



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

June 2013

Members

J. Sedore, Chair
J. Ballan
R. Bickford
J. Blair
N. Brown
F. Ferrer, Acting MTA Chairman
J. Kay
S. Metzger
C. Moerdler
M. Pally
A. Saul
C. Wortendyke



MEETING AGENDA

METRO-NORTH RAILROAD COMMITTEE

June 3, 2013 @ 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

- | | |
|--|-----|
| 1. Approval of Minutes – April 22, 2013 | 3 |
| 2. 2013 Work Plan | 10 |
| 3. Information Items | 16 |
| • New Haven Line Derailment – NO MATERIAL | |
| • RCM Fleet Maintenance | 17 |
| • Diversity/EEO Report – 1 st Quarter 2013 | 33 |
| • Elevator & Escalator Service Report – 1 st Quarter 2013 | 39 |
| • Grand Central Terminal Centennial Program Update – NO MATERIAL | |
| 4. Action Item | 49 |
| • Agreement with NYSDOT for Superstructure Replacement of the North Barry Avenue Bridge (NH 20.89) in Mamaroneck, NY | 50 |
| 5. Procurements | 52 |
| • Non-Competitive | 56 |
| • Competitive | 58 |
| • Ratifications | 60 |
| 6. President's Report | |
| • Operations | 61 |
| • Safety | 68 |
| • Financial | 71 |
| • Ridership | 92 |
| • Capital Program | 103 |
| 7. MTA Police Report | 108 |

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

Minutes of the Regular Meeting
Metro-North Committee
Monday, April 22, 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. Mitchell H. Pally, Co-Chairman of the Committee
Hon. James L. Sedore, Jr., Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David A. Paterson
Hon. Vincent Tessitore, Jr.
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
Donna Evans – Chief of Staff, 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
Kim Porcelain – Vice President – Finance and Information Systems, Metro-North Railroad

The members met jointly as the Metro-North Committee and the Long Island Committee. Co-Chairman Pally called the meeting to order.

There were three public speakers.

Orrin Getz of Rockland County praised Metro-North for the recent service expansions; he stated that he has urged New Jersey Transit to follow suit. He expressed his opinion that the MTA should be active in expanding Flushing Line service to Secaucus as it will provide access to the east side of Manhattan, benefitting Rockland County commuters. He stated that a station is needed at Woodbury Commons which, he believes, will boost west of Hudson ridership and increase Metro-North revenues.

Murray Bodin of Concerned Grandparents – Mr. Bodin suggested that railcars be articulated in groups of four, stating that similar cars have been used in Paris, France for years. Mr. Bodin's grandson Adam, age 14, suggested that railroad conductors use a hole puncher that would reduce litter.

Upon motion duly made and seconded, the minutes of the March 11, 2013 Committee meeting were approved. Acting Chairman Ferrer was not present for the vote. Co-Chairman Pally stated that there were no changes to the 2013 work plan.

MTA LONG ISLAND RAIL ROAD

President Williams stated it is a pleasure to participate in the joint committee meetings and to have the opportunity to share ideas. She thanked Chief Coan and his team for the outstanding job they did in coordinating with other police agencies and in immediately increasing system-wide security in the wake of the Boston bombings. She discussed the efforts being made by both Railroads with respect to Positive Train Control (PTC). President Permut stated that an implementation plan has been submitted. He noted that the railroads are making an effort to meet the deadline. He discussed the efforts Metro-North has been taking to acquire spectrum and to move forward with PTC integration. President Permut cited an FRA report urging Congress to extend the PTC deadline and to consider relying upon alternative technologies in certain areas in lieu of PTC. President Permut noted that he has had a number of meetings with the FRA, stating that the FRA's willingness to consider alternative technologies and to extend the deadline for implementation is a great achievement. The remaining comments by President Williams and Board Members are contained in the minutes of the Long Island Rail Road held this day.

MTA METRO-NORTH RAILROAD

President Permut echoed the comments made by President Williams regarding the MTA Police Department's reaction to the Boston bombings. He reported that through April 15, 2013, employee injuries were approximately 2% lower than the comparable period of 2012, which was the third best year on record. There were significant reductions in customer injuries, which were 33% lower through April 15 than in the comparable period of 2012.

System-wide on-time performance in March 2013 was 98%. The Harlem, Hudson and New Haven Lines operated at 98.7%, 98.6% and 97.2% respectively. There were only two days with an on-time performance below 95%; on-time performance was at or above 99% on 12 days and between 98% and 98.9% on 12 days. West of Hudson on-time performance was at 97.8%. The Harlem and Hudson Lines had 100% consist compliance and the New Haven Line had 99.6% consist compliance. The second phase of service expansions was implemented on April 7, 2013; significant ridership increases have been seen where service has been added.

Metro-North has accepted 200 M-8 railcars into revenue service; M-8 trains now comprise 60% of New Haven Line Main Line service. Metro-North achieved 100% on-time performance east and west of Hudson on April 11, 2013 with all 759 trains operating on-time. In addition, there were no customer and employee injuries that day. President Permut noted that this is the result of the hard work of Metro-North's workforce, who give 100% effort to bring together all the elements needed to operate an excellent, safe service.

President Permut reported that overall financial results through February 2013 were favorable as compared to the adopted budget even after taking into account the impact of winter storm Nemo. Year-to-date passenger revenues were slightly lower than the adopted budget due to lost ridership from the February snow storm and lower than projected ridership growth. Passenger revenue shortfalls were slightly offset by higher Grand Central Terminal retail revenue. Operating expenditures were 4.2% lower than projected.

Total rail ridership in March 2013, as compared to the comparable period of 2012, was flat and system-wide ridership decreased .1%. Year-to-date March 2013, total system-wide ridership decreased .9% as compared to the comparable period of 2012. President Permut noted that the decreases in commutation ridership reflect sluggish post-Hurricane Sandy trends and the relocation of some commuters who are no longer working in lower Manhattan.

The 2013 Station Enhancement Program has been kicked-off; to date, the work has been completed at 16 stations. In 2013, an additional six stations will be completed – five on the Harlem Line and one on the Port Jervis Line.

The Grand Central Centennial celebration was kicked off on February 1, 2013. Overall, retail traffic in Grand Central Terminal and sales for the month of February 2014 were 4% higher than in February 2012. Grand Central Terminal Audio Tour sales and revenue increased more than 75% from 2012 and the new Metro-North Municipal Arts Society's guided tours have been selling out. The Centennial events that have taken place have received a great deal of positive press.

President Permut announced the retirement of Robert Lieblong, Senior Vice President of Operations, after 40 years of service. He noted that Mr. Lieblong started his career as a Trackman, was appointed Assistant Vice President Maintenance of Way in 1998, Acting Vice President of Operations in 2009, and Senior Vice President of Operations later that same year. Mr. Lieblong is primarily concerned with the well-being of his employees. As Assistant Vice President Maintenance of Way, he designed, implemented and maintained the first departmental safety program, which has served as a model for other departmental safety programs. The program resulted in a 62% reduction of lost time injuries, a 72% reduction of total injuries, and a 78% reduction of lost work days. Mr. Lieblong oversaw several capially funded projects that improved Metro-North's right of way and infrastructure. He designed and implemented the Cyclical Track Program, creating the concept of the Super Tie Gang to increase productivity and reduce track outages. During bad weather and other emergencies, Mr. Lieblong's expertise in the Situation Room resulted in the quick restoration of regular service. Under Mr. Lieblong's tenure as Senior Vice President of Operations, Metro-North attained a system-wide on-time performance of 100% for 20 days—a remarkable achievement in this industry. President Permut presented Mr. Lieblong with a plaque in appreciation of all he has done for Metro-North and wished him the best in his future endeavors.

MTA CAPITAL CONSTRUCTION

The details of the MTA Capital Construction report, including discussions with Board Members are contained in the minutes of the Long Island Rail Road held this day.

MTA POLICE DEPARTMENT

Chief Coan reported that the MTA Police went on high alert on Monday, April 15, 2013 following the bombings at the Boston Marathon. He discussed the coordination and cooperation between the MTA Police, local police departments and terrorism task forces. Chief Coan reported a crime reduction of 13% year-to-date and 15% for the month of March. Committee Member Moerdler congratulated Chief Coan and the MTA Police Department for the excellent job they have done and are doing. He asked if Chief Coan could give him assurances that images from security cameras are secure and available for use only by law enforcement agencies in the performance of their tasks. Chief Coan responded that the MTA and its agencies each have one point of contact to retrieve video and that there are procedures in place for downloading and retrieving video. Chief Coan assured Board Member Moerdler that this issue is dealt with at the Governance Committee Meetings and at Security Meetings on a weekly basis. The details of the MTA Police Department Report are contained in a report filed with the records of this meeting.

Long Island Rail Road Information Items

President Williams, in consultation with President Permut, commented on the discussion between Committee Member Moerdler and Chief Coan regarding security cameras. She stated that there are times when the Long Island Rail Road will make requests to look at video for safety reasons. Committee Member Moerdler suggested that on occasions when non-law enforcement personnel seek to look at the materials, a record be made of the specific individuals who did so and why the request was made. Acting Chairman Ferrer stated he would amend that suggestion to include law enforcement personnel acting without a subpoena. The details of President Williams' report and Board Members' comments are contained in the minutes of the Long Island Rail Road held this day.

MTA Metro-North Railroad Information Items

- Final Review of 2012 Operating Budget Results
- Annual Inventory Report – Mr. Permut reported that since 2007, Metro-North's Procurement & Material Management Department put in place efforts and initiatives to improve service to its internal customers while reducing inventory investment. The initiatives have focused intensively on statistical analysis and detailed inventory monitoring while using state-of-the-art forecasting software, resulting in a reduction of stock inventory by 18% during a five-year period during which Metro-North's fleet size grew 8%.
- 2012 Annual Ridership Report – Mr. Permut reported that ridership continued to increase in 2012 and that 2012 ridership was the second highest in Metro-North's history. He noted that, if not for Hurricane Sandy, ridership in 2012 would have been the highest in Metro-North history. Ridership has increased on all lines. The

long trend of non-commutational ridership increasing at a greater rate than commutational ridership continues.

- Peekskill RiverWalk – A sublease agreement with the City of Peekskill (City) to allow the City and its contractors to enter onto a portion of Metro-North's property to construct a continuous waterfront trail along the Peekskill waterfront in support of Westchester County's RiverWalk initiative, a public pathway along parts of the Hudson River. The trail will not impact Metro-North operations.

Board Member Moerdler congratulated President Permut on a job well done. He discussed the decline in ridership that occurred in February. President Permut noted that February ridership was impacted by snow storm Nemo. President Permut noted that it will take approximately four years to replace all the infrastructure damaged by Hurricane Sandy. He noted that Metro-North continues to have failures caused by Hurricane Sandy, which resulted in half of the Hudson Line being underwater, causing approximately \$300 Million in salt water damage to Metro-North's infrastructure, including substations, fiber optics and switch machines. President Permut noted that Metro-North has received financial support to repair the damage. However, the problem lies with an inability of the manufacturing community to manufacture the material needed by Metro-North and the other transit agencies impacted by Hurricane Sandy. In addition, Metro-North's workforce is shrinking as a result of increased vacancies caused by retirements. While Metro-North has a dedicated workforce, the workforce can only handle so much with a great deal of time devoted to Positive Train Control and cab signaling.

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

Action Items:

There was one action item.

- Set Fares for West Haven Station

Upon motion duly made and seconded, the above action item, the details of which are set forth in the staff summary filed with the records of this meeting, was approved for recommendation to the Board.

Procurements:

Long Island Rail Road

The Committee voted on Long Island Rail Road procurements. Among the items approved is a four-year, non-competitive, miscellaneous procurement contract with Oracle, USA, Inc. for renewal of software maintenance and support and for the purchase of future Oracle licenses on an as needed basis for Long Island Rail Road, Metro-North, New York City Transit and Bridges and Tunnels. The details of the above procurement are set forth in the minutes of the Long Island Rail Road held this day and the staff summaries and other materials filed with the records of this meeting.

MTA Metro-North Railroad

There were a total of 13 Metro-North procurements on the agenda.

There were three non-competitive procurements this month: (1) a three-year purchase agreement with Oldcastle Enclosure Solutions, an original equipment manufacturer (OEM) and sole supplier of various high density/heavy duty, fire resistant, polymer concrete trays used by Metro-North's Communication and Signals Department throughout Metro North's operating territory, (2) a four-month, miscellaneous service contract with New York State Industries for the Disabled (NYSID), a preferred source, funded through a records management improvement grant provided by the New York State Education Department, to perform Document Scanning Services and (3) a three-year, negotiated contract extension, funded by MTA Headquarters Office of Security, with Smiths Detection, the original equipment manufacturer (OEM) and original software developer to provide comprehensive maintenance and support of the Chemical Detection Systems presently installed in both Grand Central Terminal and Penn Station.

There were nine competitive procurements this month: (1) a 20-month, competitively solicited and negotiated design-build contract funded by a Federal Congestion Mitigation and Air Quality (CMAQ) improvement grant and MNR Capital Program to Prismatic Development Corporation for station access and parking improvements at Metro-North's North White Plains Station, (2) seven competitively solicited, five-year, miscellaneous service contracts funded 100% by a Congestion Mitigation Air Quality Grant from the New York State Department of Transportation for Metro-North Railroad's Guaranteed Ride Home Program (GRHP) offering weekday taxi service to monthly Uni-Ticket customers at Metro-North's Beacon, Brewster, Croton Falls, Katonah, Poughkeepsie, Southeast and Tarrytown stations at specified off peak times when regular connecting bus or ferry service is not scheduled or available and (3) a 60-month, competitively solicited, miscellaneous service contract to Cardno ATC to perform on-call system-wide asbestos and lead air monitoring and testing services on an as-needed, task order basis throughout Metro-North's territory in both New York State and Connecticut. Board Member Moerdler asked that future staff summaries and reports for competitive procurements be more specific with respect to what notice was given of the procurement and how the items were solicited.

There was one ratification.

A non-competitive, negotiated, 18-month, miscellaneous service contract with Penta Corporation to upgrade Metro-North's existing Public Address (PA) System hardware, database, talker servers and communications software located in Grand Central Terminal and in the backup facility in North White Plains.

Board Member Moerdler asked that more specific language be included in the staff summaries and reports indicating how the competitive items were solicited and what notice was given.

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

The details of the Operations, Safety, Financial, Ridership and Capital Program reports are contained in reports filed with the records of the meeting.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino". The signature is fluid and cursive, with the first name "Linda" and last name "Montanino" clearly distinguishable.

Linda Montanino
Assistant Secretary

Apr 2013 Comm Minutes
Legal/Corporate/Committee Minutes

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

June 2013

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-1 st 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 nd Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-2 nd Quarter 2013	Operations

November 2013(Joint Meeting with LIRR)

2014 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Operations Planning & Analysis
Positive Train Control	President

December 2013

2014 Final Proposed Budget	Finance
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-3 rd Quarter 2013	Operations

January 2014

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

Committee Chair & Members
Capital Planning

March 2014

Adopted Budget/Financial Plan 2014
2013 Annual Operating Results
Elevator & Escalator Service Report—4th Quarter 2013
Diversity/EEO Report – 4th Quarter 2013
2014 Spring/Summer Schedule Change

Finance
Operations
Operations
Diversity/EEO Office
Operations Planning & Analysis

April 2014 (Joint Meeting with LIRR)

Final Review of 2013 Operating Budget Results
Annual Inventory Report
2013 Annual Ridership Report

Finance
Procurement
Operations Planning & Analysis

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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 – 1st 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– 1st 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 - 2nd 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- 2nd 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 - 3rd 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- 3rd 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.

MARCH 2014

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 2014 by category.

2013 Operating Results

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

Elevator & Escalator Service Report – 4th Quarter 2013

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

Diversity & EEO Report– 4th 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.

2014 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 2014.

APRIL 2014(Joint Meeting with LIRR)

Final Review of 2013 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.

2013 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.



Metro-North Railroad

Information Items

June 2013

MTA Metro-North Railroad

Operations Division

Annual Report on Fleet Maintenance 2012

Maintenance of Equipment

The Maintenance of Equipment (M of E) Department is responsible for providing a safe and reliable fleet, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1,175 units, including locomotives, diesel hauled coaches and electric multiple units. M of E is organized to achieve this mission.

M of E performs periodic inspections and maintenance events as defined by our Maintenance Plan. In addition, equipment repairs and modifications are performed. These activities ensure rolling stock safety, reliability, availability and compliance with regulatory agencies requirements.

Maintenance Plan

M of E departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20-Year rolling stock plan.

Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 45-Day, 60-Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472-Day, 1840-Day, 6-Year through 10-Year, and 12-Year maintenance events are performed at five equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal.

Reliability Centered Maintenance (RCM) and its elements define the maintenance plan.

Reliability Centered Maintenance

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment.

RCM at Metro-North Railroad is applied to assure the design level of reliability, safety and regulatory compliance.

Evaluation and adjustment of the Maintenance Plan to improve rolling stock availability and performance is achieved through continuous assessment.

Reliability Centered Maintenance has contributed to the fleets' improved Mean Distance Between Failure (MDBF) and Consist Compliance.

Maintenance Plan

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles.

The following is an overview of the Plan's elements.

Where practicable, rolling stock receives planned maintenance activities in conjunction with federally mandated inspection intervals. These intervals vary by fleet type, but typically include Calendar Day Mechanical Inspection (CDMI), Quarterly, Semi-Annual, Annual, and higher level scopes based on 3, 4, and 5-Year multiples depending on the age and configuration of the vehicle.

The scope of each higher level interval is cumulative in nature.

All fleets are currently in the RCM program except M2/M4/M6 which are in the process of being retired.

Maintenance Plan (cont.)

Calendar Day Mechanical Inspection

Is the maintenance and inspection activity required once every calendar day to dispatch a train consist for use in service. The CDMI tests, inspects or validates, braking, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

Quarterly Inspection

Is a Periodic Inspection (PI) performed on all fleets. It includes an interior and exterior inspection and operational test of all major systems. The federally mandated requirements such as air brake gauge calibration and cab signal tests are satisfied. Renew brake shoes, filters, light bulbs, fluids, contactor tips and other consumable items based on condition assessment for wear or other deficiencies. Clean electrical components, measure wheels, and clean, adjust and test door operations. All work is documented in a comprehensive work packet and federally mandated records.

Semi-Annual Inspection

In addition to the lower level inspection items, this PI includes functional tests of emergency lighting, door operation, and HVAC systems as well as an undercar/pit inspection. A single car brake test is also performed.

Annual Inspection

In addition to the Quarterly and Semi-Annual PI requirements specific filters, strainers and valves for the air brake, and air supply systems are renewed, and additional testing such as Emergency Egress compliance is performed during this inspection. Selectively scheduled component renewals such as batteries, motor alternators are also performed.

Maintenance Plan (cont.)

Periodic Maintenance Interval by Equipment Type

Interval	M-3 EMU	M-7 EMU	M-2 EMU	M-4/6 EMU	M-8 EMU	Bombardier Coach	All Locomotives
45 Day (8 per yr)						X	
60 day (6 per yr)			X	X		Center Door Cab Car	
92 day (4 per yr)	X	X			X	End Door Cab Car	X
184 day (2 per yr)						Trailer Coach	
368 day (1 per yr)	X	X	X	X	X	X	X

Maintenance Plan (cont.)

3-Year, 4-Year, 5-Year and Higher Level Scopes

All lower level inspection requirements are satisfied. These Periodic Inspections (PI) satisfy the federally mandated brake system component overhaul requirements. During these events additional scope coordinated in multiples of the mandated cycle is performed. These scopes become increasingly comprehensive relative to the vehicle age and expected service requirements to maintain equipment performance, reliability, and to maximize facility utilization. Typical higher level scope includes removal, rebuild and replacement of air brake components, couplers, toilets, trucks and suspension components, pantographs, HVAC compressors, air compressors, motors, propulsion control devices, and blowers assemblies. In addition, expansion valves, condenser fan motors, weather stripping, air bags, glazing, batteries, diaphragms, wheels and other components are renewed.

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues. Listed below are some examples:

System upgrades such as - Cab Signal, HVAC, Toilets
Car interior refurbishment - seats, flooring, glazing
Car exterior refurbishment - paint, decals

Electric Multiple Units Scheduled Programs

	2013	2014	2015	2016	2017	2018	2019	2020
M3								
3 Year	46	48	46	46	48	46	46	48
AIR COMPRESSOR	3	5	10	13	11	13	9	
BATTERY 25-CELLS	4	13	12	10	4	7	7	3
BLOWER SEB B-END	5	8	10	6	5	5	7	10
BLOWER - SEB F-END	8	26	19	10	11	14	17	14
MOTOR								
ALTERNATOR	7	9	8	16	11	6	8	
M7								
5Year	44							
10 Year	24	66	68	66	68	44		
15 Year						24	66	68
M2								
3 Year	4							
M4								
3 Year	17							
M6								
3 Year	1							
M8								
5 Year		30	81	81	81	81	51	
10 Year							30	81

Locomotive and Coach Scheduled Programs

		2013	2014	2015	2016	2017	2018	2019	2020
End Door									
Coaches	4 Year	33	22					1	
	8 Year		1	20	27	33	22		
	12 Year			1			1	20	27
Center Door									
Coaches	4 Year	7	15	14	10				
	8 Year	15	17	8	3	7	15	14	10
	12 Year	5	5	9	1	15	17	8	3
	16 Year					5	5	9	1
P32ACDM									
	5 Year	5	5	7	5	9	5	5	7
	8 Year	3							
	16 Year			5	5	5	5	5	5
BL020									
	4 Year	1							5
	8 Year				5	6	1		

Completed RCM Work Scope Activity

FLEET	SCOPE	2005	2006	2007	2008	2009	2010	2011	2012	TOTAL
M2	3 - YEAR	76	72	82	80	72	70	82	58	592
	CSR	30	22	12	12	6				82
	BATTERY	23	15	26	14	3	6			87
M3	3 - YEAR	58	58	30	44	56	48	46	46	386
	6 - YEAR		6	32	44	52	4			138
	AIR COMPRESSOR ASSEMBLY	30	1		3	1		1		36
	BATTERY	14	10	4	4				1	33
	B END SEB	8	5	5	4		3	3	3	31
	F END SEB	12	15	8	8	3	6	6	5	63
	MOTOR ALTERNATOR	11	2	2	5	2	3	2	6	33
M4	3 - YEAR	6	17	22	9	17	23	12	14	120
	9 - YEAR			9		17	17	3		46
	BATTERY	1	7	6	2			9	1	26
M6	3 - YEAR	33	10	4	30	10		33	9	129
	6 - YEAR	6	7	3	3					19
	9 - YEAR					7	3	27	3	40
	BATTERY		5			8	11	6	1	31
M7	5 - YEAR	128	52	14	46	64	80	66	66	516
P32AC-DM	4 - YEAR	6	7	4				1	4	22
	5 - YEAR	6	10	8	7	5	9	4	8	57
	8 - YEAR		1	4	5	5	4	3	2	24
	BATTERY				5	7	11	5		28
End Door Coaches	3 - YEAR	17	6	8						31
	4 - YEAR	1	4	28	35	40	30	16	33	187
	8 - YEAR				1					1
	OVERHAUL			12	21	39	32			104
Center Door Coaches	3 - YEAR	15	6	5						26
	4 - YEAR		41	27	20	18	45	26	1	178
	6 - YEAR	6	2						4	12
	8 - YEAR		24	10	2	4	23	18	14	95
	9 - YEAR		6							6
	12 - YEAR		8	8	20	13	33	8		90
	SEAT RENEWAL		34	3						37
TOTAL		487	453	376	424	449	461	377	279	3306

2012 Achievements

- **Overall Fleet Performance**

- 167,635 MDBF vs. a goal of 135,000
- 99.8% Consist Compliance vs. a goal of 98.6%
 - 99.9% Consist Compliance on Harlem & Hudson Lines
 - 99.6% Consist Compliance on New Haven Line

- **MTA Inter-Agency Initiatives**

- Repairing M7 components at NYCT Central Electronics Shop (CES)
- LIRR repairing M7 Communications System components and implemented other fleet equipment components, e.g. locomotive air compressor
- Joint Task Force with LIRR to supplement the knowledge and experience to execute the M7 RCM program
- Participation in Enterprise Asset Management (EAM) activities with NYCT/LIRR

- **Budget Performance**

- Overall - \$18 M (8%) under budget
 - Material - \$ 6 M (11%) under budget
 - Labor - \$ 6 M (4%) under budget
- Vacation Leveling Completed resulting in Overtime savings

2012 Achievements

- **M8 Fleet**

- Conditional Acceptance of 170 vehicles as of 2012 year end and 210 vehicles as of 5/2/13 for Revenue Service
- Began retirement of M2 Non-CSR units with a total of 63 cars retired in 2012

- **M7 Fleet**

- Continued implementation of modifications originating from GSA II Agreement with Bombardier, e.g. Anti-roll bar, Swing arm articulation, fuse box.
- 100 % completion of 5 YR work scope

- **Locomotives**

- Genesis**

- Off-site GE Transportation 8-Year Scheduled Overhaul - 4 units completed in 2012. Total of 24/31 units completed (77%)

- BL20**

- Improved reliability of sub-systems including air compressor and battery charger

- **Shoreliner Coaches**

- Continued execution of Consist-Based maintenance protocol

2013 Activities

- **MTA Inter-Agency Activities**

- Continue to support inter-agency activities: M-7 door system components repair at NYCT CES and holding discussions on Battery Reconditioning w/NYCT
- Completed investigational activities on M7 traction motor bearing issues with LIRR
- Enterprise Asset Management activities

- **Fleet Performance**

- Maintain RCM plan for all fleets and integrate M8 Fleet RCM into existing maintenance plan
- Turbo-Charger, Air Compressor replacement and Equipment Blower upgrades to improve MDBF of Genesis fleet.
- Implemented improved maintenance procedures to increase performance and reliability of Coach HVAC compressor
- Mitigation of M-7 traction motor failures through testing and enhanced maintenance
- Began implementation of 4YR RCM program for BL20 Locomotives

- **Key Indicators for Continuous Improvement**

- Continue an evaluation of Key Performance Indicators to manage fleet reliability and maintenance events
- New reporting will guide fleet maintenance teams to focus on cost-effective continuous improvement

2013 Challenges

- **Harmon Shop Replacement**
 - Continued efforts on the design and build new EMU Consist Maintenance Tracks in Harmon
 - Required to perform consist-based maintenance activities on Coach, M3 and M7 fleets
 - Forward design and build of new EMU RCM Facility in Harmon
 - Support continued M3 and M7 RCM requirements
- **New Haven Shop Facilities**
 - Commission major new CDOT Component Change-Out(CCO) RCM Facility to support higher level RCM Scopes for the new M8 Fleet in 2014
- **Car Cleaning and Car Appearance Facility**
 - Maintenance of Equipment Department resumes responsibility for Car Cleaning
- **Business Enterprise Systems**
 - Address obsolescence of existing business systems
 - Identify and acquire real-time business tools to support cost-effective maintenance of rolling stock
- **Workforce Attrition**
 - Minimize impact due to loss of experienced personnel
 - Train new maintenance and repair employees

2013 Goals

Description	Target
MDBF – All Fleets	155,000
M-2 MDBF	80,000
M-4/6 MDBF	60,000
M-8 MDBF	240,000
M-3 MDBF	130,000
M-7 MDBF	450,000
Shoreliner Coach	290,000
P32 Locomotives	35,000
BL20 Locomotives	12,000
HVAC Compliance	
Heating	99.8%
Air Conditioning	99.2%
Consist Compliance	
System	99.8%
Hudson Line AM Peak	99.8%
Harlem Line AM Peak	99.8%
New Haven Line AM Peak	99.8%

Metro-North Railroad

Diversity/EEO Report

1st Quarter 2013

2013, 1ST QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

WORKFORCE UTILIZATION ANALYSIS

AS OF 3/31/13

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%	22%	No	8%	14%	Yes	6%	5%	No	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	45%	39%	No	8%	21%	Yes	5%	10%	Yes	4%	13%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Technicians	23%	9%	No	4%	20%	Yes	5%	3%	No	6%	13%	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%	58%	No	10%	11%	Yes	7%	5%	No	3%	16%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	45%	No	14%	33%	Yes	11%	12%	Yes	4%	4%	Yes	0%	1%	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 March 31, 2013 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.

2013, 1ST QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 3/31/13

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	7	3	42.9%	1	14.3%	3	42.9%	1	14.3%	0	0.0%	0	0.0%	1	14.3%
Professionals	4	1	25.0%	0	0.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	3	2	66.7%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	9	6	66.7%	3	33.3%	1	11.1%	0	0.0%	0	0.0%	0	0.0%	1	11.1%
Skilled Craft	69	2	2.9%	9	13.0%	8	11.6%	2	2.9%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	23	0	0.0%	2	8.7%	6	26.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	115	14	12.2%	16	13.9%	20	17.4%	4	3.5%	0	0.0%	0	0.0%	2	1.7%

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

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

2013, 1ST QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS AS OF 3/31/13

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	8	2	2	4	3	5	1	7	32	22	16
External Complaints	5	2	1	2	1	1	1	4	17	11	9
Internal Complaints	3	0	1	2	2	4	0	3	15	11	7

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	4	0	0	4	4	1

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

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

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.

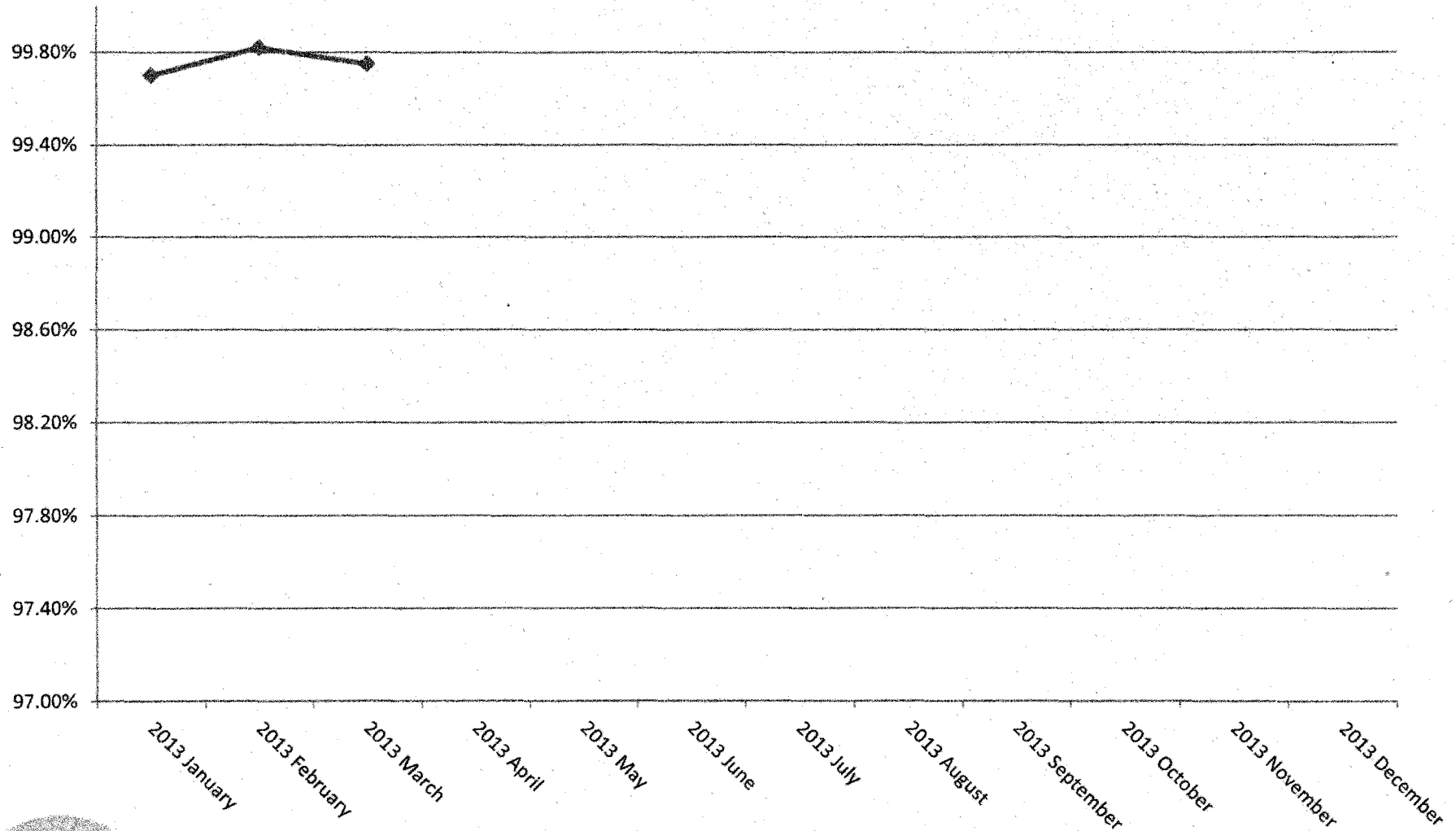
The numbers and information provided above do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report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

Metro-North Railroad Elevator/Escalator

1st Quarter Report
2013

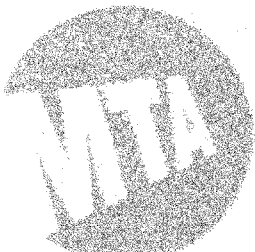


Passenger Elevator Availability



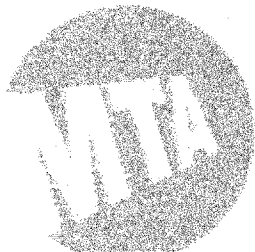
Definition: Availability measures the percent of time that a unit is running and available for customer service.

MTA Metro-North Railroad



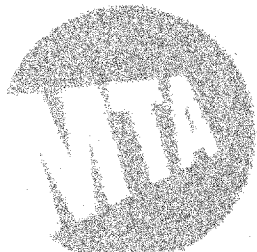
2013 1st Quarter Elevator Availability by Station – Hudson Line

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	100%
ARDSLEY-ON-HUDSON	026S	100%	GRAND CENTRAL TERMINAL	T-19	100%
BEACON	056I	97%	GRAND CENTRAL TERMINAL	T-20	100%
COLD SPRING	054N	98%	GRAND CENTRAL TERMINAL	T-6	100%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	100%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	99%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	100%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL NORTH	NE-1	99%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL NORTH	NE-4	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GARRISON	050N	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GARRISON	050S	100%	GREYSTONE	020N	100%
GLENWOOD	018N	100%	GREYSTONE	020S	100%
GLENWOOD	018S	100%	HARLEM 125th	002N	100%
GRAND CENTRAL TERMINAL	T-10	100%	HARLEM 125th	002S	93%
GRAND CENTRAL TERMINAL	T-11	98%	HASTINGS-ON-HUDSON	022N	100%
GRAND CENTRAL TERMINAL	T-12	99%	HASTINGS-ON-HUDSON	022S	100%



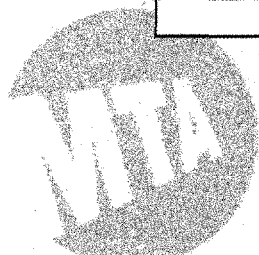
2013 1st Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100%	RIVERDALE	012N	100%
OSSINING	3624	100%	RIVERDALE	012S	100%
OSSINING	036C	100%	SCARBOROUGH	034N	100%
OSSINING	036N	100%	SCARBOROUGH	034S	100%
OSSINING	036S	100%	TARRYTOWN	030N	100%
PEEKSKILL	046N	99%	TARRYTOWN	030S	100%
PEEKSKILL	046S	100%	UNIVERSITY HEIGHTS	006N	100%
PEEKSKILL	Trk2	100%	YANKEES - E. 153RD STREET	321	99%
POUGHKEEPSIE	058N	100%	YANKEES - E. 153RD STREET	364	98%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 153RD STREET	003P	100%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	100%
POUGHKEEPSIE	058S	99%	YONKERS	016N	100%
			YONKERS	016S	100%



2013 1st Quarter Elevator Availability by Station – Harlem Line

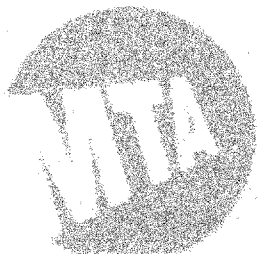
Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	99%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	100%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	100%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	100%
FLEETWOOD	120N	97%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	99%
FORDHAM	108S	100%	TUCKAHOE	124N	96%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	100%	WHITE PLAINS	132I	100%



2013 1st Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218T	100%
GREENWICH	218W	100%
HARRISON	212E	100%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	99%
MOUNT VERNON EAST	202W	100%
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.

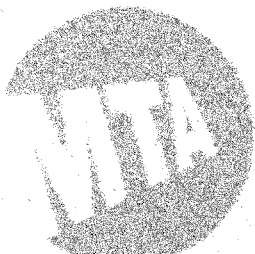


2013 1st Quarter Escalator Availability

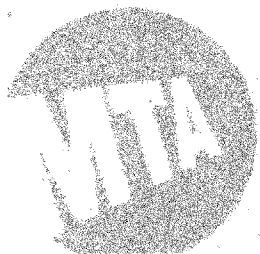
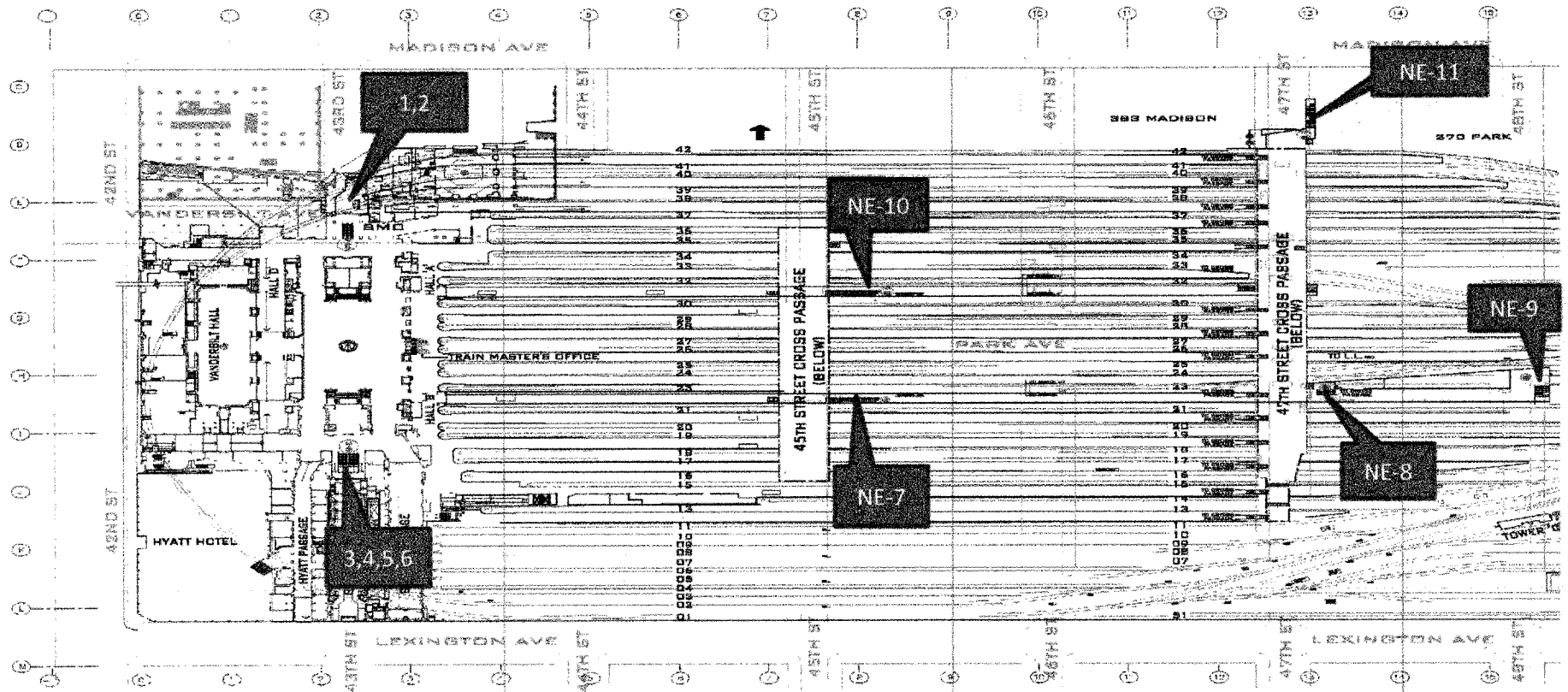
Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	0% (a)	NE-7	45th ST Cross Passage to East Spine	30% (b)
2	West Side near Transit Museum	30% (a)	NE-8	47th ST Cross Passage to East Spine	30% (b)
3	East Side near Market	98%	NE-9	East spine to 48th ST and Park	100%
4	East Side near Market	99%	NE-10	45th ST Cross Passage to West Spine	52% (c)
5	East Side near Market	98%	NE-11	47th ST Cross Passage to 47th and Madison	100%
6	East Side near Market	98%	N	White Plains	100%
			S	White Plains	100%

Notes:

- (a) Underwent major repairs and put back into service on 4/29/13
- (b) Underwent major repairs and put back into service on 4/22/13
- (c) Under going major repairs. To be returned to service on 7/1/13



Grand Central Escalator Map



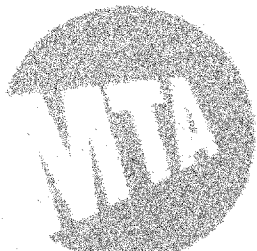
2013 Grand Central Escalator Availability

GCT Escalator Summary:

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 1st Quarter of 2013.

Current status of GCT escalators is as follows;

- 1. Escalators 3,4,5,6:** Rehabilitated and returned to service 1/28/13.
- 2. Escalators 1,2:** Out of service mechanically (#1: 11/27/12, #2: 2/1/13). Both were returned to service 4/29/13.
- 3. Escalators 7, 8 (GCT North):** Taken out of service for rehabilitation 1/29/13; #7 returned to service 5/6/13 and #8 returned to service 4/22/13.
- 4. Escalator 10 (GCT North):** Out of service for mechanical failure 3/9/13, and to rehabilitated and returning to service by 7/1/13.
- 5. Escalators 9, 11 (GCT North):** Will be taken out of service and rehabilitated by the end of 2013. Exact schedule TBD.



1st Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Riverdale (012N)	0	0	1
Ossining (036S)	0	0	1
Yankee (364)	0	0	1
Crestwood (126P)	0	0	1
Croton (3813)	0	0	1
Ossining (3624)	0	0	1
Mt. Kisco (150P)	0	0	1
Tuckahoe (124N)	0	0	1

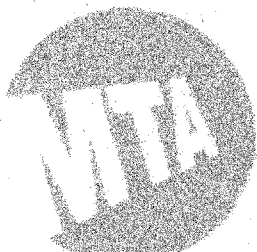
1st Quarter - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
0	0	0

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 March 31, 2013.



MTA Metro-North Railroad








Metro-North Railroad

Action Item

June 2013

STAFF SUMMARY

Page 1 of 2

Subject: Supplemental Agreement between Metro-North Railroad and New York State Department of Transportation for the Superstructure Replacement of the North Barry Avenue Bridge (NH 20.89) in Mamaroneck, Westchester County, New York						Date: 4/10/13	
Department: Capital Engineering						Vendor Name: N/A	
Department Head Name: Timothy McCarthy 						Contract Number: N/A	
Department Head Signature:						Contract Manager Name: N/A	
Project Manager Name: Ziona Rubin Program Manager Name: Ronald Bottacari						Table of Contents Ref#: N/A	
Board Action						Internal Approvals	
Order	To	Date	Approval	Info	Other	Order	Approval
1	M-N Comm. Mtg.	6/3/13				5 	President
2	MTA Fin. Comm.	6/3/13					VP Operations  Sr. Director Capital Programs
3	MTA Board Mtg.	6/5/13					VP Financial Admin Engr/Const
							Controller Project Reporting
Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
3 	APP Planning		Government Relations		Labor Relations	2	General Counsel 
	Press		VP Human Resources		Personnel		Other
Narrative: <ol style="list-style-type: none"> 1. Purpose: To obtain Board approval to execute a supplemental agreement for \$10,351,000 between New York State Department of Transportation (NYSDOT) and Metro-North Railroad for the following: <ol style="list-style-type: none"> a) The construction phase costs (\$9,641,000) associated with the superstructure replacement of North Barry Avenue Bridge, located in the Village of Mamaroneck in Westchester County, New York. b) The remaining \$710,000, which was allotted for the design phase, was previously approved. 2. Background and Discussion: The North Barry Avenue Bridge carries two traffic lanes, two sidewalks and several utilities over four tracks of the New Haven Line, at Milepost NH 20.89. The bridge, which was built in 1887, is 64 feet long. The bridge superstructure is in poor and deteriorated condition. The bridge has a restricted load limit of 6 tons due to its condition. In 2000 Metro-North signed a grant agreement with NYSDOT for the design phase costs associated with the replacement of the bridge. The design was completed and approved by NYSDOT. The project is programmed to receive construction funding in September 2013. 							


STAFF SUMMARY

Page 2 of 2

Metro-North, as the administrating agency is responsible for performing the design and construction according to Federal Highway Administration (FHWA) Guidelines. NYSDOT provides federal funding for 80% of all the costs, and Metro-North is funding the remaining 20%. MNR has to execute the supplemental agreement with NYSDOT in order to obtain the federal funding and be reimbursed for the project related costs.

3. Budget Impacts: NYSDOT provides federal funding for 80% of the project costs, and the remainder is funded by MNR's Capital Budget. The total amount of this agreement is \$10,351,000. NYSDOT share is \$8,280,800 and Metro-North's share is \$2,070,200. This agreement adds construction, construction inspection and soft costs associated with the construction phase of the project.
4. Recommendations: That the board authorizes Metro-North to execute a supplemental agreement with NYSDOT for the construction phase costs for the superstructure replacement of the North Barry Avenue Bridge, located in the Village of Mamaroneck in Westchester County.

Approved for Submission to the Board



President



Metro-North Railroad

Procurements June 2013



Subject	Request for Authorization to Award Various Procurements
Department	Procurement and Material Management
Department Head Name	Anthony J. Bombace, Jr.
Department Head Signature	
Project Manager Name	

Date	May 8, 2013
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNRComm Mtg	6-3-13	X		
2	MTA Board Mtg	6-5-13	X		

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
			Government Relations		Labor Relations		Other
	Press		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
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	

Schedules Requiring Majority Vote

Schedule E:	Miscellaneous Procurement Contracts	1	\$300,990
	• NetBoss Technologies, Inc. \$300,990		
SUB TOTAL:		1	\$300,990

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>		
Schedule G: Miscellaneous Service Contracts	1	\$192,000
• Fred A. Cook Jr., Inc. \$192,000		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$75,000
• Dependable Repair, Inc. \$75,000		
SUB TOTAL:	2	\$267,000

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions		
• Wesco Distribution \$131,643	1	\$131,643
SUB TOTAL:	1	\$131,643
TOTAL:	4	\$699,633

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.

JUNE 2013

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

1. **NetBoss Technologies, Inc.** **\$300,990 (not-to-exceed)** **Staff Summary Attached**
Network Management System Maintenance & Support Contract

Approval is requested for a non-competitive miscellaneous procurement with NetBoss Technologies, Inc. (previously Harris-Stratex Networks, Inc.) for a three year maintenance & support contract on MNR's NetBoss Network Management System (NMS) software.

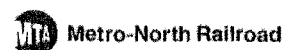
In 2005, the NetBoss NMS software was customized, installed and integrated into MNR's fiber optic telecommunication network. The NetBoss software is one of the key components of the network that provides diagnostic information, fault management and trouble reporting related to the entire MNR network communication and related subsystems. It monitors and reports real-time status of MNR's overall network condition, and it drives various applications such as circuit failovers and network monitoring applications.

Netboss Technologies is the OEM, the original software developer and the sole authorized provider of all NetBoss hardware, software, and all associated maintenance and support services.

Negotiations for a multiyear maintenance and support contract resulted in a 9.5% discount from NetBoss' standard commercial price of \$332,640. Comparing the midpoint of the new contract with the last contract results in a unit price increase of approximately 2.5% per year. The total cost of the three year maintenance & support contract is not-to-exceed \$300,990 and the pricing is deemed to be fair and reasonable.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, the MTA/MNR website, and The New York Post, which did not yield interest from other sources. MNR shall continue to seek alternate suppliers through vendor outreach and advertisement. This procurement is to be funded by the Metro-North Operating Budget.

Schedule E: Miscellaneous Procurement Contracts



Item Number: E

Vendor Name (& Location) Netboss Technologies, Inc.	
Description Software & Maintenance Support Agreement	
Contract Term (including Options, if any) Three (3) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source-Proprietary software	

Contract Number 1000024842	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$300,990 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	

Discussion:

Approval is requested for a non-competitive miscellaneous procurement with NetBoss Technologies, Inc. (previously Harris-Stratex Networks, Inc.) for a three year maintenance & support contract on MNR's NetBoss Network Management System (NMS) software.

In 2005, the NetBoss NMS software was customized, installed and integrated into MNR's fiber optic telecommunication network. The NetBoss software is one of the key components of the network that provides diagnostic information, fault management and trouble reporting related to the entire MNR network communication and related subsystems. It monitors and reports real-time status of MNR's overall network condition, and it drives various applications such as circuit failovers and network monitoring applications.

Netboss Technologies is the OEM, the original software developer and the sole authorized provider of all NetBoss hardware, software, and all associated maintenance and support services.

Negotiations for a multiyear maintenance and support contract resulted in a 9.5% discount from NetBoss' standard commercial price of \$332,640. Comparing the midpoint of the new contract with the last contract results in a unit price increase of approximately 2.5% per year. The total cost of the three year maintenance & support contract is not-to-exceed \$300,990 and the pricing is deemed to be fair and reasonable.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, the MTA/MNR website, and The New York Post, which did not yield interest from other sources. MNR shall continue to seek alternate suppliers through vendor outreach and advertisement. This procurement is to be funded by the Metro-North Operating Budget.

JUNE 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement.)

1. Fred A. Cook Jr., Inc.

\$192,000 (not-to-exceed)

Rail Vector Truck Services

Approval is requested to award a competitively solicited (three bids received) three year miscellaneous service contract to Fred A. Cook, Jr., Inc. to provide clearing and cleaning of storm sewers, sanitary lines and manholes along MNR's rights-of-way and in Grand Central Terminal. Services are provided on an as-needed basis, utilizing specialized Hi-Rail Vactor (vacuum) Truck equipment with an operator.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, The New York Post and the Daily Challenge and posted on Metro-North Railroad's Website. Fourteen contractors were sent the solicitation. Three vendors responded to the solicitation and the remaining vendors did not have the specialized hi-rail mounted equipment required by MNR.

Fred Cook Jr., Inc. is the present contractor for this service. Based on the estimated quantities provided with the bid, P&MM compared the previous prices to the proposed prices and an analysis shows an overall decrease of 5.2% vs. the prior prices. All prices in the new agreement are less than those paid by MNR in the prior agreement. Services are provided on an as-needed basis, utilizing specialized Hi-Rail Vactor (vacuum) Truck equipment with an operator. MNR is not obligated for any minimum expenditure in this contract as services are paid on an as-needed, as-called-for basis.

The all-inclusive unit pricing shall remain in effect throughout the new three year contract and it is deemed fair and reasonable. The total cost of the three year contract is not-to-exceed \$192,000. This procurement is to be funded by the MNR Operating Budget.

H. Modifications to Personal /Miscellaneous Service Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval)

2. Dependable Repair Inc.

\$75,000 (not-to-exceed)

Preventive & Remedial Maintenance-Various Material Handling Equipment

Approval is requested for additional funding totaling \$75,000 to Dependable Repair Inc. for various material handling equipment. In 2011, the MTA Board approved a three year miscellaneous service contract for preventive and remedial maintenance of material handling equipment (including propane & electric forklifts, electric pallet jacks, shrink-wrap machines, scissor lifts, manlifts, and all charging

station equipment) used within facilities by MNR's Maintenance of Equipment Department. The maintenance of MNR's material handling equipment is critical as the equipment is integral to administering support to various aspects of rail service operations. Many of the machines are more than 5-7 yrs. old and have required additional servicing and repairs.

Presently, MNR has exhausted the originally budgeted funds prior to the contract completion date of March 2014 and requires additional funding for the remainder of the contract period. The original contract funding was exhausted due to unanticipated repairs performed on the machines. Based on the revised estimate for preventative maintenance and anticipated repairs for these aged machines, the total additional funds required by MNR are not-to-exceed \$75,000. All contract terms, conditions and rates remain unchanged. The additional funding will be provided by the MNR Operating Budget.

JUNE 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. **Wesco Distribution** **\$131,643**
Emergency Procurement of Cable- Restoration of Traction Power between New Rochelle and Mount Vernon.

Approval is requested for a competitive, negotiated and awarded purchase contract for the replacement of failed Traction Power Feeder Cable. On January 25, 2013, one of two MNR's 40 year old 500MCM 27.6KV traction power feeder cables (FT1) located between New Rochelle and Mt. Vernon failed. This left Metro-North without traction feeder redundancy, and in an extremely risky situation of having the remaining feeder cable providing the sole power source to the NH Line. If the remaining feeder cable had failed, MNR would not have been able to operate electric train service on the NH Line. The immediate replacement of the traction power feeder cable was required to restore contingency power between New Rochelle and Mount Vernon, NY.

Bids were solicited on an emergency basis from vendors known to be able to supply the required power feeder cables. Two bids were received and Wesco Distribution was the only vendor that had sufficient inventory in stock to meet the immediate need for this replacement. The price paid for this procurement was \$131,643, is 1.6% less than the engineer's estimate and is deemed to be fair and reasonable. Wesco Distribution is a vendor in good standing with Metro-North Railroad. The total cost of this procurement was \$131,643 and it was funded by Metro-North's Operating Budget.



Metro-North Railroad

**Status of Operations
Report
June 2013**

Performance Summary			2013 Data			2012 Data			
			Annual Goal	April	YTD thru April	April	YTD thru April		
On Time Performance (Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)	System	Overall	97.8%	98.1%	97.7%	98.3%	98.7%		
		AM Peak	97.0%	98.2%	96.3%	98.2%	98.5%		
		AM Reverse Peak	97.6%	98.2%	97.2%	97.9%	98.3%		
		PM Peak	98.0%	97.9%	97.9%	99.1%	99.1%		
		Total Peak		98.1%	97.1%	98.5%	98.7%		
		Off Peak Weekday	97.9%	98.0%	98.0%	97.9%	98.6%		
		Weekend	97.9%	98.4%	98.4%	98.8%	98.9%		
	Hudson Line	Overall	98.2%	98.3%	98.4%	99.0%	98.9%		
		AM Peak	98.0%	98.5%	97.5%	99.4%	99.1%		
		AM Reverse Peak	98.5%	99.2%	98.3%	99.5%	98.7%		
		PM Peak	98.4%	99.1%	98.6%	99.7%	99.2%		
		Total Peak		98.9%	98.1%	99.6%	99.1%		
		Off Peak Weekday	98.1%	97.7%	98.7%	98.9%	98.8%		
		Weekend	98.2%	98.5%	98.5%	98.1%	98.8%		
	Harlem Line	Overall	98.3%	98.5%	98.2%	98.3%	98.8%		
		AM Peak	98.0%	99.0%	97.3%	97.8%	98.2%		
		AM Reverse Peak	98.0%	99.0%	98.2%	97.2%	97.8%		
		PM Peak	98.5%	97.8%	98.0%	99.8%	99.6%		
		Total Peak		98.5%	97.7%	98.4%	98.7%		
		Off Peak Weekday	98.4%	98.5%	98.5%	98.0%	98.9%		
		Weekend	98.5%	98.3%	98.8%	98.8%	99.0%		
	New Haven Line	Overall	97.2%	97.8%	96.9%	97.9%	98.5%		
		AM Peak	95.7%	97.5%	94.8%	97.7%	98.4%		
		AM Reverse Peak	96.8%	96.8%	95.8%	97.6%	98.5%		
		PM Peak	97.5%	97.3%	97.3%	98.2%	98.6%		
		Total Peak		97.3%	96.0%	97.9%	98.5%		
		Off Peak Weekday	97.5%	97.9%	97.2%	97.2%	98.2%		
		Weekend	97.4%	98.5%	98.1%	99.3%	99.0%		
Operating Statistics			Trains Scheduled		18,914	71,451	17,602	70,358	
			Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		13.4	13.2	14.7	14.1	
			Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	73	376	75	210
			Trains Canceled		160	3	23	15	36
			Trains Terminated		160	20	78	22	48
			Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.8%	99.9%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)	System	Overall	99.8%	99.8%	99.7%	99.9%	99.7%		
		AM Peak	99.8%	99.8%	99.4%	99.9%	99.6%		
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	100.0%		
		PM Peak	99.8%	99.7%	99.6%	99.9%	99.8%		
		Total Peak	99.8%	99.8%	99.6%	99.9%	99.7%		
		Off Peak Weekday	99.8%	99.9%	99.9%	100.0%	99.9%		
		Weekend	99.8%	99.7%	99.8%	99.8%	99.8%		
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%		
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.9%		
	Harlem Line	AM Peak	99.8%	100.0%	99.9%	100.0%	99.9%		
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.9%		
	New Haven Line	AM Peak	99.8%	99.6%	98.7%	99.8%	99.0%		
		PM Peak	99.8%	99.2%	99.2%	99.7%	99.6%		

Categories of Delay		2013 Data			2012 Data	
		March	April	YTD thru April	April	YTD thru April
Train Delay Incidents Resulting in Late Trains. <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>	Maintenance of Way	119	183	758	103	347
	Capital Projects	3	3	8	19	26
	Maintenance of Equipment	136	119	531	79	343
	Operations Services	15	25	68	14	30
	Police Incidents	70	37	168	22	102
	Other	3	3	8	19	26
	Customers	33	29	158	24	92
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	0	1	4	9
	Weather and Environmental	10	17	203	40	62



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

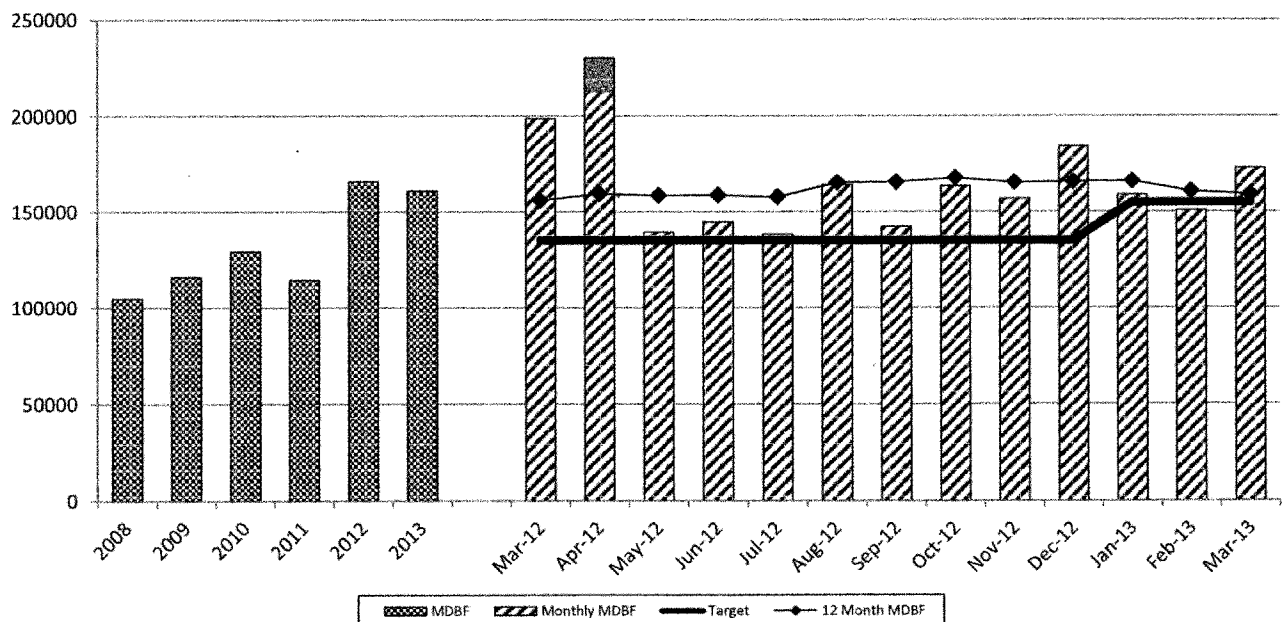
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
04/01	Mon	Train 1571 terminated due to brake and air supply on track 2 at 87th Street, causing congestion.	0	0	0	0	0	0	6	0	0	23	0	1	0	0	0	29	0	1
04/05	Fri	Train 883 terminated due to crossover from track 2 to track 3 struck track car on track 1 at cp12.	0	0	0	0	0	0	0	0	0	12	0	2	0	0	0	12	0	2
04/08	Mon	Stamford Fire Department requested a hold on all tracks at the Stamford Station due to possible gas leak.	0	0	0	0	0	0	10	0	0	3	0	0	0	0	0	13	0	0
04/19	Fri	Due to possible terrorist suspect on Amtrak 2151, Amtrak Boston PD requested train to be stopped not at a station, was stopped on track 2 east of cp241.	4	1	0	2	0	0	0	0	0	4	0	0	0	0	0	10	1	0
04/25	Thr	With engineer of train 902's overspeed cab signal penalty, trains were delayed.	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0
04/29	Mon	Track circuit down on Track C at cp1 from 8:30am to 8:45am, causing delays.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
TOTAL FOR MONTH			28	1	0	2	0	0	16	0	0	42	0	3	0	0	0	88	1	3
																		92		

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M2	157	80,000	156,680	7	5	103,941	110,929	115,861	11	137,075
	M4/M6	99	60,000	41,805	7	10	48,562	58,813	76,857	7	91,693
	M8	194	240,000	206,659	4	6	253,256	146,108	272,524	2	244,742
	M3	140	130,000	315,822	2	1	221,327	368,888	309,101	1	865,428
	M7	336	450,000	1,865,251	4	1	675,857	757,914	619,415	3	598,587
	Coach	213	290,000	276,949	5	5	233,923	350,052	698,532	2	337,405
	P-32	31	35,000	28,048	5	7	29,587	32,267	62,137	3	54,169
	BL-20	12	12,000	25,007	3	1	18,373	11,070	22,709	2	13,179
	Fleet	1182	155,000	173,016	37	36	160,844	159,091	198,508	31	192,427
	M2/4/6/8		120,000	116,258	18	21	117,784	103,546	117,876	20	134,565
	M3/7		310,000	1,090,537	6	2	524,347	665,776	541,837	4	625,271
	Diesel/Coach		120,000	123,545	13	13	115,308	130,489	232,699	7	147,573

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 2008 - 2013



West of Hudson Performance Summary			2013 Data			2012 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
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	97.0%	98.0%	97.2%	98.5%	97.4%
		AM Peak	97.1%	99.4%	98.1%	99.3%	97.6%
		PM Peak	96.3%	98.6%	98.0%	98.9%	98.8%
		Total Peak		99.0%	98.0%	99.1%	98.2%
		Off Peak Weekday	97.1%	97.2%	96.8%	97.8%	97.5%
		Weekend	97.3%	98.0%	96.7%	98.8%	96.0%
	Pascack Line	Overall	97.6%	98.0%	97.3%	99.1%	98.2%
	Valley Line	AM Peak	97.8%	99.4%	98.5%	100.0%	98.6%
		PM Peak	97.3%	99.4%	98.6%	99.3%	99.0%
		Total Peak		99.4%	98.6%	99.7%	98.8%
		Off Peak Weekday	97.5%	97.1%	96.7%	98.3%	98.5%
		Weekend	97.8%	97.9%	96.9%	99.5%	96.9%
	Port Jervis Line	Overall	96.2%	98.0%	97.0%	97.6%	96.2%
		AM Peak	96.2%	99.2%	97.6%	98.4%	96.2%
		PM Peak	95.2%	97.7%	97.2%	98.4%	98.6%
		Total Peak		98.5%	97.4%	98.4%	97.4%
		Off Peak Weekday	96.5%	97.4%	97.0%	96.9%	96.0%
		Weekend	96.5%	98.2%	96.4%	97.6%	94.5%
Operating Statistics							
	Trains Scheduled			1,690	6,655	1,623	6,520
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.3	19.7	23.7	20.8
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	11	63	12	64
	Trains Canceled			3	16	1	5
	Trains Terminated			3	14	1	12
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.5%	99.9%	99.7%

APRIL 2013 STANDEE REPORT

East of Hudson

			APRIL 2012	YTD 2012	APRIL 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	7	19	20	37
		Total Standees	7	19	20	37
	EAST OF HUDSON TOTAL - AM PEAK		7	19	20	37
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		Total Standees	0	0	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	3
		Total Standees	0	0	0	3
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	10	3	16	20
		Total Standees	10	3	16	20
	EAST OF HUDSON TOTAL - PM PEAK		10	3	16	24

West of Hudson

			APRIL 2012	YTD 2012	APRIL 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
		Total Standees	0	2	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	2	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0

Definitions

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

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

"Additional Standees" reflect the impact of reduced train car consists (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.



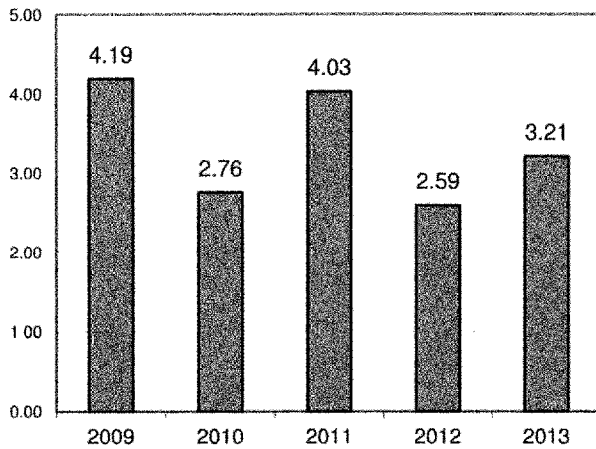
Metro-North Railroad

Safety Report

June 2013

MTA Metro-North Railroad

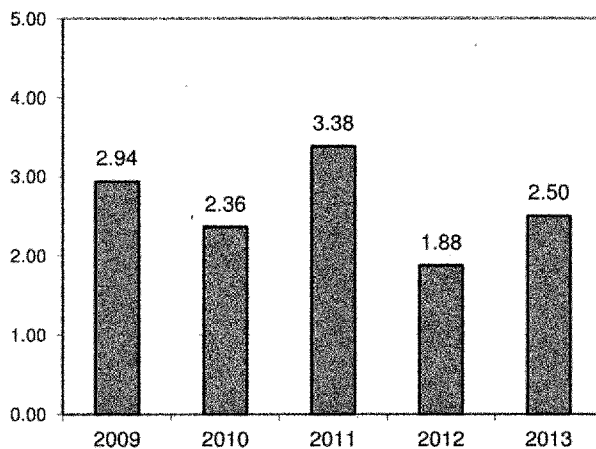
Summary of Employee Injuries thru March



Total Employee Injuries

Year	Total	Total FI*
2009	67	4.19
2010	42	2.76
2011	62	4.03
2012	40	2.59
2013	50	3.21

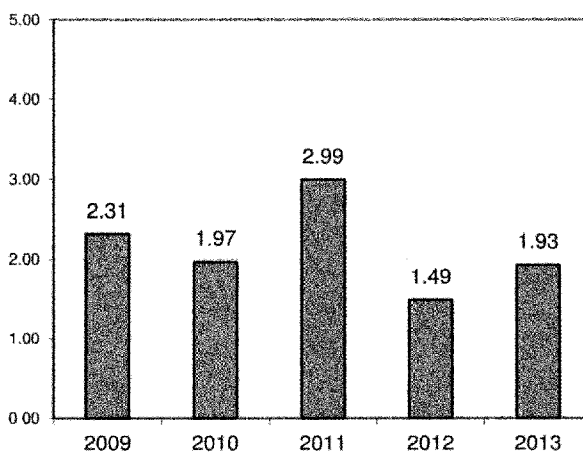
% change from last year: 23.9%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	47	2.94
2010	36	2.36
2011	52	3.38
2012	29	1.88
2013	39	2.50

% change from last year: 33.4%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

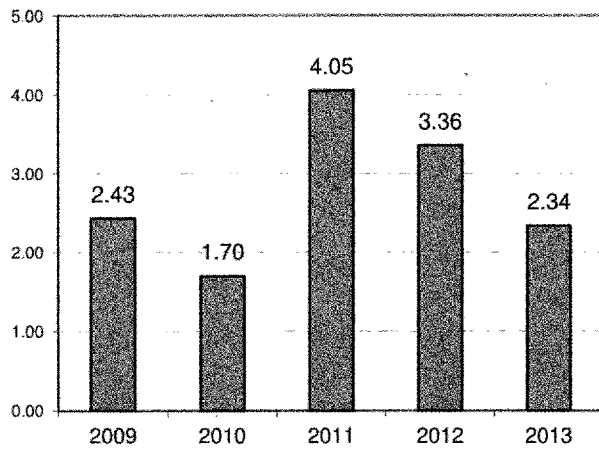
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	33	4	2.06	0.25	2.31
2010	25	5	1.64	0.33	1.97
2011	39	7	2.54	0.46	2.99
2012	22	1	1.42	0.06	1.49
2013	26	4	1.67	0.26	1.93

% change from last year: 29.3%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

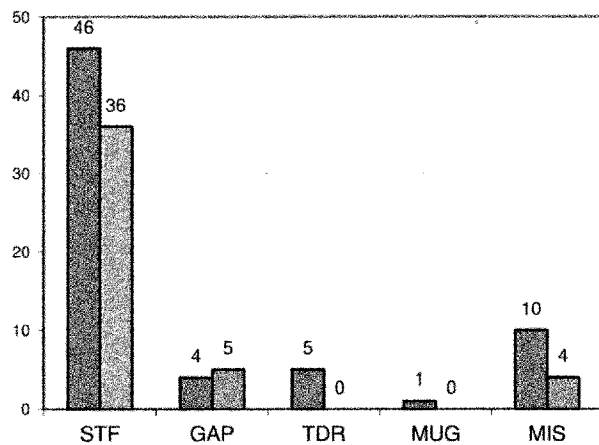
Summary of Customer/Contractor Injuries thru March



Total Customer Injuries

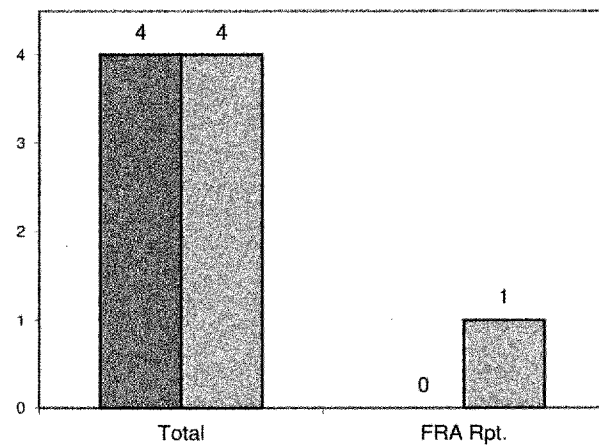
Year	Total	Total FI*
2009	45	2.43
2010	31	1.70
2011	75	4.05
2012	66	3.36
2013	45	2.34

% change from last year: -30.4%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	46	4	5	1	10
2013	36	5	0	0	4



Contractor Injuries

Year	Total	FRA Rpt.
2012	4	0
2013	4	1
% Chg	0.0%	0.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

Financial Report June 2013



Metro-North Railroad

FINANCIAL STATEMENTS

MONTH ENDED: MARCH 31, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**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
 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%	
	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%	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.
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%	
	Reimb	(\$0.161)	(13.6%)	Reflects higher than projected activity on the GCT Turnout Renewal project (track availability constraints).	(\$0.254)	(7.5%)	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.
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
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
		\$	%		\$	%	
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-Reimb	\$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-Reimb	\$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
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u> ¹	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> ²	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> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> ⁴	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%
REIMBURSABLE OVERTIME	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%
TOTAL OVERTIME	121,259	\$6.0	103,365	\$5.1	17,894	\$0.9	361,536	\$17.9	363,753	\$17.8	(2,217)	\$0.1
					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%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

MTA METRO-NORTH RAILROAD
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	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(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> ²	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%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	895	\$0.0		(15,436)	(\$0.7)	Reflects timing differences related to payroll and calendar cutoff dates.
	50.4%	46.0%		-	-	
Subtotal	20,207	\$1.1		903	\$0.4	
	21.0%	22.2%		0.3%	2.5%	
REIMBURSABLE OVERTIME	(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%	
TOTAL OVERTIME	17,894	\$0.9		(2,217)	\$0.1	

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

¹ Exceeds 100%

² Includes Service Delay and Tour Length related overtime.

³ Excludes T&E crew coverage (included in Scheduled Service category)

⁴ Not Applicable

⁵ 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>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA METRO-NORTH RAILROAD
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
Receipts								
Farebox Receipts	\$53,242	\$50,540	(\$2,702)	(5.1)	\$142,537	\$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)
Capital & Other Reimbursements:								
MTA	8,580	6,258	(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)
Total Receipts	\$72,431	\$70,236	(\$2,195)	(3.0)	\$211,516	\$197,018	(\$14,598)	(6.9)
Expenditures								
Labor								
Payroll	\$35,249	\$36,167	(\$0,918)	(2.6)	\$114,911	\$109,895	\$5,016	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
OPRB 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	10,235	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	-
Total Labor	\$65,742	\$65,571	\$0.171	0.3	\$200,171	\$191,737	\$8,434	4.2
Non-Labor								
Electric Power	\$7,703	\$6,956	\$0,747	9.7	\$23,131	\$16,248	\$6,783	29.3
Fuel	\$2,231	\$2,151	0.140	6.1	\$7,039	\$5,961	\$1,078	15.3
Insurance	1,948	3,326	(1,480)	(80.2)	4,672	3,326	1,346	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	21,446	20,234	11,212	35.7
Professional Service Contracts	3,832	1,886	1,946	50.8	8,099	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	13,258	12,257	1,001	8.2
Total Non-Labor	\$40,265	\$33,092	\$7,273	18.0	\$112,796	\$83,779	\$29,017	25.7
Other Adjustments:								
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	-
Total Other Adjustments	\$0.300	\$0.000	\$0.300	100.0	\$0.900	\$0.000	\$0.900	100.0
Total Expenditures	\$106,407	\$98,663	\$7,744	7.3	\$313,867	\$275,516	\$38,351	12.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$33,976)	(\$28,427)	\$5,549	16.3	(\$102,251)	(\$78,498)	\$23,753	23.2
Subsidies								
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	7,719	(20,535)	(72.7)
Total Subsidies	\$33,976	\$31,788	(\$2,188)	(6.4)	\$102,251	\$81,038	(\$21,213)	(20.7)
Cash Timing and Availability Adjustment	\$0.000	(\$3,361)	(\$3,361)	-	\$0.000	(\$2,623)	(\$2,623)	-

-- 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	8.7%	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.

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%)	

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) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
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)
Capital & Other Reimbursements:		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)
Total Revenue/Receipts	\$0.494	\$3.094	\$2.600	*	\$9.150	\$8.131	(\$1.020)	(11.1)
Expenditures								
Labor:								
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)
Total Labor	\$4.605	(\$3.454)	(\$8.059)	*	\$11.174	\$11.114	(\$0.059)	(0.5)
Non-Labor:								
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
Total Non-Labor	(\$4.803)	(\$5.184)	(\$0.380)	(7.5)	(\$14.355)	(\$4.331)	\$10.023	69.8
Other Adjustments:								
Other	(0.300)	0.000	0.300	100.0	(0.900)	0.000	0.900	100.0
Total Other Adjustments	(\$0.300)	\$0.000	\$0.300	100.0	(\$0.900)	\$0.000	\$0.900	100.0
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$0.499)	(\$3.617)	(\$3.119)	*	(\$4.081)	\$6.783	\$10.864	*
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)
Total Expenditures Adjustments	\$27.012	\$17.048	(\$9.964)	(36.9)	\$76.473	\$81.706	\$5.232	6.8
Total Cash Conversion Adjustments	\$27.506	\$20.142	(\$7.365)	(26.8)	\$85.623	\$88.836	\$4.213	4.9

-- 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
UTILIZATION
(in millions)

	Month of March		Variance		Year-to-Date March		Variance	
	Budget	Actual	Fav (Unfav) Amount	%	Budget	Actual	Fav (Unfav) Amount	%
<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 ⁽¹⁾	(\$0.427)	-0.8	\$147.471	\$143.597 ⁽¹⁾	(\$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.

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>
Administration			
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
Total Administration	517	473	44
Operations			
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)
Total Operations	2,116	2,104	12
Maintenance			
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)
Total Maintenance	3,457	3,387	70
Engineering/Capital			
Construction Management	40	34	6
Engineering & Design	60	55	5
Total Engineering/Capital	100	89	11
Total Positions	6,191	6,054	137
Non-Reimbursable	5,561	5,653	(91)
Reimbursable	629	401	228
Total Full-Time	6,190	6,053	137
Total Full-Time-Equivalents	1	1	-
(of part-time positions)			

(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

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

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	
Total Agency-wide Headcount	6,191	6,054	137	
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
MONTHLY PERFORMANCE INDICATORS *
MARCH 2013

	MONTH			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	68.3%	58.8%	62.6%	9.5%	5.7%
Adjusted ⁽²⁾	76.2%	65.2%	69.0%	11.0%	7.2%
Cost per Passenger					
Standard ⁽¹⁾	\$11.32	\$13.06	\$11.18	\$1.74	(\$0.14)
Adjusted ⁽²⁾	\$11.13	\$12.89	\$11.01	\$1.76	(\$0.12)
Passenger Revenue/Passenger ⁽³⁾	\$7.72	\$7.68	\$7.00	\$0.04	\$0.72
	YEAR-TO-DATE			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	59.0%	56.1%	59.9%	2.9%	-0.9%
Adjusted ⁽²⁾	65.6%	61.9%	66.8%	3.7%	-1.2%
Cost per Passenger					
Standard ⁽¹⁾	\$12.78	\$13.42	\$12.04	\$0.64	(\$0.74)
Adjusted ⁽²⁾	\$12.56	\$13.21	\$11.85	\$0.65	(\$0.71)
Passenger Revenue/Passenger ⁽³⁾	\$7.54	\$7.53	\$7.21	\$0.01	\$0.33

(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 June 2013

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

MARCH 2013

Operations Planning & Analysis Department
June, 2013

MARCH 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

March

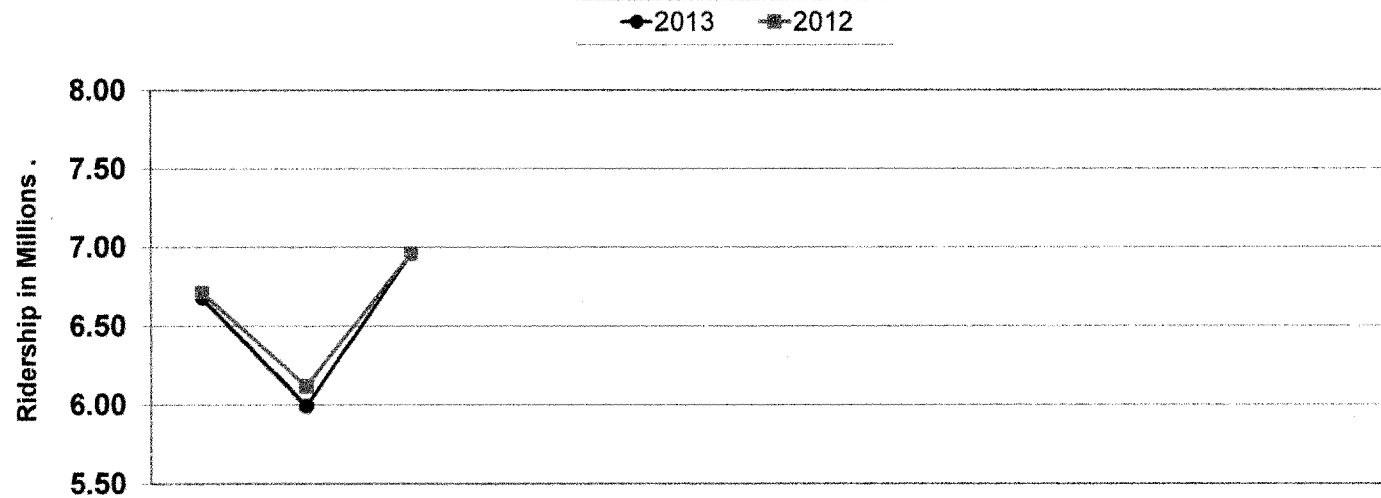
- March 2013 **Total MNR System Ridership** was 7.005 million vs. 7.009 million in March 2012, a decrease of 4,001 passengers (-0.1%).
- March 2013 **Total Rail Ridership** was 6.961 million vs. 6.962 million in March 2012, a decrease of 1,285 passengers (0.02%).
 - **Rail Commutation Ridership** was -1.5% vs. 2012
 - **Rail Non-commutation Ridership** was +2.1% vs. 2012
- March 2013 **East of Hudson Ridership** was 6.828 million vs. 6.818 million in March 2012, an increase of 9,911 passengers (+0.1%).
- March 2013 **West of Hudson Ridership** was 0.134 million vs. 0.145 million in March 2012, a decrease of 11,196 passengers (-7.7%)
- March 2013 **Connecting Services Ridership** was 0.044 million vs. 0.047 million in March 2012, a decrease of 2,716 passengers (-5.8%).
- March 2013 **Rail Revenue** was \$53.2 million vs. \$49.4 million in March 2012, an increase of \$3,821,085 (+7.7%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.9% below 2012 and 3.0% below budget.
- 2013 YTD **Total Rail Ridership** was 0.9% below 2012 and 2.9% below budget.
- 2013 YTD **East of Hudson Ridership** was 0.7% below 2012 and 2.8% below budget.
- 2013 YTD **West of Hudson ridership** was 10.2% below 2012 and 11.9% below budget.
- 2013 YTD **Connecting Services Ridership** was 4.9% below 2012 and 7.7% below budget.
- 2013 YTD **Rail Revenue** was 2.4% above 2012 and 2.8% below budget.

MARCH RAIL RIDERSHIP ⁽¹⁾

- MARCH's Total Rail Ridership was flat vs. 2012 and 1.7% below budget.

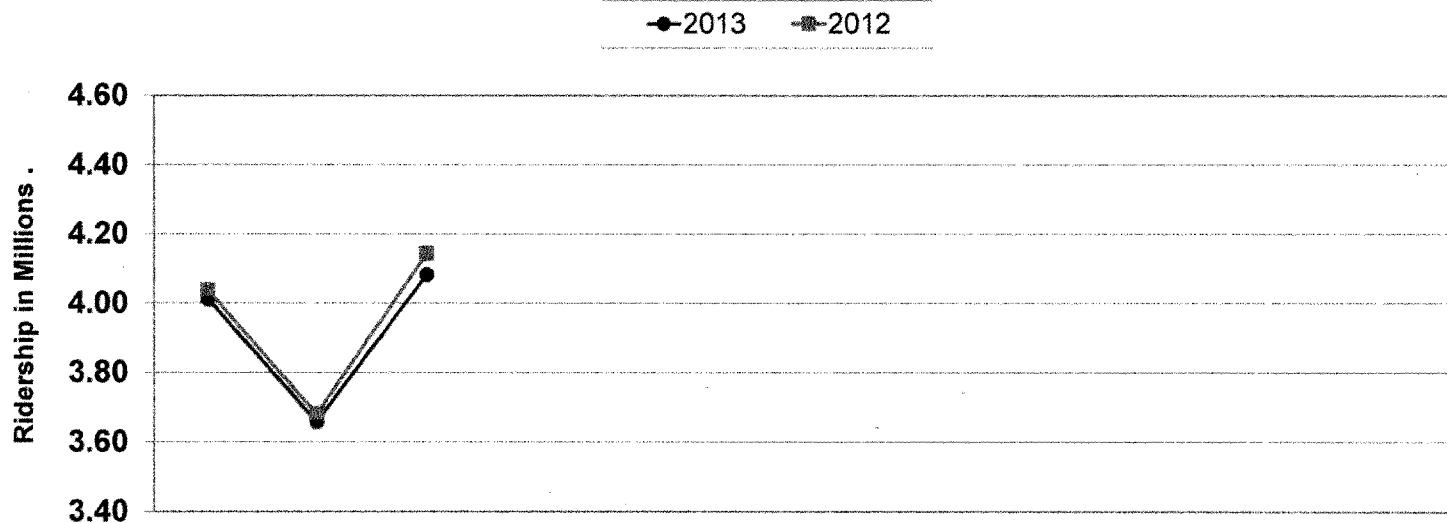


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96										19.63
2012	6.72	6.13	6.96										19.81
PCT CHG.	-0.6%	-2.1%	0.0%										-0.9%

1) Includes East and West of Hudson.

MARCH RAIL COMMUTATION RIDERSHIP⁽¹⁾

- MARCH's Rail Commutation Ridership was 1.5% below 2012 and 2.4% below budget.

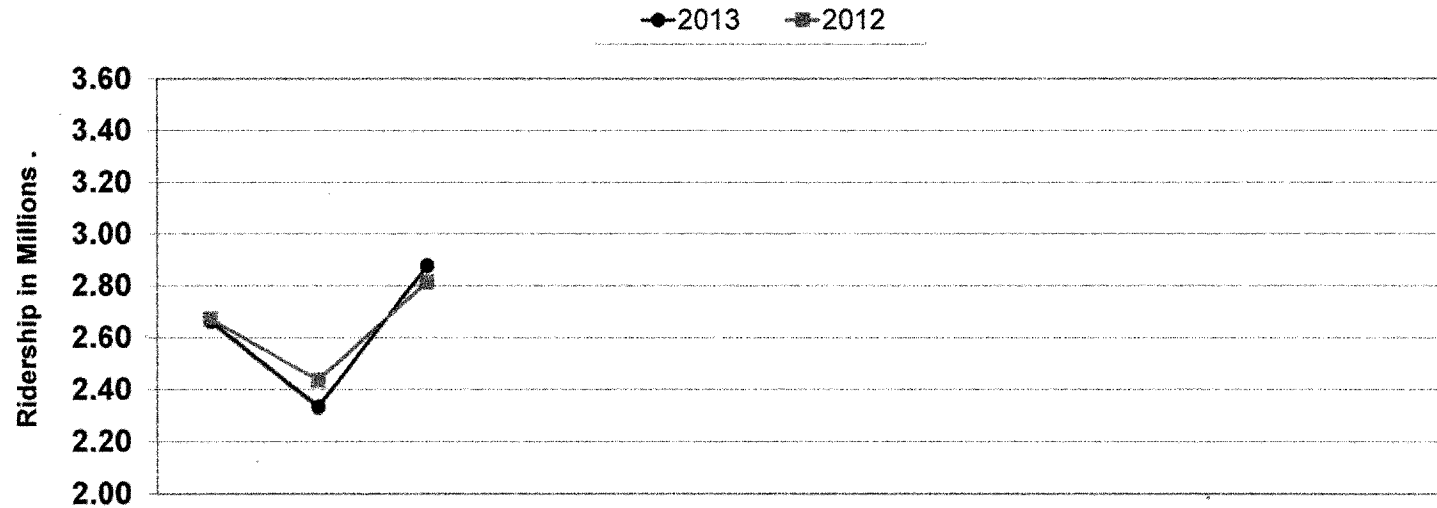


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.08										11.76
2012	4.04	3.68	4.14										11.87
PCT CHG.	-0.7%	-0.7%	-1.5%										-1.0%

⁽¹⁾ Includes East and West of Hudson

MARCH RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- MARCH's Rail Non-Commutation Rider ship was 2.1% above 2012 and 0.7% below budget.

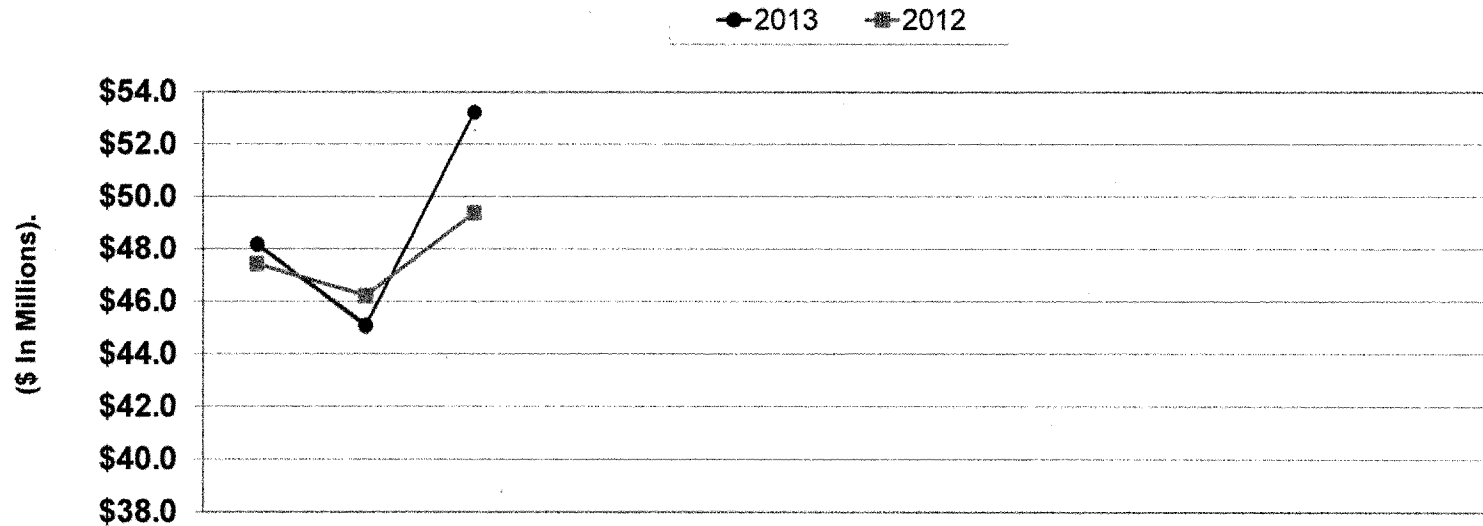


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.88										7.88
2012	2.68	2.44	2.82										7.94
PCT CHG.	-0.4%	-4.4%	2.1%										-0.7%

1) Includes East and West of Hudson

MARCH RAIL REVENUE⁽¹⁾

- MARCH's Total Rail Revenue was 7.7% above 2012 and 1.0% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2										\$146.5
2012	\$47.5	\$46.3	\$49.4										\$143.1
PCT CHG.	1.5%	-2.5%	7.7%										2.4%

1) Includes East and West of Hudson

MTA METRO-NORTH RAILROAD

RIDERSHIP SUMMARY

MARCH 2013

TICKET TYPE/SERVICE	MARCH 2013	MARCH 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,006,794	4,056,868	(50,074)	-1.2%
West of Hudson	75,959	87,586	(11,627)	-13.3%
Total Rail Commutation Ridership	4,082,753	4,144,454	(61,701)	-1.5%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,820,984	2,760,999	59,985	2.2%
West of Hudson	57,636	57,205	431	0.8%
Total Rail Non-Commutation Ridership	2,878,620	2,818,204	60,416	2.1%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,827,778	6,817,867	9,911	0.1%
West of Hudson	133,595	144,791	(11,196)	-7.7%
TOTAL RAIL RIDERSHIP	6,961,373	6,962,658	(1,285)	0.0%
CONNECTING SERVICES RIDERSHIP (2)	44,117	46,833	(2,716)	-5.8%
TOTAL MNR SYSTEM RIDERSHIP	7,005,490	7,009,491	(4,001)	-0.1%

Notes.

- 1) 2012 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

2013 YEAR-TO-DATE

TICKET TYPE/SERVICE	2013 YTD	2012 YTD (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	11,542,611	11,619,515	(76,904)	-0.7%
West of Hudson	212,980	249,800	(36,820)	-14.7%
Total Rail Commutation Ridership	11,755,591	11,869,315	(113,724)	-1.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	7,728,499	7,781,838	(53,339)	-0.7%
West of Hudson	150,423	154,781	(4,358)	-2.8%
Total Rail Non-Commutation Ridership	7,878,922	7,936,619	(57,697)	-0.7%
TOTAL RAIL RIDERSHIP				
East of Hudson	19,271,110	19,401,353	(130,243)	-0.7%
West of Hudson	363,403	404,581	(41,178)	-10.2%
TOTAL RAIL RIDERSHIP	19,634,513	19,805,934	(171,421)	-0.9%
CONNECTING SERVICES RIDERSHIP (2)	131,917	138,738	(6,821)	-4.9%
TOTAL MNR SYSTEM RIDERSHIP	19,766,430	19,944,672	(178,242)	-0.9%

Notes:

1) 2012 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
MARCH 2013

LINE	MARCH 2013 ACTUAL	MARCH 2013 BUDGET	VARIANCE VS. BUDGET		MARCH 2012 RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,262,610	2,302,205	(39,595)	-1.7%	2,261,274	1,336	0.1%
Hudson Line	1,316,583	1,328,084	(11,501)	-0.9%	1,309,351	7,232	0.6%
New Haven Line	3,248,585	3,301,796	(53,211)	-1.6%	3,247,242	1,343	0.0%
Total East of Hudson	6,827,778	6,932,085	(104,307)	-1.5%	6,817,867	9,911	0.1%
WEST OF HUDSON							
Port Jervis Line	82,466	91,606	(9,140)	-10.0%	90,244	(7,778)	-8.6%
Pascack Valley Line	51,129	56,184	(5,055)	-9.0%	54,547	(3,418)	-6.3%
Total West of Hudson	133,595	147,790	(14,195)	-9.6%	144,791	(11,196)	-7.7%
TOTAL RAIL RIDERSHIP	6,961,373	7,079,875	(118,502)	-1.7%	6,962,658	(1,285)	0.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	28,350	31,714	(3,364)	-10.6%	30,790	(2,440)	-7.9%
Haverstraw-Ossining Ferry	10,540	10,109	431	4.3%	9,815	725	7.4%
Newburgh-Beacon Ferry	5,227	6,415	(1,188)	-18.5%	6,228	(1,001)	-16.1%
Total Connecting Services	44,117	48,238	(4,121)	-8.5%	46,833	(2,716)	-5.8%
TOTAL MNR SYSTEM	7,005,490	7,128,113	(122,623)	-1.7%	7,009,491	(4,001)	-0.1%

Notes.

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD ACTUAL	2013 YTD BUDGET	VARIANCE VS. BUDGET		2012 YTD RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	6,424,842	6,595,323	(170,481)	-2.6%	6,435,635	(10,793)	-0.2%
Hudson Line	3,718,473	3,806,769	(88,296)	-2.3%	3,722,149	(3,676)	-0.1%
New Haven Line	9,127,795	9,414,849	(287,054)	-3.0%	9,243,569	(115,774)	-1.3%
Total East of Hudson	19,271,110	19,816,941	(545,831)	-2.8%	19,401,353	(130,243)	-0.7%
WEST OF HUDSON							
Port Jervis Line	225,585	256,061	(30,476)	-11.9%	252,203	(26,618)	-10.6%
Pascack Valley Line	137,818	156,608	(18,790)	-12.0%	152,378	(14,560)	-9.6%
Total West of Hudson	363,403	412,669	(49,266)	-11.9%	404,581	(41,178)	-10.2%
TOTAL RAIL RIDERSHIP	19,634,513	20,229,610	(595,097)	-2.9%	19,805,934	(171,421)	-0.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	87,152	92,897	(5,745)	-6.2%	90,191	(3,039)	-3.4%
Haverstraw-Ossining Ferry	29,807	29,663	144	0.5%	28,799	1,008	3.5%
Newburgh-Beacon Ferry	14,958	20,340	(5,382)	-26.5%	19,748	(4,790)	-24.3%
Total Connecting Services	131,917	142,900	(10,983)	-7.7%	138,738	(6,821)	-4.9%
TOTAL MNR SYSTEM	19,766,430	20,372,510	(606,080)	-3.0%	19,944,672	(178,242)	-0.9%

Notes.

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report
June 2013

CAPITAL PROGRAM

HIGHLIGHTS

June 3, 2013

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

Award process is underway for both Design-Build Services and Construction Supervision & Inspection Services.

Poughkeepsie Station Improvements

Design proposals are being sought under the GEC procurement process to continue improvements to specific station building elements. A site tour was held on April 24, 2013.

New Haven Line Station Improvements

Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations:

Work activities in progress at first three stations (track 3 outage) include: platform superstructure rehabilitation, and electrical upgrades. Work activities will commence at the remaining three stations in July 2013 under future track 3 outage.

Guardrail Replacement at Mamaroneck and Harrison, performed by Contractor under the Small Business Mentoring Contract, achieved substantial completion. Contract closeout is in progress.

Guardrail Replacement at Mt Vernon East, Pelham, and New Rochelle Stations:

Guardrail fabrication was completed and installation is in progress for Mount Vernon East Station.

Park Avenue Tunnel Renewal

Priority Structural Repairs – Masonry repairs in both Track No. 3 and 4 tunnels are nearing completion and are ongoing in track No. 1 and 2 tunnels. Shop drawings for the repairs to damaged steel located in the train shed above Track No. 3 and above Tracks E and F have been submitted.

POWER

Substation Replacement Bridge-23

Equipment for first phase has been received, installed and successfully tested. Cut-over of phase one is scheduled for the 4th Quarter of 2013. Work continues at New Rochelle, Pelham and Mt Vernon.

TRACK AND STRUCTURES

2012 Cyclical Track Program

Work in Progress:

Production has resumed on the Harlem Line CP153 – CP169. Clean-up and surfacing are ongoing on the Harlem Line.

Rehabilitation - Woodbury Viaduct

Contractor mobilized at site and submittal process is underway.

Harlem River Lift Bridge-Cable Replacement/Control System

Construction bids and proposals for the Construction Supervision and Inspection Services have been received. Award process is underway.

Inspection and Rehabilitation of Retaining Walls

Force Account work is in progress. Barges were mobilized to site on April 12, 2013. Tieback installation is ongoing and proceeding ahead of schedule.

Rehabilitate Catenary Structures

Submittal process is underway. Safety plan is under review by Metro North.

Undergrade Bridges – East of Hudson

Painting of select undergrade bridges – Painting resumed on May 6, 2013.

HU 32.81 Track 4 over Croton River – Submittal process is underway; mobilization of trailer at site.

Design of 5 Undergrade Bridges – Design Consultants performed subsurface investigation at selected locations in April 2013.

Undergrade Bridges – West of Hudson

Designer has completed the inspection phase of the seven undergrade bridges located on the Port Jervis line.

Otisville Tunnel Repairs

Contractor mobilized at site; submittal process is underway.

Overhead Bridges – East of Hudson

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

Drainage and Undercutting Program

Sing-Sing Creek project - Mobilization is complete. Grubbing and cleaning have commenced.

Bronx drainage project – Construction kickoff meeting was held April 10, 2013; submittal process in progress. Award is underway for the Construction Supervision & Inspection Services.

SHOPS AND YARDS

Harmon Shop Improvements

Phase IV Stage 1 Construction: Roof and masonry repairs on Building #6 are complete.

Phase V – Preliminary Design (Consist Track): Work continues with site activities and facility assessment. Evaluations of data collection are underway.

Phase V – Stage I Pre-demo work: Contract was awarded in April for construction services for Harmon shop communications systems and office space relocation. Mobilization is scheduled to commence in May 2013.

Employee Welfare & Storage Facilities

North White Plains Roofs – 100% design has been completed;

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Consultant is progressing design of construction documents for the GCT rehabilitation of: (1) Train Shed Repairs at 30% design level, (2) Select Platform Edges at 90% design, and (3) Train Shed Repair Effectiveness Study, and (4) design of ESA concourse repairs is complete. ESA project is preparing estimates to perform the construction.

GCT Elevator Rehabilitation Phase 4

Field inspection is complete and the design definition report has been submitted and returned with comments. Sub-surface boring and soil samples will be taken at SE-1 and SE-2 shaft and 3D survey of the lower level of T-35 elevator to be performed. Thirty percent drawings are due in July.

GCT Utilities – Domestic Water System

Design for the replacement of the suction tanks and water pumps at 43rd and 49th Streets were finalized. Bids under the Small Business Federal Program are due May 29, 2013.

ROLLING STOCK

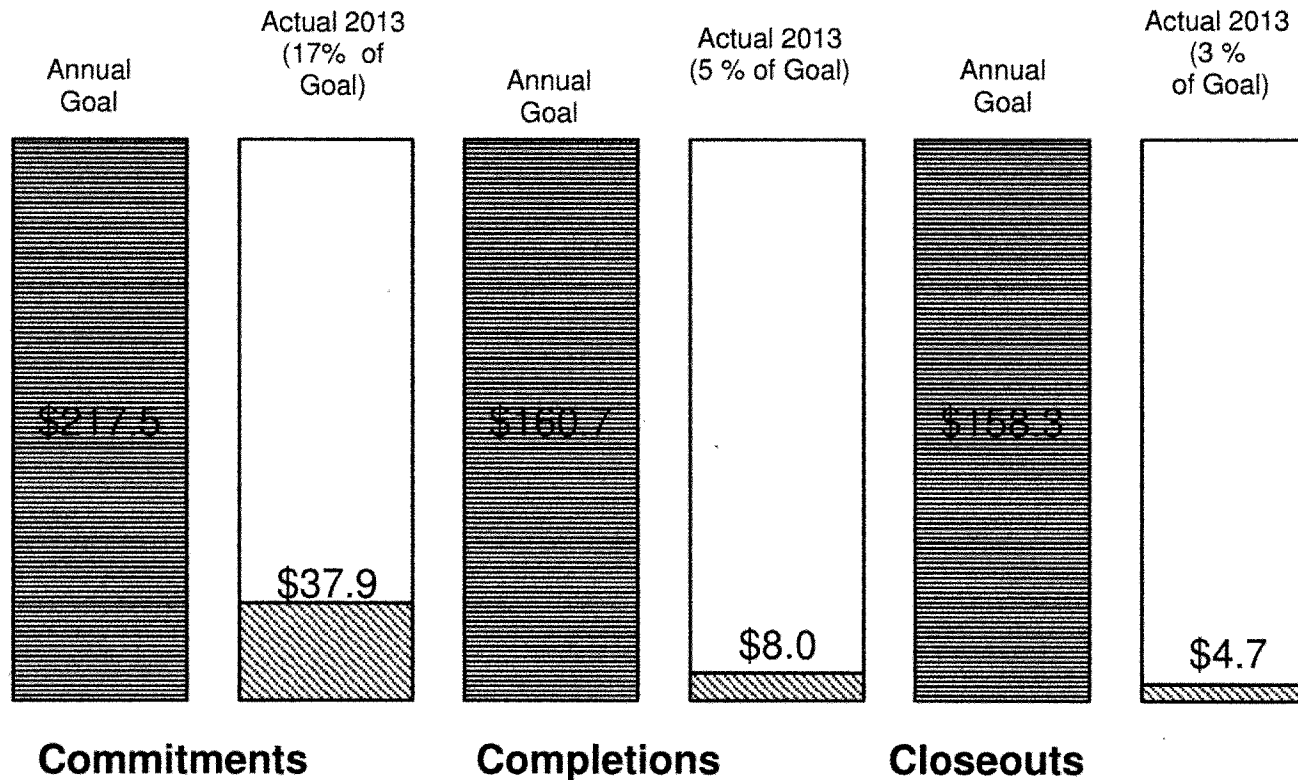
M-8 Car Program

Through April 30, 2013, 208 cars have been conditionally accepted and placed into revenue service.

2013 MNR Capital Program Goals

As of April 30, 2013

In Millions



■ 2013 Goals

▨ Actual as of April 2013

□ Forecast May - December 2013



Police Report

June 2013



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

April 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	7	-2	-29%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	20	18	2	11%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	28	27	1	4%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	14	16	-2	-13%
Felony Assault	10	12	-2	-17%
Burglary	5	8	-3	-38%
Grand Larceny	73	81	-8	-10%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	107	118	-11	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

April 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	10	7	3	43%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	13	1	8%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	5	7	-2	-29%
Felony Assault	4	5	-1	-20%
Burglary	3	7	-4	-57%
Grand Larceny	30	35	-5	-14%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	47	55	-8	-15%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



MTA Police Department
Arrest Summary: Department Totals

5/2/2013
2:18:18PM

1/1/2013 to 4/30/2013

Arrest Classification	Total Arrests
Robbery	14
Felony Assault	11
Burglary	7
Grand Larceny	32
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	20
Assault-Misdemeanor	25
Breach of Peace	4
Child Endangerment	2
Conspiracy	12
Criminal Contempt	1
Criminal Impersonation	7
Criminal Mischief	22
Criminal Possession Stolen Property	10
Criminal Tampering	1
Criminal Trespass	15
Disorderly Conduct	5
Drug Offenses	7
DUI Offenses	6
Falsely Reporting an Incident	2
Forgery	8
Fraud	4
Graffiti	2
Harassment	2
Identity Theft	1
Menacing	5
Obstruct Government	8
Petit Larceny	32
Public Lewdness	12
Reckless Endangerment	5
Resisting Arrest	33
Sex Offenses	3
Theft of Services	29
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	17
Weapons Offenses	1

Arrest Totals

INDEX CRIME REPORT
Per Day Average
April 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	3	1	1
Fel. Assault	2	0	2	0
Burglary	0	0	0	0
Grand Larceny	20	10	10	0
GLA	1	0	1	0
Total	28	13	14	1
Crimes Per Day	0.93	0.43	0.47	0.03