



**Metro-North Railroad**

# **Financial Report**

**MTA METRO-NORTH RAILROAD  
MARCH 2013 FINANCIAL AND RIDERSHIP REPORT  
EXECUTIVE SUMMARY**

Overall financial results through March 2013 continue to be favorable to the Adopted Budget despite the major February snow storm that negatively impacted both ridership and expenses. Passenger Revenue shortfalls to budget of \$3.3 million were slightly offset by higher GCT net retail revenue, meanwhile operating expenses were \$22.9 million or 6.6% lower, due to timing in several non-payroll categories, and lower labor and energy costs. Capital program expenditures (and reimbursements) were \$10.3 million lower than Budget due to revised timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work).

**Ridership**

March YTD ridership of 19.6 million was 0.9% lower than 2012 and 2.9% below the Adopted Budget. Ridership was lower than the Adopted Budget on all lines and across all ticket types. These results reflect the impact of several days of lost service due to the February snow storm, continued business office dislocations in lower Manhattan caused by Tropical Storm Sandy, and slower than projected growth in non-commutation sales.

**East of Hudson**

- March ridership of 6.8 million was 1.5% lower than the Adopted Budget, but 0.1% higher than 2012.
- YTD ridership of 19.3 million was 2.8% lower than the Adopted Budget and 0.7% lower than 2012.
- Commutation ridership was 1.9% lower YTD and 2.1% lower for the month vs. the Adopted Budget.
- Non-commutation ridership for March was also lower than the Adopted Budget (3.9% YTD and 0.6% for the month).

**West of Hudson**

- March YTD ridership was 11.9% lower than the Adopted Budget due to the February snow storm, the residual impact of Tropical Storm Sandy on lower Manhattan, reduced Port Jervis and Pascack Valley Line service due to the persisting effects of Tropical Storm Sandy combined with the absence of full PATH service between Hoboken and the World Trade Center through January.

**Revenue and Reimbursements**

Total Revenue and Reimbursements of \$188.9 million through March was \$13.6 million, or 6.7% lower than the Adopted Budget:

- Farebox Revenue of \$143.7 million was \$3.9 million lower than the Adopted Budget due to lower ridership.
- Other Operating Revenue of \$12.8 million was \$0.6 million above the Adopted Budget due to higher GCT tenant revenue related to favorable event bookings.
- Capital and Other Reimbursements of \$32.3 million was \$10.3 million lower than the Adopted Budget due to scheduling changes in a number of projects.

**Expenses**

Total non-reimbursable and reimbursable expenses of \$357.2 million through March were \$33.1 million (8.5%) lower than the Adopted Budget:

- \$19.0 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures, lower electric power costs, and timing of capital projects.
- Total Labor costs (operating and capital) were \$8.5 million (4.0%) below the Adopted Budget due to vacancies, favorable healthcare premiums and fewer employee claim payments

**YTD Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 65.6% through March was 3.7 percentage points better than the Adopted Budget primarily due to lower operating expenses.
- Adjusted Cost per Passenger of \$12.56 for the period was \$0.65 lower than the Budget due to the net effect of lower expenses partially offset by lower ridership.
- Revenue per Passenger of \$7.54 for the period was on target to the Budget.

**MTA METRO-NORTH RAILROAD  
MARCH 2013 FINANCIAL REPORT  
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

**REVENUE**

**Total Revenue and reimbursements** were \$13.6 million (6.7%) lower than the Adopted Budget through March:

- **Farebox Revenue** – year-to-date and the month were lower than the Adopted Budget by \$3.9 million (2.7%) and \$0.4 million (0.8%) respectively due to slower than projected ridership growth and ridership losses in February related to the snow storm.
- **Other Operating Revenue** – year-to-date and the month were higher than the Adopted Budget (\$0.6 million and \$0.1 million respectively) mainly due to favorable event bookings and timing of GCT tenant service costs.
- **Capital and Other Reimbursements** – YTD versus the Adopted Budget was \$10.3 million lower, and for the month \$4.5 million lower due to changes in the timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work) which resulted in lower reimbursements.

**EXPENSES**

**Total Expenses** – Year-to-date expenses of \$357.2 million were \$33.1 million (8.5%) lower than the Adopted Budget. For the month, expenses were \$17.7 million (13.3%) lower than the Budget.

**Labor expenses** (including fringes and overhead recoveries) were \$202.9 million YTD. This was \$8.5 million (0.2%) lower than the Adopted Budget primarily due to vacancies, favorable healthcare premiums and lower employee claim payments to date. For the month, labor expenses were \$8.2 million lower than the Adopted Budget.

**Non-Labor Expenses**

YTD non-labor expenses were \$79.5 million, \$19.0 million lower than the Adopted Budget and \$7.6 million lower for the month.

- **Electric Power** – \$1.8 million lower year-to-date due to lower rates and consumption. For the month, expenses were on target versus the Adopted Budget.
- **Maintenance & Other Operating Contracts** – \$7.6 million lower than the Adopted Budget primarily due to timing of costs across a variety of categories (general repairs, police services, and a Genesis locomotive overhaul) as well as the capitalization of GCT escalator repair costs. For the month, expenses were \$3.7 million lower than the Adopted Budget.
- **Professional Services** – \$3.2 million below the Adopted Budget primarily due to the timing of expenses for IT related work, legal expenses, and bridge inspections. For the month, expenses were \$1.5 million lower than the Adopted Budget.
- **Materials & Supplies** – year-to-date expenditures were \$4.7 million below the Adopted Budget due to timing differences in the following reimbursable capital projects: NH Yard Component Change-out Shop, Positive Train Control, Mainline and GCT Turnouts, and the Danbury Branch Signal System. For the month, expenses were \$1.9 million lower than the Adopted Budget.
- **Other Business Expenses** – \$0.5 million lower than the Adopted Budget primarily due to a settlement for GCT electrical vault repairs and the timing of miscellaneous expenses (printing, stationary & supplies).
- **Depreciation and Other Non Cash Liability Adjustments** – \$74.9 million year-to-date (\$25.7 million for the month) which was \$5.6 million lower than the Adopted Budget due to the timing of recording completed capital projects.

**CASH DEFICIT**

The Cash Deficit through March was \$78.5 million or \$23.8 million favorable to the Adopted Budget. This was due to the net effect of \$38.4 million in lower actual cash outlays, partly offset by \$14.6 million in lower revenue and reimbursements.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**March 2013**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$52.598	\$52.160	(\$0.439)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$52.598	\$52.160	(\$0.439)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.757	3.849	0.093	2.5	0.000	0.000	0.000	-	3.757	3.849	0.093	2.5
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.770	6.349	(3.422)	(35.0)	9.770	6.349	(3.422)	(35.0)
CDOT	0.000	0.000	0.000	-	4.882	4.230	(0.652)	(13.4)	4.882	4.230	(0.652)	(13.4)
Other	0.000	0.000	0.000	-	0.930	0.555	(0.375)	(40.3)	0.930	0.555	(0.375)	(40.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.582	11.133	(4.449)	(28.6)	15.582	11.133	(4.449)	(28.6)
<b>Total Revenue/Receipts</b>	<b>\$56.355</b>	<b>\$56.009</b>	<b>(\$0.346)</b>	<b>(0.6)</b>	<b>\$15.582</b>	<b>\$11.133</b>	<b>(\$4.449)</b>	<b>(28.6)</b>	<b>\$71.937</b>	<b>\$67.142</b>	<b>(\$4.795)</b>	<b>(6.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$34.259	\$31.161	\$3.098	9.0	\$3.375	\$2.894	\$0.481	14.2	\$37.634	\$34.055	\$3.579	9.5
Overtime	4.851	3.775	1.076	22.2	1.178	1.339	(0.161)	(13.6)	6.030	5.114	0.916	15.2
Health and Welfare	8.679	7.144	1.534	17.7	1.144	0.991	0.153	13.4	9.823	8.136	1.687	17.2
OPEB Current Payment	1.583	1.609	(0.026)	(1.6)	0.000	0.000	0.000	-	1.583	1.609	(0.026)	(1.6)
Pensions	6.115	5.437	0.678	11.1	0.678	0.525	0.153	22.6	6.793	5.962	0.831	12.2
Other Fringe Benefits	7.765	6.470	1.295	16.7	0.760	0.806	(0.045)	(6.0)	8.525	7.276	1.249	14.7
Reimbursable Overhead	(2.988)	(2.668)	(0.320)	(10.7)	2.947	2.634	0.313	10.6	(0.041)	(0.034)	(0.007)	(16.4)
<b>Total Labor</b>	<b>\$60.264</b>	<b>\$52.928</b>	<b>\$7.336</b>	<b>12.2</b>	<b>\$10.083</b>	<b>\$9.189</b>	<b>\$0.894</b>	<b>8.9</b>	<b>\$70.347</b>	<b>\$62.117</b>	<b>\$8.230</b>	<b>11.7</b>
<i>Non-Labor:</i>												
Electric Power	\$7.520	\$7.484	\$0.036	0.5	\$0.000	\$0.006	(\$0.006)	-	\$7.520	\$7.489	\$0.030	0.4
Fuel	2.591	2.169	0.423	16.3	0.000	0.000	(0.000)	-	2.591	2.169	0.422	16.3
Insurance	0.999	0.954	0.045	4.6	0.314	0.251	0.063	19.9	1.313	1.205	0.108	8.2
Claims	0.059	0.004	0.054	92.5	0.000	0.000	0.000	-	0.059	0.004	0.054	92.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.371	6.459	2.912	31.1	1.694	0.865	0.829	48.9	11.066	7.325	3.741	33.8
Professional Service Contracts	2.448	1.231	1.216	49.7	0.649	0.375	0.273	42.1	3.096	1.607	1.489	48.1
Materials & Supplies	5.160	5.598	(0.437)	(8.5)	2.760	0.386	2.374	86.0	7.920	5.984	1.937	24.5
Other Business Expenses	1.915	2.086	(0.171)	(8.9)	0.082	0.060	0.022	26.7	1.997	2.146	(0.149)	(7.5)
<b>Total Non-Labor</b>	<b>\$30.063</b>	<b>\$25.985</b>	<b>\$4.078</b>	<b>13.6</b>	<b>\$5.499</b>	<b>\$1.944</b>	<b>\$3.555</b>	<b>64.6</b>	<b>\$35.562</b>	<b>\$27.928</b>	<b>\$7.633</b>	<b>21.5</b>
<i>Other Adjustments:</i>												
Other	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>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$90.327</b>	<b>\$78.912</b>	<b>\$11.414</b>	<b>12.6</b>	<b>\$15.582</b>	<b>\$11.133</b>	<b>\$4.449</b>	<b>28.6</b>	<b>\$105.908</b>	<b>\$90.046</b>	<b>\$15.863</b>	<b>15.0</b>
Depreciation	20.182	18.922	1.260	6.2	0.000	0.000	0.000	-	20.182	18.922	1.260	6.2
OPEB Obligation	6.339	6.339	(0.000)	0.0	0.000	0.000	0.000	-	6.339	6.339	(0.000)	0.0
Environmental Remediation	0.989	0.404	0.585	59.2	0.000	0.000	0.000	-	0.989	0.404	0.585	59.2
<b>Total Expenses</b>	<b>\$117.837</b>	<b>\$104.577</b>	<b>\$13.260</b>	<b>11.3</b>	<b>\$15.582</b>	<b>\$11.133</b>	<b>\$4.449</b>	<b>28.6</b>	<b>\$133.419</b>	<b>\$115.711</b>	<b>\$17.708</b>	<b>13.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$61.482)</b>	<b>(\$48.569)</b>	<b>\$12.914</b>	<b>21.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$61.482)</b>	<b>(\$48.569)</b>	<b>\$12.914</b>	<b>21.0</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	18.922	(1.260)	(6.2)	0.000	0.000	0.000	-	20.182	18.922	(1.260)	(6.2)
Operating/Capital	(2.737)	(0.270)	2.467	90.1	0.000	0.000	0.000	-	(2.737)	(0.270)	2.467	90.1
Other Cash Adjustments	10.061	1.490	(8.572)	(85.2)	0.000	0.000	0.000	-	10.061	1.490	(8.572)	(85.2)
<b>Total Cash Conversion Adjustments</b>	<b>\$27.506</b>	<b>\$20.142</b>	<b>(\$7.365)</b>	<b>(26.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$27.506</b>	<b>\$20.142</b>	<b>(\$7.365)</b>	<b>(26.8)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$33.976)</b>	<b>(\$28.427)</b>	<b>\$5.549</b>	<b>16.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$33.976)</b>	<b>(\$28.427)</b>	<b>\$5.549</b>	<b>16.3</b>

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$147.630	\$143.712	(\$3.918)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$147.630	\$143.712	(\$3.918)	(2.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	12.243	12.848	0.604	4.9	0.000	0.000	0.000	-	12.243	12.848	0.604	4.9
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	25.388	18.760	(6.628)	(26.1)	25.388	18.760	(6.628)	(26.1)
CDOT	0.000	0.000	0.000	-	14.654	11.883	(2.771)	(18.9)	14.654	11.883	(2.771)	(18.9)
Other	0.000	0.000	0.000	-	2.551	1.685	(0.866)	(34.0)	2.551	1.685	(0.866)	(34.0)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	42.593	32.328	(10.265)	(24.1)	42.593	32.328	(10.265)	(24.1)
<b>Total Revenue/Receipts</b>	<b>\$159.873</b>	<b>\$156.560</b>	<b>(\$3.313)</b>	<b>(2.1)</b>	<b>\$42.593</b>	<b>\$32.328</b>	<b>(\$10.265)</b>	<b>(24.1)</b>	<b>\$202.466</b>	<b>\$188.887</b>	<b>(\$13.578)</b>	<b>(6.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$102.985	\$100.906	\$2.078	2.0	\$9.832	\$8.547	\$1.285	13.1	\$112.817	\$109.454	\$3.363	3.0
Overtime	14.515	14.150	0.365	2.5	3.385	3.640	(0.254)	(7.5)	17.900	17.790	0.110	0.6
Health and Welfare	26.253	23.931	2.322	8.8	3.308	2.714	0.594	18.0	29.561	26.645	2.916	9.9
OPEB Current Payment	4.750	4.719	0.031	0.6	0.000	0.000	0.000	-	4.750	4.719	0.031	0.6
Pensions	18.338	17.789	0.549	3.0	1.975	1.466	0.509	25.8	20.313	19.254	1.058	5.2
Other Fringe Benefits	23.923	22.860	1.062	4.4	2.203	2.344	(0.140)	(6.4)	26.126	25.204	0.922	3.5
Reimbursable Overhead	(8.548)	(7.857)	(0.691)	(8.1)	8.426	7.642	0.784	9.3	(0.122)	(0.215)	0.093	76.2
<b>Total Labor</b>	<b>\$182.215</b>	<b>\$176.499</b>	<b>\$5.716</b>	<b>3.1</b>	<b>\$29.130</b>	<b>\$26.352</b>	<b>\$2.778</b>	<b>9.5</b>	<b>\$211.345</b>	<b>\$202.851</b>	<b>\$8.493</b>	<b>4.0</b>
<i>Non-Labor:</i>												
Electric Power	\$22.577	\$20.722	\$1.855	8.2	\$0.000	\$0.011	(\$0.011)	-	\$22.577	\$20.733	\$1.844	8.2
Fuel	7.938	7.249	0.689	8.7	0.000	0.001	(0.001)	-	7.938	7.250	0.688	8.7
Insurance	2.963	2.851	0.112	3.8	0.884	0.682	0.201	22.8	3.846	3.533	0.313	8.1
Claims	0.173	0.038	0.135	77.8	0.000	0.000	0.000	-	0.173	0.038	0.135	77.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	24.131	18.443	5.688	23.6	3.881	1.971	1.910	49.2	28.012	20.414	7.598	27.1
Professional Service Contracts	6.167	3.339	2.829	45.9	1.845	1.441	0.404	21.9	8.012	4.780	3.233	40.3
Materials & Supplies	15.177	15.508	(0.331)	(2.2)	6.639	1.574	5.065	76.3	21.816	17.082	4.734	21.7
Other Business Expenses	5.852	5.322	0.530	9.1	0.214	0.295	(0.081)	(37.7)	6.067	5.617	0.450	7.4
<b>Total Non-Labor</b>	<b>\$84.979</b>	<b>\$73.472</b>	<b>\$11.507</b>	<b>13.5</b>	<b>\$13.463</b>	<b>\$5.975</b>	<b>\$7.487</b>	<b>55.6</b>	<b>\$98.441</b>	<b>\$79.448</b>	<b>\$18.994</b>	<b>19.3</b>
<i>Other Adjustments</i>												
Other	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>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$267.193</b>	<b>\$249.971</b>	<b>\$17.222</b>	<b>6.4</b>	<b>\$42.593</b>	<b>\$32.328</b>	<b>\$10.265</b>	<b>24.1</b>	<b>\$309.786</b>	<b>\$282.299</b>	<b>\$27.487</b>	<b>8.9</b>
Depreciation	60.547	55.501	5.046	8.3	0.000	0.000	0.000	-	60.547	55.501	5.046	8.3
OPEB Obligation	19.018	19.018	(0.000)	0.0	0.000	0.000	0.000	-	19.018	19.018	(0.000)	0.0
Environmental Remediation	0.989	0.404	0.585	59.2	0.000	0.000	0.000	-	0.989	0.404	0.585	59.2
<b>Total Expenses</b>	<b>\$347.748</b>	<b>\$324.894</b>	<b>\$22.854</b>	<b>6.6</b>	<b>\$42.593</b>	<b>\$32.328</b>	<b>\$10.265</b>	<b>24.1</b>	<b>\$390.340</b>	<b>\$357.222</b>	<b>\$33.119</b>	<b>8.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$187.874)</b>	<b>(\$168.334)</b>	<b>\$19.540</b>	<b>10.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$187.874)</b>	<b>(\$168.334)</b>	<b>\$19.540</b>	<b>10.4</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	60.547	55.501	(5.046)	(8.3)	0.000	0.000	0.000	-	60.547	55.501	(5.046)	(8.3)
Operating/Capital	(6.576)	(2.353)	4.223	64.2	0.000	0.000	0.000	-	(6.576)	(2.353)	4.223	64.2
Other Cash Adjustments	31.652	36.688	5.036	15.9	0.000	0.000	0.000	-	31.652	36.688	5.036	15.9
<b>Total Cash Conversion Adjustments</b>	<b>\$85.623</b>	<b>\$89.836</b>	<b>\$4.213</b>	<b>4.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$85.623</b>	<b>\$89.836</b>	<b>\$4.213</b>	<b>4.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$102.251)</b>	<b>(\$78.498)</b>	<b>\$23.753</b>	<b>23.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$102.251)</b>	<b>(\$78.498)</b>	<b>\$23.753</b>	<b>23.2</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**MARCH 2013**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$0.439)	(0.8%)		(\$3.918)	(2.7%)	
OTHER OPERATING REVENUE	Non-Reimb	\$0.093	2.5%		\$0.604	4.9%	Primarily reflects higher net GCT revenues due to favorable event bookings and lower tenant service costs, partly offset by seasonal timing differences in advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.449)	(28.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$10.265)	(24.1%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$3.098	9.0%	Primarily due to vacancies.	\$2.078	2.0%	Reflects lower than projected activity on the Cyclical Track Program 2013, Capital Administration and the M-8 NHL Purchase and delays on the NH Rail Yard - Component Change out Shop and the Positive Train Control project.
	Reimb	\$0.481	14.2%	Reflects lower than projected activity on the Cyclical Track Program 2013, Capital Administration, and the M-8 NHL Purchase and delays on the NH Rail Yard - Component Change out Shop, Positive Train Control and the Replace/Repair Undergrade Bridge.	\$1.285	13.1%	
OVERTIME	Non-Reimb	\$1.076	22.2%	Favorable results reflect mild weather conditions and lower overtime requirements for car fleet and right-of-way maintenance.	\$0.365	2.5%	Reflects higher than projected activity on the GCT Turnout Renewal project due to track availability constraints, partially offset by lower activity on the Signal System Replacement project and the Substation Bridge 23 Construction project.
	Reimb	(\$0.161)	(13.6%)	Reflects higher than projected activity on the GCT Turnout Renewal project (track availability constraints).	(\$0.254)	(7.5%)	
HEALTH AND WELFARE	Non-Reimb	\$1.534	17.7%	Primarily lower than projected premiums.	\$2.322	8.8%	Primarily lower than projected premiums.
	Reimb	\$0.153	13.4%	Reflect lower project activity and premiums.	\$0.594	18.0%	Reflect lower project activity and premiums.
PENSIONS	Non-Reimb	\$0.678	11.1%	Primarily lower labor.	\$0.549	3.0%	Primarily lower labor.
	Reimb	\$0.153	22.6%	Reflect lower project activity.	\$0.509	25.8%	Reflect lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$1.295	16.7%	Primarily due to lower employee claims payments.	\$1.062	4.4%	Reflects lower employee claims payments YTD.

**MTA METRO-NORTH RAILROAD**  
**ACCUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**MARCH 2013**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.320)	(10.7%)	Reflects lower capital project activity for the following projects: 2013 Cyclical Track Program, Positive Train Control, PBX Equipment Upgrade, Main Line High Speed Turnouts and NH Rail Yard - Component Change out Shop.	(\$0.691)	(8.1%)	Reflects lower capital project activity for the following projects: 2013 Cyclical Track Program, Positive Train Control, PBX Equipment Upgrade, NH Rail Yard - Component Change out Shop, and Signal System Replacement.
	Reimb	\$0.313	10.6%		\$0.784	9.3%	
ELECTRIC POWER	Non-Reimb	\$0.036	0.5%		\$1.855	8.2%	Primarily due to lower rates and consumption.
FUEL	Non-Reim	\$0.423	16.3%	Primarily due to lower usage.	\$0.689	8.7%	Primarily due to lower usage.
INSURANCE	Non-Reimb	\$0.045	4.6%	Lower liability insurance expense for the month.	\$0.112	3.8%	Lower liability insurance expense for the month.
	Reimb	\$0.063	19.9%	Reflects lower project activity.	\$0.201	22.8%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.054	92.5%	Primarily due to lower net claims for the period.	\$0.135	77.8%	Primarily due to lower net claims YTD.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.912	31.1%	Reflects lower costs for maintenance contracts, timing of Genesis locomotive overhaul, and the reclassification of GCT escalator repair project to operating capital.	\$5.688	23.6%	Reflects lower costs for maintenance contracts, GCT utilities, and MTA Police, timing of Genesis locomotive overhaul, and the reclassification of GCT escalator repair project to operating capital.
	Reimb	\$0.829	48.9%	Reflects delay on the NHL - Relay Protection for Traction Power Substation and the Positive Train Control projects partially offset by higher activity on the Danbury Branch Signal System and Cos Cob West Substation.	\$1.910	49.2%	Reflects delay on the Positive Train Control Project and the Haverstraw - Ossining Ferry Operation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.216	49.7%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, bridge inspections, and outside training.	\$2.829	45.9%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, temporary services, medical services, and outside training.
	Reimb	\$0.273	42.1%	Reflects delays on NHL Signal System, Overhead Bridge Program - EOFH and the Positive Train Control partially offset by the West Haven Station and GCT Leaks Remediation project.	\$0.404	21.9%	Reflects delays on NHL Signal System, Overhead Bridge Program- EOFH and the Replace 5 Anchor Bridge Substations with Wayside Substation project partially offset by the higher activity on the West Haven Station.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**MARCH 2013**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.437)	(8.5%)	Primarily due to timing of expenses for rolling stock parts & supplies.	(\$0.331)	(2.2%)	
	Reimb	\$2.374	86.0%	Reflects delays on the following projects: Mainline/High Speed Turnouts, Replacement/Repair Undergrade Bridges, Positive Train Control, PBX Equipment Upgrade; and the timing of expenses on the GCT Turnout renewal and the Replace Timbers Undergraduate Bridge projects.	\$5.065	76.3%	Reflects delays on the following projects: NHL Rail Yard Component Change Out Shop, Mainline/High Speed Turnouts, Positive Train Control, Danbury Branch Signal System, PBX Equipment Upgrade and the Replacement/Repair Undergrade Bridge; and the timing of expenses on the GCT Turnout renewal and the GCT Fire Life Safety projects.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.171)	(8.9%)	Reflects higher NJT Subsidy payments.	\$0.530	9.1%	Primarily due to a settlement for GCT electrical vault damage repairs and the timing of expenses for printing/stationary supplies and non-operating purchases, partly offset by higher NJT subsidy payments.
	Reimb	\$0.022	26.7%	Reflects insignificant variances on several projects.	(\$0.081)	(37.7%)	Reflects higher activity on the Tarrytown Station Improvement and insignificant variances on several other projects.
DEPRECIATION	Non-Reimb	\$1.260	6.2%	Timing of capitalization of assets.	\$5.046	8.3%	Timing of capitalization of assets.
OPERATING CAPITAL	Non-Reim	\$2.467	90.1%	Reflects lower activity during the period on the following projects: Snow Melting Cabinets, Vehicle Replacements, Ticket Vending Machines Upgrade, C&S MicroComputer Replacement, GCT Small Denka Lift, Fork Truck Fleet Replacement and the GCT Fire Equipment program.	\$4.223	64.2%	Reflect lower activity during the period on the following projects: Purchase of a Production Switch Tamper, GP35 Locomotive overhaul, Ticket Vending Machines Upgrade, Snowmelter Cabinets, Vehicle Replacements, and the Replacement of Substation Batteries.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

**SCHEDULE III**

	March 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Receipts	\$53.242	\$50.540	(\$2.702)	(5.1)	\$149.537	\$145.574	(\$3.963)	(2.7)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.093	5.540	0.447	8.8	16.046	15.875	(0.171)	(1.1)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	8.580	6.268	(2.312)	(26.9)	29.190	16.576	(12.614)	(43.2)
CDOT	4.715	7.549	2.834	60.1	14.591	12.865	(1.726)	(11.8)
Other	0.801	0.339	(0.462)	(57.7)	2.252	6.128	3.876	*
Total Capital and Other Reimbursements	14.096	14.156	0.060	0.4	46.033	35.569	(10.464)	(22.7)
<b>Total Receipts</b>	<b>\$72.431</b>	<b>\$70.236</b>	<b>(\$2.195)</b>	<b>(3.0)</b>	<b>\$211.616</b>	<b>\$197.018</b>	<b>(\$14.598)</b>	<b>(6.9)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$35.249	\$36.167	(\$0.918)	(2.6)	\$114.911	\$108.895	\$6.016	5.2
Overtime	4.894	4.984	(0.090)	(1.8)	17.656	19.244	(1.588)	(9.0)
Health and Welfare	10.436	9.177	1.259	12.1	31.021	27.113	3.908	12.6
OPEB Current Payment	1.583	1.609	(0.026)	(1.6)	4.750	4.719	0.031	0.7
Pensions	3.344	3.753	(0.409)	(12.2)	3.842	4.295	(0.453)	(11.8)
Other Fringe Benefits	10.236	9.881	0.355	3.5	27.991	27.471	0.520	1.9
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$65.742</b>	<b>\$65.571</b>	<b>\$0.171</b>	<b>0.3</b>	<b>\$200.171</b>	<b>\$191.737</b>	<b>\$8.434</b>	<b>4.2</b>
<i>Non-Labor:</i>								
Electric Power	\$7.703	\$6.956	\$0.747	9.7	\$23.131	\$16.348	\$6.783	29.3
Fuel	\$2.291	\$2.151	0.140	6.1	\$7.039	\$5.961	\$1.078	15.3
Insurance	1.846	3.326	(1.480)	(80.2)	4.678	3.326	1.352	28.9
Claims	0.057	0.059	(0.002)	(3.5)	0.171	0.224	(0.053)	(31.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.799	5.235	5.564	51.5	31.446	20.234	11.212	35.7
Professional Service Contracts	3.832	1.886	1.946	50.8	8.098	6.357	1.741	21.5
Materials & Supplies	9.388	9.718	(0.330)	(3.5)	24.875	19.072	5.803	23.3
Other Business Expenditures	4.449	3.761	0.688	15.5	13.358	12.257	1.101	8.2
<b>Total Non-Labor</b>	<b>\$40.365</b>	<b>\$33.092</b>	<b>\$7.273</b>	<b>18.0</b>	<b>\$112.796</b>	<b>\$83.779</b>	<b>\$29.017</b>	<b>25.7</b>
<i>Other Adjustments:</i>								
Other	0.300	0.000	0.300	100.0	0.900	0.000	0.900	100.0
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.300</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>\$0.900</b>	<b>\$0.000</b>	<b>\$0.900</b>	<b>100.0</b>
<b>Total Expenditures</b>	<b>\$106.407</b>	<b>\$98.663</b>	<b>\$7.744</b>	<b>7.3</b>	<b>\$313.867</b>	<b>\$275.516</b>	<b>\$38.351</b>	<b>12.2</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$33.976)</b>	<b>(\$28.427)</b>	<b>\$5.549</b>	<b>16.3</b>	<b>(\$102.251)</b>	<b>(\$78.498)</b>	<b>\$23.753</b>	<b>23.2</b>
<b><u>Subsidies</u></b>								
MTA	23.956	31.788	7.832	32.7	74.003	73.325	(0.678)	(0.9)
CDOT	10.020	0.000	(10.020)	(100.0)	28.248	7.713	(20.535)	(72.7)
<b>Total Subsidies</b>	<b>\$33.976</b>	<b>\$31.788</b>	<b>(\$2.188)</b>	<b>(6.4)</b>	<b>\$102.251</b>	<b>\$81.038</b>	<b>(\$21.213)</b>	<b>(20.7)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$3.361)</b>	<b>(\$3.361)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$2.623)</b>	<b>(\$2.623)</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS**  
(\$ in millions)

Generic Receipt or Expense Category	March, 2013			Year-To-Date as of March 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(2.702)	(5.1%)	Receipt timing differences as well as to lower than projected ridership.			
OTHER REVENUE	0.447	8.8%	Primarily due to higher net receipts for GCT LaSalle retail revenues.			
CAPITAL AND OTHER REIMBURSEMENTS: MTA	(2.312)	(26.9%)	Lower project activity, partially offset by a timing difference in receipts.	(12.614)	(43.2%)	Lower project activity for the period, as well as timing difference in receipts.
CDOT	2.834	60.1%	Receipt timing difference.	(1.726)	(11.8%)	Lower project activity for the period, partially offset by timing difference in receipts.
OTHER	(0.462)	(57.7%)	Primarily timing difference.	3.876	*	Primarily due to cash timing difference for prior period activity (Primarily GCT Vault), as well as higher advances.
PAYROLL				6.016	5.2%	Higher vacancies, lower capital project activity, and payment timing differences.
OVERTIME				(1.588)	(9.0%)	Higher overtime requirements primarily due to increase level of weather emergency coverage, as well as higher capital project activity.
HEALTH & WELFARE	1.259	12.1%	Lower NYSHIP/Empire Plan payments for the month.	3.908	12.6%	Lower NYSHIP/Empire Plan payments for the period.
PENSIONS	(0.409)	(12.2%)	Higher pension contribution in the month.	(0.453)	(11.8%)	Higher pension contribution for the period.
OTHER FRINGE BENEFITS	0.355	3.5%	Lower employee claims and railroad retirement tax payments, partially offset by timing for sick & unemployment tax payments.			
ELECTRIC POWER	0.747	9.7%	Primarily due to payment timing differences for Traction Power, partially offset by higher Non-Traction electric costs.	6.783	29.3%	Payment timing to New York Power Authority, as well as lower usage and price on both Harlem/Hudson and New Haven lines.

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS**  
(\$ in millions)

Generic Receipt or Expense Category	March, 2013			Year-To-Date as of March 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	0.140	6.1%	Lower usage in the month for Revenue Vehicle Diesel Fuel, partially offset by higher payments for Non-Revenue Fuel (Gasoline and Heating Fuel).	1.078	15.3%	Lower payments for Revenue Vehicle Diesel Fuel due to lower usage and timing difference in payment, partially offset by higher rates, as well as higher Non-Revenue Fuel payments.
INSURANCE	(1.480)	(80.2%)	Payment timing for station liability and automobile premiums.	1.352	28.9%	Primarily due to payment timing for excess liability insurance.
CLAIMS				(0.053)	(31.0%)	
MAINTENANCE & OTHER OPERATING CONTRACTS	5.564	51.5%	Lower capital project activity, as well as payment timing for equipment overhauls and repairs, escalator/elevator maintenance, bus service, facility maintenance, security services, and other contractual services.	11.212	35.7%	Timing in payments for capital project activity (Danbury Branch Signal, Positive Train Control, purchase of Production Tamper, NHL relay protection, vehicle replacements), and escalator maintenance, steam utility, facility maintenance, and lower miscellaneous contractual services.
PROFESSIONAL SERVICE CONTRACTS	1.946	50.8%	Timing difference for BSC payments, IT hardware, engineering services, as well as lower miscellaneous payments for both operating and capital project expenditures.	1.741	21.5%	Timing difference for BSC payments, legal fees, advertising, as well as other net payment timing differences for both operating and capital project expenditures.
MATERIALS & SUPPLIES				5.803	23.3%	Payment timing difference for capital projects (turnouts, Positive Train Control, snowmelter cabinets, GCT Switch, PBX equipment upgrade, and others), as well as propulsion/power material, carbody material, and various other material purchases.
OTHER BUSINESS EXPENSES	0.688	15.5%	Primarily lower spending (timing) on capital projects (TVMs, GCT Denka lift, fork lift replacement, and others).	1.101	8.2%	Primarily lower spending (timing) on capital projects (TVMs, GCT Denka lift, fork lift replacement, and others), as well as lower metrocard pass-through payments, partially offset by higher miscellaneous payments.
MTA SUBSIDY RECEIPTS	7.832	32.7%	Higher subsidy draw due to lower CDOT subsidy payments (timing), and the change in available bank balance, partially offset by a lower net cash deficit in the month.	(0.678)	(0.9%)	
CDOT SUBSIDY RECEIPTS	(10.020)	(100.0%)	Payment timing differences.	(20.535)	(72.7%)	Lower due to payment timing differences.
TOTAL SUBSIDY RECEIPTS	(2.188)	(6.4%)		(21.891)	(21.4%)	

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	March 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$0.644	(\$1.620)	(\$2.263)	*	\$1.907	\$1.862	(\$0.045)	(2.4)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.336	1.691	0.354	26.5	3.803	3.027	(0.775)	(20.4)
<i>Capital &amp; Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(1.190)	(0.081)	1.110	93.2	3.802	(2.184)	(5.986)	*
CDOT	(0.167)	3.319	3.486	*	(0.063)	0.982	1.045	*
Other	(0.129)	(0.216)	(0.087)	(67.6)	(0.299)	4.443	4.742	*
Total Capital and Other Reimbursements	(1.486)	3.023	4.509	*	3.440	3.241	(0.199)	(5.8)
<b>Total Revenue/Receipts</b>	<b>\$0.494</b>	<b>\$3.094</b>	<b>\$2.600</b>	<b>*</b>	<b>\$9.150</b>	<b>\$8.131</b>	<b>(\$1.020)</b>	<b>(11.1)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$2.385	(\$2.112)	(\$4.497)	*	(\$2.094)	\$0.559	\$2.653	*
Overtime	1.136	0.130	(1.006)	(88.6)	0.244	(1.454)	(1.698)	*
Health and Welfare	(0.613)	(1.041)	(0.428)	(69.9)	(1.460)	(0.468)	0.992	68.0
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	3.449	2.209	(1.240)	(35.9)	16.471	14.959	(1.511)	(9.2)
Other Fringe Benefits	(1.711)	(2.605)	(0.894)	(52.3)	(1.865)	(2.267)	(0.402)	(21.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.041)	(0.034)	0.007	16.4	(0.122)	(0.215)	(0.093)	(76.2)
<b>Total Labor</b>	<b>\$4.605</b>	<b>(\$3.454)</b>	<b>(\$8.059)</b>	<b>*</b>	<b>\$11.174</b>	<b>\$11.114</b>	<b>(\$0.059)</b>	<b>(0.5)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.183)	\$0.533	\$0.717	*	(\$0.554)	\$4.385	\$4.939	*
Fuel	0.300	0.018	(0.282)	(94.1)	0.899	1.289	0.390	43.4
Insurance	(0.533)	(2.121)	(1.588)	*	(0.832)	0.207	1.039	*
Claims	0.002	(0.055)	(0.056)	*	0.002	(0.186)	(0.188)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.267	2.090	1.823	*	(3.434)	0.180	3.614	*
Professional Service Contracts	(0.736)	(0.279)	0.457	62.1	(0.086)	(1.577)	(1.492)	*
Materials & Supplies	(1.468)	(3.734)	(2.267)	*	(3.059)	(1.990)	1.069	34.9
Other Business Expenses	(2.452)	(1.615)	0.837	34.1	(7.291)	(6.640)	0.651	8.9
<b>Total Non-Labor</b>	<b>(\$4.803)</b>	<b>(\$5.164)</b>	<b>(\$0.360)</b>	<b>(7.5)</b>	<b>(\$14.355)</b>	<b>(\$4.331)</b>	<b>\$10.023</b>	<b>69.8</b>
<i>Other Adjustments:</i>								
Other	(0.300)	0.000	0.300	100.0	(0.900)	0.000	0.900	100.0
<b>Total Other Adjustments</b>	<b>(\$0.300)</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>(\$0.900)</b>	<b>\$0.000</b>	<b>\$0.900</b>	<b>100.0</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$0.499)</b>	<b>(\$8.617)</b>	<b>(\$8.119)</b>	<b>*</b>	<b>(\$4.081)</b>	<b>\$6.783</b>	<b>\$10.864</b>	<b>*</b>
Depreciation	20.182	18.922	(1.260)	(6.2)	60.547	55.501	(5.046)	(8.3)
OPEB Obligation	6.339	6.339	0.000	0.0	19.018	19.018	0.000	0.0
Environmental Remediation	0.989	0.404	(0.585)	(59.2)	0.989	0.404	(0.585)	59.2
<b>Total Expenditures Adjustments</b>	<b>\$27.012</b>	<b>\$17.048</b>	<b>(\$9.964)</b>	<b>(36.9)</b>	<b>\$76.473</b>	<b>\$81.706</b>	<b>\$5.232</b>	<b>6.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$27.506</b>	<b>\$20.142</b>	<b>(\$7.365)</b>	<b>(26.8)</b>	<b>\$85.623</b>	<b>\$89.836</b>	<b>\$4.213</b>	<b>4.9</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

	March			March 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>	(2,466)	\$0.0		(3,569)	\$0.3	Average train and engine crew overtime rates are lower than expected, offsetting increased hours due to service investments.
	-6.2%	1.9%		-2.9%	3.9%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	15,949	\$0.7	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 weather). Also, fewer right-of-way maintenance needs led to favorable results.	13,700	\$0.6	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 March weather). Also, fewer right-of-way maintenance needs led to favorable results.
	72.5%	72.0%		23.6%	22.6%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	6,552	\$0.3	MNR's overall non-reimbursable headcount is higher than budgeted, reducing the need to cover vacancies. This category also includes vacation coverage, which has been lower than expected. Also reflects a temporary timing difference related to payroll and calendar cutoff dates.	9,655	\$0.4	MNR's overall non-reimbursable headcount is higher than budgeted, reducing the need to cover vacancies. This category also includes vacation coverage, which has been lower than expected. Also reflects a temporary timing difference related to payroll and calendar cutoff dates.
	36.1%	35.9%		20.0%	18.6%	
<u>Weather Emergencies</u>	(722)	(\$0.0)		(3,447)	(\$0.2)	
	-4.9%	-4.1%		-6.8%	-7.0%	
Safety/Security/Law Enforcement <sup>3</sup>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> <sup>4</sup>	895	\$0.0		(15,436)	(\$0.7)	Reflects timing differences related to payroll and calendar cutoff dates.
	50.4%	46.0%		*	*	
<b>Subtotal</b>	<b>20,207</b>	<b>\$1.1</b>		<b>903</b>	<b>\$0.4</b>	
	21.0%	22.2%		0.3%	2.5%	
<b>REIMBURSABLE OVERTIME</b>						
	(2,313)	(\$0.2)	Reflect track availability constraints for the GCT Turnout project.	(3,120)	(\$0.3)	Reflect track availability constraints for the GCT Turnout project.
	-9.3%	-13.6%		-4.4%	-7.5%	
<b>TOTAL OVERTIME</b>	<b>17,894</b>	<b>\$0.9</b>		<b>(2,217)</b>	<b>\$0.1</b>	

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 Scheduled Service category)

<sup>3</sup> Not Applicable

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

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

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	39,831	\$2.2	42,297	\$2.2	(2,466)	\$0.0	124,038	\$6.8	127,607	\$6.6	(3,569)	\$0.3
					-6.2%	1.9%					-2.9%	3.9%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	21,985	\$1.0	6,037	\$0.3	15,949	\$0.7	58,086	\$2.7	44,386	\$2.1	13,700	\$0.6
					72.5%	72.0%					23.6%	22.6%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	18,170	\$0.8	11,618	\$0.5	6,552	\$0.3	48,272	\$2.1	38,617	\$1.7	9,655	\$0.4
					36.1%	35.9%					20.0%	18.6%
<u>Weather Emergencies</u>	14,624	\$0.7	15,346	\$0.7	(722)	(\$0.0)	50,992	\$2.4	54,439	\$2.6	(3,447)	(\$0.2)
					-4.9%	-4.1%					-6.8%	-7.0%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> <sup>4</sup>	1,776	\$0.1	882	\$0.0	895	\$0.0	9,196	\$0.4	24,632	\$1.1	(15,436)	(\$0.7)
					50.4%	46.0%					*	*
Subtotal	96,386	\$4.9	76,179	\$3.8	20,207	\$1.1	290,584	\$14.5	289,681	\$14.1	903	\$0.4
					21.0%	22.2%					0.3%	2.5%
<b>REIMBURSABLE OVERTIME</b>	24,873	\$1.2	27,186	\$1.3	(2,313)	(\$0.2)	70,952	\$3.4	74,072	\$3.6	(3,120)	(\$0.3)
					-9.3%	-13.6%					-4.4%	-7.5%
<b>TOTAL OVERTIME</b>	<b>121,259</b>	<b>\$6.0</b>	<b>103,365</b>	<b>\$5.1</b>	<b>17,894</b>	<b>\$0.9</b>	<b>361,536</b>	<b>\$17.9</b>	<b>363,753</b>	<b>\$17.8</b>	<b>(2,217)</b>	<b>\$0.1</b>
					14.8%	15.2%					-0.6%	0.6%

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 Scheduled Service category)

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**2013 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**March 31, 2013**

<u>Department</u>	<u>2013 Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	1
Labor Relations	9	7	2
Safety	22	18	4
COS/Corporate & Public Affairs	16	15	1
Legal	18	17	1
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	30	31	(1)
Training	47	45	3
Employee Relations & Diversity	4	4	-
VP Planning	2	2	-
Operations Planning & Analysis	17	15	2
Capital Planning & Programming	15	14	1
Business Development, Facilities & Mktg (1)	22	21	1
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller	78	78	0
Information Technology & Project Mgmt	92	80	12
Budget	20	19	1
Customer Service (2) (3)	45	43	2
Procurement & Material Mgmt (4)	40	29	11
<b>Total Administration</b>	<b>517</b>	<b>473</b>	<b>44</b>
<b>Operations</b>			
Operations Administration	60	49	12
Operations Services	1,759	1,766	(7)
Customer Service (2) (3)	233	224	9
Business Development, Facilities & Mktg (1)	38	36	2
Metro-North West	26	30	(3)
<b>Total Operations</b>	<b>2,116</b>	<b>2,104</b>	<b>12</b>
<b>Maintenance</b>			
GCT	370	355	15
Maintenance of Equipment	1,301	1,272	28
Maintenance of Way	1,667	1,634	33
Procurement & Material Mgmt (4)	120	127	(7)
<b>Total Maintenance</b>	<b>3,457</b>	<b>3,387</b>	<b>70</b>
<b>Engineering/Capital</b>			
Construction Management	40	34	6
Engineering & Design	60	55	5
<b>Total Engineering/Capital</b>	<b>100</b>	<b>89</b>	<b>11</b>
<b>Total Positions</b>	<b>6,191</b>	<b>6,054</b>	<b>137</b>
<b>Non-Reimbursable</b>	<b>5,561</b>	<b>5,653</b>	<b>(91)</b>
<b>Reimbursable</b>	<b>629</b>	<b>401</b>	<b>228</b>
<b>Total Full-Time</b>	<b>6,190</b>	<b>6,053</b>	<b>137</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

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

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

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

(4) 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**  
**2013 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**March 31, 2013**

<b>FUNCTION/OCCUPATION</b>	<b>2013 Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	183	162	21
Professional, Technical, Clerical	334	311	23
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>517</b>	<b>473</b>	<b>44</b>
<b>Operations (1)</b>			
Managers/Supervisors	154	142	12
Professional, Technical, Clerical	228	226	2
Operational Hourlies	1,734	1,736	(3)
<b>Total Operations</b>	<b>2,116</b>	<b>2,104</b>	<b>12</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	515	485	31
Professional, Technical, Clerical	479	484	(5)
Operational Hourlies	2,463	2,419	45
<b>Total Maintenance</b>	<b>3,457</b>	<b>3,387</b>	<b>70</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	48	37	10
Professional, Technical, Clerical	52	52	0
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>89</b>	<b>11</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	900	826	74
Professional, Technical, Clerical	1,094	1,074	20
Operational Hourlies	4,197	4,155	42
<b>Total Positions</b>	<b>6,191</b>	<b>6,054</b>	<b>137</b>

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET VS. ACTUALS**

March 31, 2013

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2013 Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,116	2,104	12	Reflects vacancies in operation and customer services staffing (Ticket Sellers and Service Attendant positions)
Maintenance (1)	3,457	3,387	70	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)	517	473	44	Reflects timing differences in hiring IT, and Procurement personnel.
Engineering / Capital	100	89	11	
<b>Total Agency-wide Headcount</b>	<b>6,191</b>	<b>6,054</b>	<b>137</b>	
Non-Reimbursable	5,561	5,653	(91)	
Reimbursable	629	401	228	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**UTILIZATION**  
(in millions)

	<u>Month of March</u>		<u>Variance</u>		<u>Year-to-Date March</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$16.068	\$15.812	(\$0.256)	-1.6	\$44.360	\$43.297	(\$1.064)	-2.4
Hudson Line	\$11.497	\$11.471	(\$0.026)	-0.2	\$31.615	\$30.952	(\$0.663)	-2.1
New Haven Line	\$24.981	\$24.836	(\$0.145)	-0.6	\$71.495	\$69.349	(\$2.146)	-3.0
 Total Farebox Revenue	 \$52.545	 \$52.118 <sup>(1)</sup>	 (\$0.427)	 -0.8	 \$147.471	 \$143.597 <sup>(1)</sup>	 (\$3.873)	 -2.6
 <u>Ridership</u>								
Harlem Line	2.302	2.263	(0.040)	-1.7	6.595	6.425	(0.170)	-2.6
Hudson Line	1.328	1.317	(0.012)	-0.9	3.807	3.718	(0.088)	-2.3
New Haven Line	3.302	3.249	(0.053)	-1.6	9.415	9.128	(0.287)	-3.0
 Total Ridership East of Hudson	 6.932	 6.828	 (0.104)	 -1.5	 19.817	 19.271	 (0.546)	 -2.8
 West of Hudson	 0.148	 0.134	 (0.014)	 -9.6	 0.413	 0.363	 (0.049)	 -11.9
 Total Ridership	 7.080	 6.961	 (0.119)	 -1.7	 20.230	 19.635	 (0.595)	 -2.9

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.042 million for the month and \$0.115 million year-to-date.

**East of Hudson:**

Year-to-date ridership was 19.3 million, 2.8% lower than Budget and 0.7% lower than 2012, reflecting the impact of the February snowstorm, business office dislocations in lower Manhattan caused by Tropical Storm Sandy, as well as a slower than projected ridership growth. For the month, ridership of 6.8 million was 1.5% lower than budget and 0.1% higher than March 2012.

Commutation ridership was 1.9% lower year-to-date and 2.1% lower for the month vs. budget. Compared to 2012, March year-to-date commutation ridership was 0.7% lower. Non-commutation ridership was 3.9% below budget year-to-date and 0.7% lower than 2012. For the month, non-commutation ridership was 0.6% lower than budget but 2.2% better than 2012.

**West of Hudson:**

West of Hudson ridership was 9.6% lower for the month and 11.9% lower year-to-date vs. 2013 Adopted Budget reflecting the impact of the February snowstorm, as well as the residual impact of Tropical Storm Sandy on both lower Manhattan employment Port Jervis and Pascack Valley Line service levels, and the absence of full PATH service between Hoboken and the World Trade Center until the end of January.