.612 <sup>(2)</sup>	(0.246)	(13.3)	(0.145)	(8.2)
<b>Total Ridership</b>	<b>83.619</b>	<b>84.756</b>	<b>82.954</b>	<b>(0.665)</b>	<b>(0.8)</b>	<b>(1.802)</b>	<b>(2.1)</b>

(1) Excludes West of Hudson Mail & Ride revenue of \$0.537 million year-to-date. Actuals also include \$6.6 million in lower revenue from Tropical Storm Sandy ridership losses.

(2) Includes estimated loss of 1.5 million rides East of Hudson, 51 thousand rides West of Hudson due to Tropical Storm Sandy

**East of Hudson:**

East of Hudson ridership for the year was 81.4 million, or 0.5% lower than budget and 2.0% lower than the Year-End Forecast due to the impact of Tropical Storm Sandy. Ridership was down, as a result of the storm on the Harlem and Hudson Lines each with a 1.9% decline from the Year-End Forecast, and the New Haven with a decrease of 2.1% from the Year-End Forecast, and each respectively showing a decline of 0.9% and 2.6% from Budget, with the exception of the New Haven Line which had a 0.7% increase from the Budget. Compared to 2011, overall ridership was 0.9% higher.

Commutation ridership was 2.2% lower from the Year-End Forecast and 1.2% lower than Budget due to Tropical Storm Sandy. Compared to 2011, commutation ridership was 0.2% lower. Non-commutation ridership was 1.7% below the Year-End Forecast, but 0.4% higher than Budget. Compared to 2011, non-commutation ridership was 2.5% higher.

**West of Hudson:**

West of Hudson ridership was 13.3% lower from the budget and 8.2% lower versus the 2012 Year-End Forecast extensively due to the effects of Tropical Storm Sandy and to a lesser effect a slower than projected recovery of ridership losses following the three month suspension of Port Jervis Line service in 2011.



**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET / 2012 FINAL ESTIMATE**  
**MONTHLY PERFORMANCE INDICATORS \***  
**DECEMBER 2012 (PC-1) YEAR-TO-DATE**

	YEAR-TO-DATE			VARIANCE	
	2012	FINAL ESTIMATE	2011	FINAL ESTIMATE	2011
Farebox Operating Ratio					
Standard <sup>(1)</sup>	60.9%	59.5%	61.1%	1.4%	-0.2%
Adjusted <sup>(2)</sup>	67.9%	65.3%	68.3%	2.6%	-0.4%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.00	\$12.20	\$11.70	\$0.20	(\$0.30)
Adjusted <sup>(2)</sup>	\$11.81	\$12.03	\$11.63	\$0.22	(\$0.18)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.31	\$7.26	\$7.15	\$0.05	\$0.16

	YEAR-TO-DATE			VARIANCE	
	2012 <sup>(1)</sup>	ADOPTED BUDGET	2011	ADOPTED BUDGET	2011
Farebox Operating Ratio					
Standard <sup>(1)</sup>	60.9%	57.6%	61.1%	3.3%	-0.2%
Adjusted <sup>(2)</sup>	67.9%	63.2%	68.3%	4.7%	-0.4%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.00	\$12.64	\$11.70	\$0.64	(\$0.30)
Adjusted <sup>(2)</sup>	\$11.81	\$12.50	\$11.63	\$0.69	(\$0.18)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.31	\$7.29	\$7.15	\$0.02	\$0.16

(1) 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 and Business Service Center costs.

(2) 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.

(3) Includes Bar Car Services.

\* Includes East and West of Hudson revenues and expenses.



**Metro-North Railroad**

# **Ridership Report**

## **March 2013**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2012**

Operations Planning & Analysis Department  
March, 2013

## DECEMBER 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### December

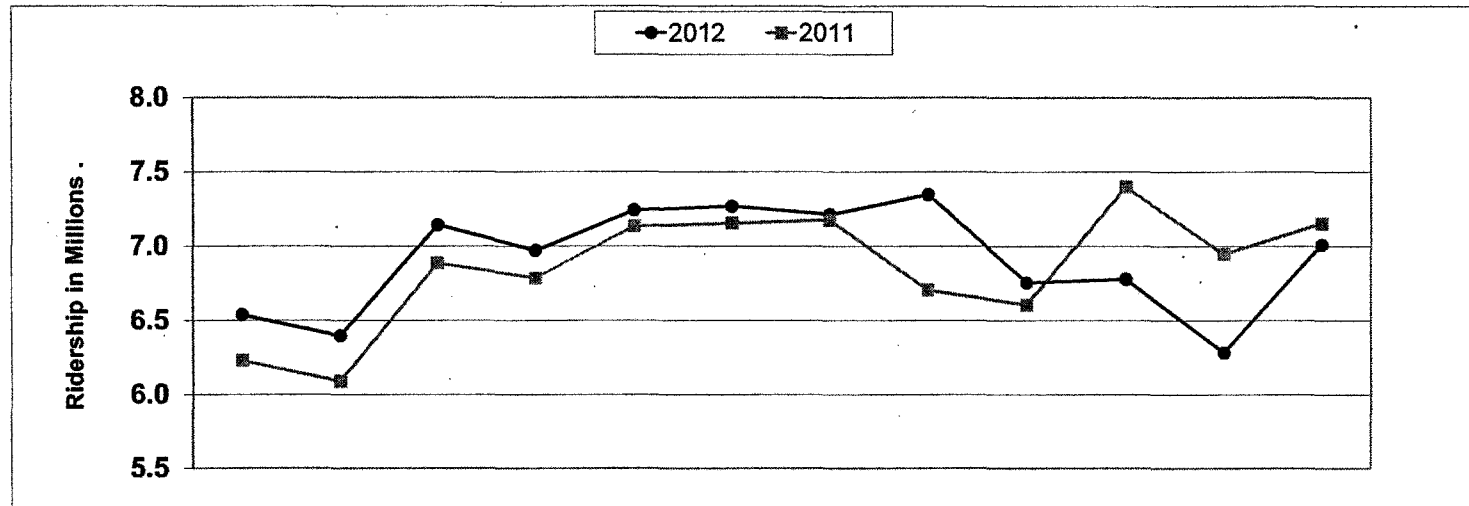
- December 2012 Total MNR System Ridership was 7.049 million vs. 7.194 million in December 2011, a decrease of 145,177 passengers (-2.0%).
- December 2012 Total Rail Ridership was 7.010 million vs. 7.153 million in December 2011, a decrease of 142,999 passengers (-2.0%).
  - Rail Commutation Ridership was -2.0% vs. 2011
  - Rail Non-commutation Ridership was -2.0% vs. 2011
- December 2012 East of Hudson Ridership was 6.901 million vs. 7.020 million in December 2011, a decrease of 118,913 passengers (-1.7%).
- December 2012 West of Hudson Ridership was 0.109 million vs. 0.133 million in December 2011, a decrease of 24,086 passengers (-18.2%).
- December 2012 Connecting Services Ridership was 0.040 million vs. 0.042 million in December 2011, a decrease of 2,178 passengers (-5.2%).
- December 2012 Rail Revenue was \$52.2 million vs. \$52.6 million in December 2011, a decrease of \$378,426 (-0.7%).

#### ANNUAL

- 2012 Annual Total MNR System Ridership was 0.8% above 2011 and 2.1% below forecast.
- 2012 Annual Total Rail Ridership was 0.8% above 2011 and 2.1% below forecast.
- 2012 Annual East of Hudson Ridership was 0.9% above 2011 and 2.0% below forecast.
- 2012 Annual West of Hudson ridership was 4.1% below 2011 and 8.2% below forecast.
- 2012 Annual Connecting Services Ridership was 1.3% below 2011 and 1.5% below forecast.
- 2012 Annual Rail Revenue was 3.4% above 2011 and 2.3% below forecast.

## DECEMBER RAIL RIDERSHIP <sup>(1)</sup>

• DECEMBER's Total Rail Ridership was 2.0% below 2011 and 3.8% below forecast.

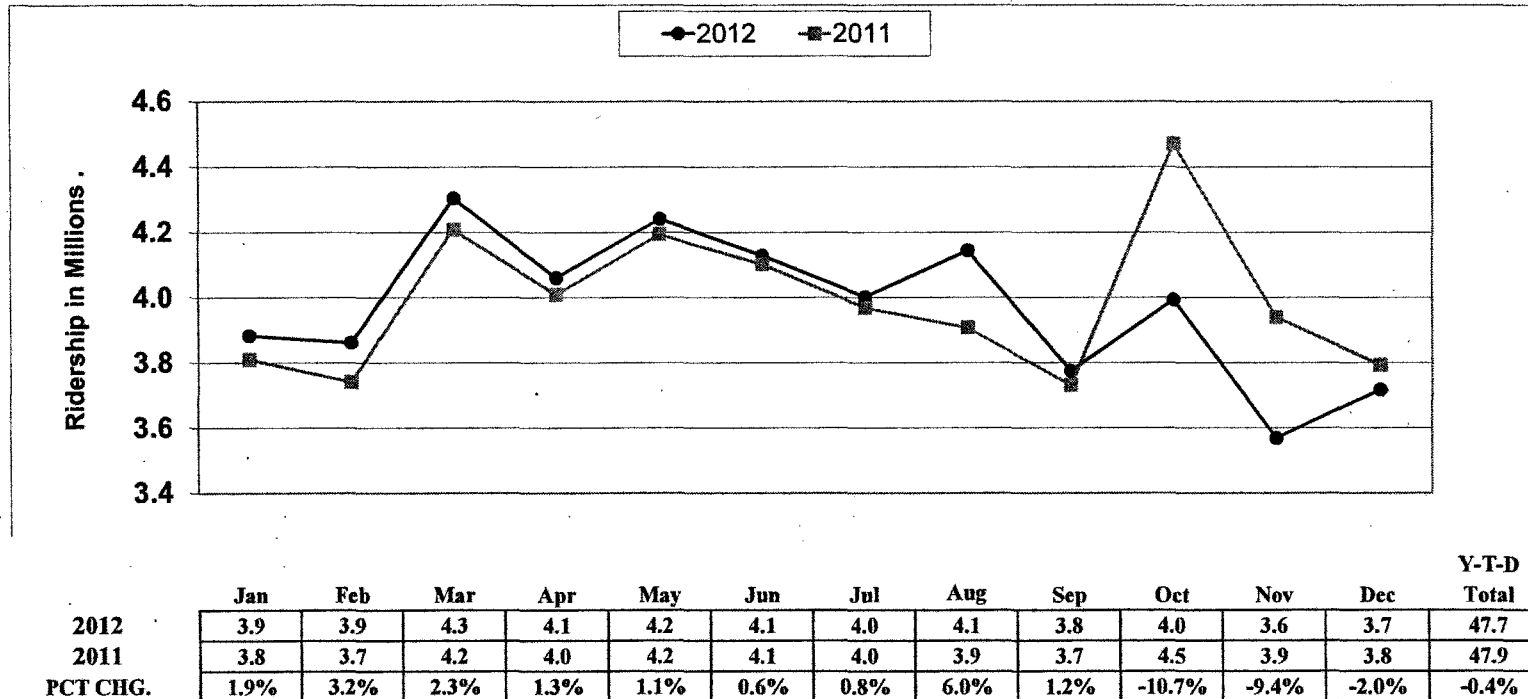


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.5	6.4	7.1	7.0	7.2	7.3	7.2	7.3	6.8	6.8	6.3	7.0	83.0
2011	6.2	6.1	6.9	6.8	7.1	7.2	7.2	6.7	6.6	7.4	6.9	7.2	82.3
PCT CHG.	4.9%	5.1%	3.7%	2.7%	1.5%	1.6%	0.5%	9.6%	2.3%	-8.4%	-9.6%	-2.0%	0.8%

1) Includes East and West of Hudson.

## DECEMBER RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

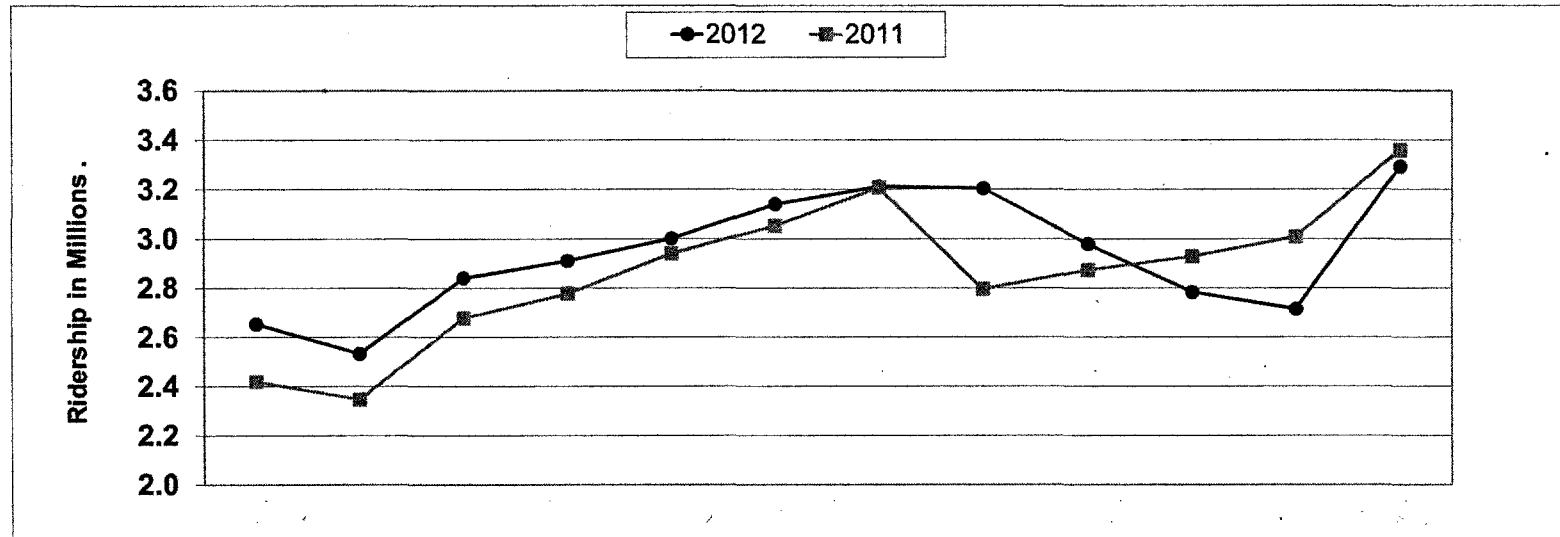
- DECEMBER's Rail Commutation Ridership was 2.0% below 2011 and 3.4% below forecast.



1) Includes East and West of Hudson.

## DECEMBER RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- DECEMBER's Rail Non-Commutation Ridership was 2.0% below 2011 and 4.2% below forecast.

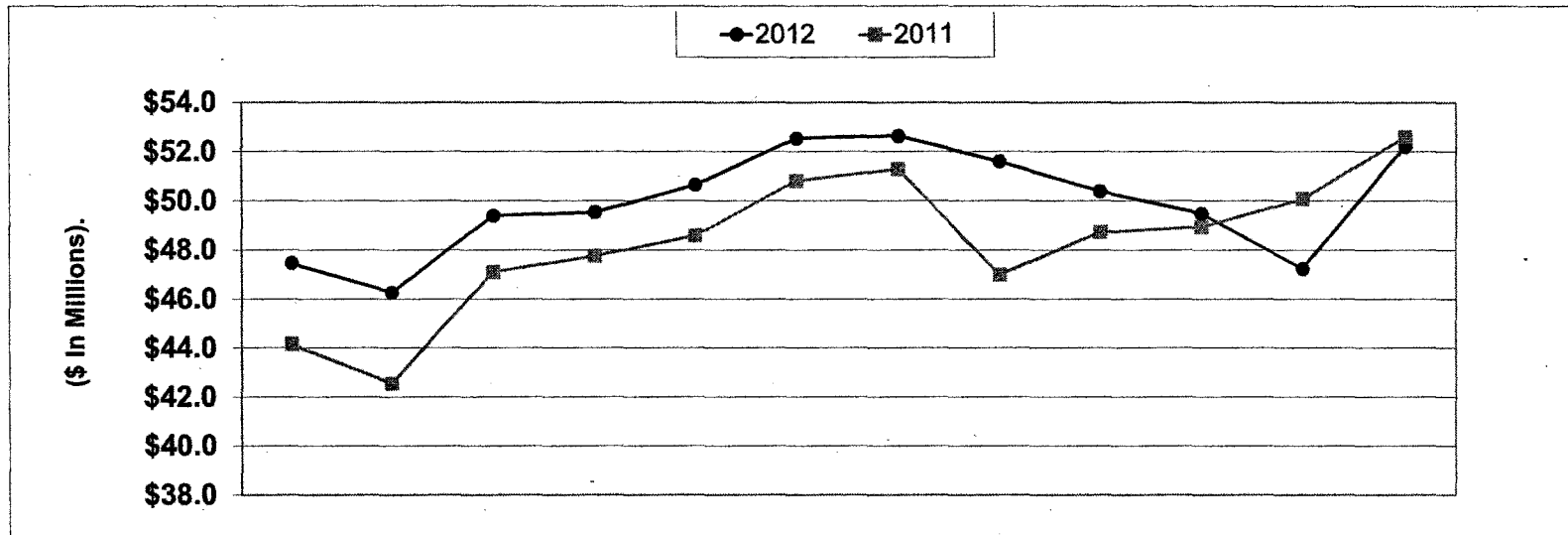


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.7	2.5	2.8	2.9	3.0	3.1	3.2	3.2	3.0	2.8	2.7	3.3	35.3
2011	2.4	2.3	2.7	2.8	2.9	3.1	3.2	2.8	2.9	2.9	3.0	3.4	34.4
PCT CHG.	9.7%	8.0%	6.1%	4.8%	2.1%	2.9%	0.1%	14.6%	3.7%	-5.0%	-9.8%	-2.0%	2.6%

1) Includes East and West of Hudson.

## DECEMBER RAIL REVENUE<sup>(1)</sup>

- DECEMBER's Total Rail Revenue was 0.7% below 2011 and 5.3% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4	\$49.5	\$47.2	\$52.2	\$599.4
2011	\$44.2	\$42.6	\$47.1	\$47.8	\$48.6	\$50.8	\$51.3	\$47.0	\$48.7	\$48.9	\$50.1	\$52.6	\$579.6
PCT CHG.	7.5%	8.7%	4.9%	3.7%	4.3%	3.4%	2.6%	9.8%	3.4%	1.1%	-5.7%	-0.7%	3.4%

1) Includes East and West of Hudson.



**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
DECEMBER 2012**

TICKET TYPE/SERVICE	DECEMBER 2012	DECEMBER 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	3,661,180	3,719,222	(58,042)	-1.6%
West of Hudson	55,748	74,430	(18,682)	-25.1%
<b>Total Rail Commutation Ridership</b>	<b>3,716,928</b>	<b>3,793,652</b>	<b>(76,724)</b>	<b>-2.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	3,239,874	3,300,745	(60,871)	-1.8%
West of Hudson	52,811	58,215	(5,404)	-9.3%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,292,685</b>	<b>3,358,960</b>	<b>(66,275)</b>	<b>-2.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	6,901,054	7,019,967	(118,913)	-1.7%
West of Hudson	108,559	132,645	(24,086)	-18.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,009,613</b>	<b>7,152,612</b>	<b>(142,999)</b>	<b>-2.0%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>39,751</b>	<b>41,929</b>	<b>(2,178)</b>	<b>-5.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,049,364</b>	<b>7,194,541</b>	<b>(145,177)</b>	<b>-2.0%</b>

**Notes:**

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.  
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2012 YTD	2011 YTD (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	46,732,337	46,818,378	(86,041)	-0.2%
West of Hudson	951,309	1,063,172	(111,863)	-10.5%
<b>Total Rail Commutation Ridership</b>	<b>47,683,646</b>	<b>47,881,550</b>	<b>(197,904)</b>	<b>-0.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	34,608,883	33,772,801	836,082	2.5%
West of Hudson	661,099	617,569	43,530	7.0%
<b>Total Rail Non-Commutation Ridership</b>	<b>35,269,982</b>	<b>34,390,370</b>	<b>879,612</b>	<b>2.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	81,341,220	80,591,179	750,041	0.9%
West of Hudson	1,612,408	1,680,741	(68,333)	-4.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>82,953,628</b>	<b>82,271,920</b>	<b>681,708</b>	<b>0.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>550,223</b>	<b>557,647</b>	<b>(7,424)</b>	<b>-1.3%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>83,503,851</b>	<b>82,829,567</b>	<b>674,284</b>	<b>0.8%</b>

Notes:

1) 2011 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**  
**DECEMBER 2012**

LINE	DECEMBER 2012 ACTUAL	DECEMBER 2012 YEAR-END	VARIANCE VS. YEAR-END		DECEMBER 2011 RESTATED (1)	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,254,289	2,322,882	(68,593)	-3.0%	2,282,879	(28,590)	-1.3%
Hudson Line	1,321,710	1,356,728	(35,018)	-2.6%	1,339,616	(17,906)	-1.3%
New Haven Line	3,325,055	3,458,242	(133,187)	-3.9%	3,397,472	(72,417)	-2.1%
<b>Total East of Hudson</b>	<b>6,901,054</b>	<b>7,137,852</b>	<b>(236,798)</b>	<b>-3.3%</b>	<b>7,019,967</b>	<b>(118,913)</b>	<b>-1.7%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	67,755	93,546	(25,791)	-27.6%	82,151	(14,396)	-17.5%
Pascack Valley Line	40,804	56,837	(16,033)	-28.2%	50,494	(9,690)	-19.2%
<b>Total West of Hudson</b>	<b>108,559</b>	<b>150,383</b>	<b>(41,824)</b>	<b>-27.8%</b>	<b>132,645</b>	<b>(24,086)</b>	<b>-18.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,009,613</b>	<b>7,288,235</b>	<b>(278,622)</b>	<b>-3.8%</b>	<b>7,152,612</b>	<b>(142,999)</b>	<b>-2.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	25,505	24,690	815	3.3%	27,486	(1,981)	-7.2%
Haverstraw-Ossining Ferry	8,613	7,965	648	8.1%	8,535	78	0.9%
Newburgh-Beacon Ferry	5,633	5,697	(64)	-1.1%	5,908	(275)	-4.7%
<b>Total Connecting Services</b>	<b>39,751</b>	<b>38,352</b>	<b>1,399</b>	<b>3.6%</b>	<b>41,929</b>	<b>(2,178)</b>	<b>-5.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,049,364</b>	<b>7,326,587</b>	<b>(277,223)</b>	<b>-3.8%</b>	<b>7,194,541</b>	<b>(145,177)</b>	<b>-2.0%</b>

Notes:

1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD**  
**RIDERSHIP BY LINE**  
**2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2012 YTD ACTUAL	2012 YTD MID-YEAR	VARIANCE VS. YEAR-END		2011 YTD RESTATED (1)	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	26,647,872	27,174,819	(526,947)	-1.9%	26,440,580	207,292	0.8%
Hudson Line	15,853,088	16,160,395	(307,307)	-1.9%	15,804,399	48,689	0.3%
New Haven Line	38,840,260	39,663,303	(823,043)	-2.1%	38,346,200	494,060	1.3%
<b>Total East of Hudson</b>	<b>81,341,220</b>	<b>82,998,517</b>	<b>(1,657,297)</b>	<b>-2.0%</b>	<b>80,591,179</b>	<b>750,041</b>	<b>0.9%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	1,019,587	1,107,997	(88,410)	-8.0%	1,094,328	(74,741)	-6.8%
Pascack Valley Line	592,821	649,351	(56,530)	-8.7%	586,413	6,408	1.1%
<b>Total West of Hudson</b>	<b>1,612,408</b>	<b>1,757,348</b>	<b>(144,940)</b>	<b>-8.2%</b>	<b>1,680,741</b>	<b>(68,333)</b>	<b>-4.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>82,953,628</b>	<b>84,755,865</b>	<b>(1,802,237)</b>	<b>-2.1%</b>	<b>82,271,920</b>	<b>681,708</b>	<b>0.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	349,030	348,258	772	0.2%	364,755	(15,725)	-4.3%
Haverstraw-Ossining Ferry	121,816	122,689	(873)	-0.7%	115,009	6,807	5.9%
Newburgh-Beacon Ferry	79,377	87,607	(8,230)	-9.4%	77,883	1,494	1.9%
<b>Total Connecting Services</b>	<b>550,223</b>	<b>558,554</b>	<b>(8,331)</b>	<b>-1.5%</b>	<b>557,647</b>	<b>(7,424)</b>	<b>-1.3%</b>
<b>TOTAL MNR SYSTEM</b>	<b>83,503,851</b>	<b>85,314,419</b>	<b>(1,810,568)</b>	<b>-2.1%</b>	<b>82,829,567</b>	<b>674,284</b>	<b>0.8%</b>

**Notes:**

1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.



**Metro-North Railroad**

**Capital Program Report**  
**March 2013**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**March 11, 2013**

#### ***STATIONS/PARKING/FACILITIES***

##### **North White Plains Station Access and Parking Garage**

Proposals for both Design-Build Services and Construction Supervision & Inspection Services have been received and are under review.

##### **Poughkeepsie Station Improvements**

*Pedestrian Walkway and Pavilion Repair:*

Work in Progress:

- Clean-up and punchlist.

##### **New Haven Line Station Improvements**

*Small Business Mentoring Program – Platform Guard Rail Replacement:*

At Mt. Vernon East, Pelham, and New Rochelle Stations:

- Installation is in progress on inbound platform at Mount Vernon East.
- Platform guardrail fabrication continues for Mt Vernon East.

*Rehabilitation of Various Station Elements at 6-Stations (Mt Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck and Harrison):*

- Platform superstructure rehabilitation and painting continues (at Mt Vernon East, Pelham, New Rochelle).
- Work to commence at Larchmont, Mamaroneck and Harrison in July 2013.

#### ***POWER***

##### **Substation Replacement Bridge-23**

Work in Progress:

- Off-site testing of West Switchgear is anticipated for Mid- February 2013.
- Excavating for the New Rochelle switchgear foundations is underway.
- Field testing of electrical components underway.

Work Complete:

- All firewall and footing placed
- Excavating for switchgear foundation at Pelham completed, along with ductbank/manholes at New Rochelle

#### ***TRACK AND STRUCTURES***

##### **2012 Cyclical Track Program**

Work in Progress: As of January 1, 2013, a total of 19,825 ties and 2.0 miles of continuous welded rail (CWR) was installed, and 75.8 miles of track was surfaced. The Production gang ended production December 4th. Clean-up is on-going on all 3 Lines. Production will resume in April 2013.

#### **Rehabilitation - Woodbury Viaduct**

Construction bids and proposals for Construction Supervision & Inspection Services have been received and are under review.

#### **Harlem River Lift Bridge-Cable Replacement/Control System**

Construction bids and proposals for the Construction Supervision and Inspection Services have been received and are under review.

#### **Inspection and Rehabilitation of Retaining Walls**

A Contract for Construction of a new retaining Wall on the Hudson Line, North of Peekskill New York and associated Construction Supervision & Inspection Services have been executed; Project kickoff meetings were held in January 2013.

#### **Rehabilitate Catenary Structures**

Construction contract for painting and select structural repairs to the catenary structures along the NYS portion of the New Haven Line has been executed; project kickoff meeting was held in January 2013.

#### **Undergrade Bridges – East of Hudson**

Work in Progress:

- HA 22.41 over Main Street: Repairs.
- HU 4.69 HRLB Fabrication and Installation of Walkways adjacent to Tracks 1 and 2 continues
- HU 32.81 Track 4 over Croton River in Croton-on-Hudson: project kickoff meeting was held in January 2013.

#### **Undergrade Bridges – West of Hudson**

A contract was executed to design select undergrade bridges; project kickoff meeting was held in January 2013.

#### **Otisville Tunnel Repairs**

Both contracts for Construction and Supervision & Inspection Services have been executed; kickoff Meetings were held in January 2013.

#### **Overhead Bridges – East of Hudson**

*Bridge Street Bridge Replacement (HU 65.18), Poughkeepsie:* Bids for Construction and Proposals for Construction Supervision & Inspection Services were received and are under review.

*HU 38.90 Montrose Station Road Bridge:* Steel repairs are complete. Concrete repairs remain.

#### **Drainage and Undercutting Program**

A Construction contract for Sing-Sing Creek Improvements in Ossining has been executed; kick-off meeting scheduled was held in January 2013. Bids for Bronx drainage along the Harlem Line have been received and are under review.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements –**

#### **Phase IV Stage 1**

##### *Work in Progress:*

- Roof and masonry repairs on Main Building (Building #6).
- Installation of the Wheel Storage Canopy roof, side panels and lighting.
- Three transformers that were damaged as a result of Hurricane Sandy were successfully field tested; anticipate them energized by end of February 2013.

#### **Phase V – Preliminary Design**

- Contract was executed for the Preliminary Design Services for the consist shop Phase V, Stage I and Stage II; kickoff meeting was held in early January 2013.- Pre-demolition Systems and Office Space Relocations bid opening has been scheduled for February 14, 2013.

### **Employee Welfare & Storage Facilities – Brewster Roof Replacement**

Punchlist continues.

## **- GRAND CENTRAL TERMINAL**

### **Grand Central Terminal Train Shed and Park Avenue Tunnel**

##### *Work in Progress:*

- Work on Track No. 4 is ongoing with masonry repairs proceeding
- Design of ESA concourse repairs continues with final changes being added

## **ROLLING STOCK**

### **M-8 Car Program**

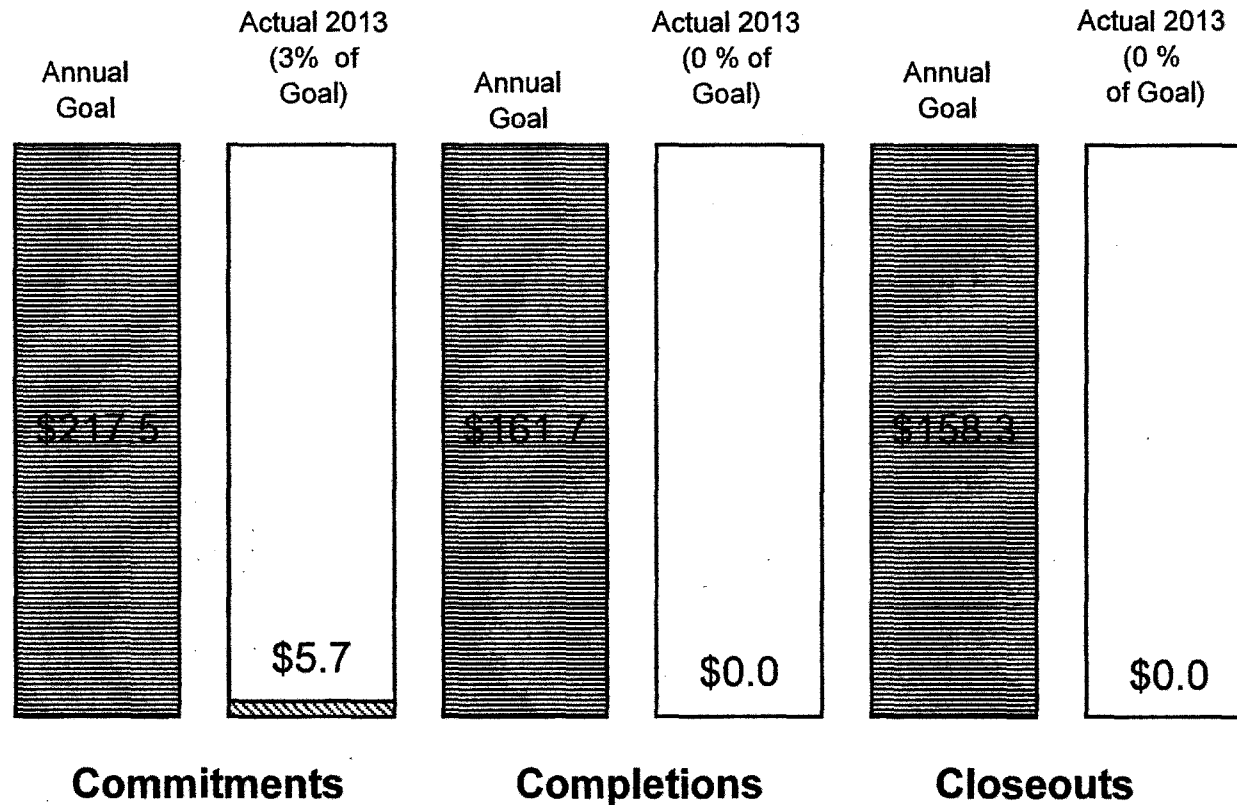
172 cars have been conditionally accepted and placed into revenue service.



# 2013 MNR Capital Program Goals

As of January 31, 2013

In Millions



■ 2013 Goals ■ Actual as of January 2013 □ Forecast February - December 2013



# **Police Report**

## **March 2013**



## **METROPOLITAN TRANSPORTATION AUTHORITY**

### **Police Department**

### **System Wide**

#### **January 2013 vs. 2012**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	6	-3	-50%
<b>Felony Assault</b>	3	3	0	0%
<b>Burglary</b>	2	0	2	100%
<b>Grand Larceny</b>	19	30	-11	-37%
<b>GLA</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	27	40	-13	-33%

#### **Year to Date 2013 vs. 2012**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	6	-3	-50%
<b>Felony Assault</b>	3	3	0	0%
<b>Burglary</b>	2	0	2	100%
<b>Grand Larceny</b>	19	30	-11	-37%
<b>GLA</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	27	40	-13	-33%

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department

### Metro North Railroad

### January 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	6	15	-9	-60%
GLA	0	1	-1	-100%
Total Major Felonies	9	19	-10	-53%

### Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	6	15	-9	-60%
GLA	0	1	-1	-100%
Total Major Felonies	9	19	-10	-53%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2013**

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	3	2	1	0
Burglary	2	1	1	0
Grand Larceny	19	11	6	2
GLA	0	0	0	0
Total	27	15	9	3
Crimes Per Day	0.87	0.48	0.29	0.10



MTA Police Department  
Arrest Summary: Department Totals

2/6/2013  
12:10:08PM

1/1/2013 to 1/31/2013

Arrest Classification	Total Arrests
Robbery	3
Felony Assault	2
Grand Larceny	13
Aggravated Harassment	1
Aggravated Unlicensed Operator	3
Assault-Misdemeanor	6
Breach of Peace	2
Conspiracy	12
Criminal Impersonation	3
Criminal Mischief	1
Criminal Possession Stolen Property	3
Criminal Trespass	2
Drug Offenses	2
DUI Offenses	3
Forgery	3
Identity Theft	1
Menacing	1
Obstruct Government	1
Petit Larceny	7
Public Lewdness	5
Resisting Arrest	10
Theft of Services	6
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
Warrant Arrest	7
<b>Arrest Totals</b>	<b>99</b>