



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

September 2013

Members

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



Metropolitan Transportation Authority

MEETING AGENDA

METRO-NORTH RAILROAD COMMITTEE

September 16, 2013 @ 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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Date of next meeting: **Tuesday, November 12, 2013 at 8:30 AM**
No October Meeting

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 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, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Co-Chairman of the Committee
Hon. Mitchell H. Pally, Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. John J. Molloy
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke

Not Present:

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

Also Present:

Howard R. Permut – President
Donna Evans – Chief of Staff, Metro-North Railroad
Raymond Burney – Sr. Vice President, Administration
Michael R. Coan – Chief, MTA Police Department
Seth J. Cummins – Vice President and General Counsel
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing
Anne Kirsch – Chief Safety and Security Officer
Timothy McCarthy – Senior Director, Capital Programs
Kim Porcelain – Vice President - Finance and Information Systems

The members of the Metro-North Committee met.

There were three public speakers.

Orrin Getz of Rockland County provided the Chairman and some of the representatives with a newspaper article reporting that eight New York State senators and

assembly members from Orange and Rockland County are requesting that the MTA support Amtrak's Gateway Two project which includes new rail tunnels under the Hudson River and a track loop at Secaucus. He also provided a letter from an assembly member explaining the views of those mentioned in the article. Mr. Getz noted that the project would provide Rockland and Orange County commuters with a one seat ride into Penn Station. He stated that the Governor of New Jersey cancelled Access to the Region's Core and returned \$2.7 billion in federal transportation funds after MTA withdrew from the project. He expressed his opinion that MTA should support the Gateway Two project and work with Amtrak and New Jersey Transit to develop a plan to obtain funding for the project.

Murray Bodin of Concerned Grandparents – Mr. Bodin stated, while CoCoCo disseminated information regarding service restoration following the Hudson Line freight train derailment information on Metro-North's Website was inadequate and not updated in a timely manner. Mr. Bodin's grandson Adam expressed his opinion that materials used on the railroad should be made sturdier and made to last longer so that there will be less incidents.

Board Member Blair introduced Randolph Glucksman, Chair Metro-North Railroad Commuter Council and recently Chair of the Permanent Citizens Advisory Committee (PCAC). Board Member Blair stated that he received an e-mail the evening of July 21 stating that regular Hudson Line service would begin on July 22 and that he received alerts throughout the weekend. President Permut noted that Metro-North made every effort to keep customers informed.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of June 3, 2013. Co-Chairman Sedore stated that there were no changes to the work plan.

President's Report:

Freight Train Derailment:

President Permut gave a presentation, including photographs, regarding the Hudson Line derailment that occurred Thursday evening, July 18, 2013. He reported that the incident remains under investigation by the NTSB and, as a result, all parties to the investigation are precluded from discussing the investigation until it is completed. Metro-North and CSX are cooperating with the NTSB investigation. President Permut noted that Metro-North's number one priority is a safe operation for both customers and employees and to provide customers with the best, most reliable service possible.

The derailment occurred between Spuyten Duyvil and Marble Hill stations on the Hudson Line with part of the train still in the Spuyten Duyvil Station area. It occurred in a one mile, two track section of the line bordered by a wall of solid rock, making cleanup and repair of track difficult. The train was made up of 24 flatcars with filled trash containers on top and two locomotives; 10 of the middle cars derailed and several trash containers came off their railcars onto their sides, closing both tracks for service. Metro-North dispatched forces to the area immediately following the derailment to assess damage. In addition to removing the freight cars and containers, 1,500 feet of one track had to be totally rebuilt and 300 feet of third rail on the adjacent track had to be repaired.

President Permut described the challenges faced instituting bus service and the alternative service plan that was put into place. He presented photographs of the derailment showing damage to the right-of-way and the difficult challenges faced by crews attempting to remove the cars and replace rail due to the narrow, rock bordered derailment site and the heat wave the area was experiencing. He described the clean-up and repair operations, noting that while work on track one had been completed, a significant amount of work remains to be completed to remove the derailed cars and rebuild on track two. Metro-North will keep customers aware of the status of service.

CSX is assisting Metro-North in the removal of rail cars and right of way repair. Metro-North is working with CSX to develop protocols for freight operations going forward. President Permut again expressed his sincere appreciation to the Metro-North and Transit employees who worked on the clean-up and repairs, citing the horrendous working conditions as a result of the heat and stench from the spewed garbage. Board Member Moerdler and President Permut thanked the MTA Police Department for their assistance.

Track Maintenance Initiatives:

President Permut reported that, while the NTSB investigation of the May 17 derailment is proceeding, Metro-North has been working to identify and implement improvements to its right-of way maintenance procedures. Metro-North has implemented procedures for working on the right-of-way to reduce risk by, for example, implementing new employee safety programs, reducing maximum operating speeds and re-instructing track inspectors, as well as instituting slow orders in certain areas. He noted that while these safety initiatives have an effect on on-time performance, employee safety is Metro-North's primary concern.

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These programs are being undertaken in addition to Metro-North's ongoing maintenance and capital projects. Metro-North is conducting a comprehensive review of the track infrastructure on the entire system. Metro-North is combining the knowledge of its track inspectors, supervisors and managers with the expertise of its consultant TTCI and the Long Island Rail Road and New York City Transit to focus on areas with poor track conditions, frequently caused by poor drainage. A complete inventory of areas with poor drainage has been conducted and, based on the information received; a program is being instituted to assign priority to repair these areas. In the interim, temporary repairs will be made using gauge restraint bars and inspectors will be instructed to be more conservative in applying speed restrictions. President Permut thanked Carmen Bianco and his staff for their assistance. He noted that TTCI has provided Metro-North with state-of-the-art track inspection equipment, including ground penetrating radar, which provides information on conditions that exist underground. TTCI is currently surveying the entire right-of-way for drainage problems and other infrastructure issues that should be remediated and are continuing a review of our track maintenance programs, practices, procedures and equipment needs. It is anticipated that TTCI will complete their work the fall of 2013.

Other Safety Initiatives:

President Permut reported that on June 17, the NTSB issued an urgent recommendation for Metro-North to immediately implement redundant signal protection, such as shunting, for maintenance-of-way work crews who depend on the train dispatcher to provide signal protection. The shunting devices are designed to bypass the signal system and indicate to both an approaching train and to the Operations Control Center that there is something occupying a section of track. There are operating and safety concerns with the use of shunting devices in third rail territory. Metro-North has begun a pilot program on the portion of the New Haven Line that does not have third rail which combines shunting devices and physical barricades. The pilot will run for a period of four months while Metro-North evaluates the effectiveness, ease of use, applicability on Metro-North's territory, worker reaction and operational impacts.

President Permut noted that, in conjunction with the labor unions, Metro-North is developing a process modification to improve safety and mitigate risk that puts the key to allowing the removal of a remote track blocking device in the hands of the roadway worker in the field who must key in a code before the Control Center can allow a train to operate on that area of track. He noted that this is a major safety improvement that should be in place by the end of 2013.

Infrastructure Improvements:

President Permut gave a presentation, including photographs, of the Bronx Right-of-Way Improvement Project, a nine week program to address right-of-way concerns within a six mile section of the Bronx where the New Haven and Harlem Line trains operate. The project includes digging down to improve drainage and rebuild sections of the track

structure on all four tracks. In addition to the project, Metro-North forces will repair fences and remove garbage, construction debris and graffiti in the area. This project has also affected on-time performance. The project is on schedule with anticipated completion by Labor Day.

President Permut reported that Metro-North has made good progress on the program to weld 230 compromise joints, areas in which two pieces of different size rail are joined together. It is anticipated that the project will be completed by September 2013 after which Metro-North will implement a procedure to require welding of compromise joints within an expedited time period. To date, 77 joints have been welded and the project is on schedule.

Performance:

President Permut noted that the schedule for Bronx service was revised to accommodate the drainage project. Metro-North eliminated as few trains as possible in the peak periods and retained a full off-peak schedule. As a result of the work being done, there have been a large number of train delays, congestion in the Bronx, slow loading in the Bronx due to the use of bridge plates that limit the number of doors/access points between the train and the platform and speed restrictions. Metro-North has been monitoring service and made adjustments to the July 1st schedule that have stabilized the daily schedule. Metro-North has kept customers informed and has had customer service and operations department representatives at the affected Bronx stations. MN should be operating on a normal schedule in October. Board Member Moerdler congratulated President Permut and Metro-North employees for doing a terrific job in extremely difficult circumstances. He hopes that the Hudson Line clean-up efforts are expanded to Riverdale. President Permut noted that Metro-North's focus has to be on repairing the tracks and will return to the clean-up program when that is completed. Board Member Blair asked that the Board be made aware of funding issues that may affect critical infrastructure projects so that it may support Metro-North's efforts.

Service improvements:

President Permut gave a presentation regarding an eight-year program to provide real time train schedule information at key locations of all Metro-North east of Hudson New York stations.

Other Business:

President Permut Introduced Shelly Prettyman, Senior Director Training. Ms. Prettyman was Director of Policy and Analysis at New York City Bus and has held a variety of positions at MTA Headquarters. President Permut noted that, with the projected increase in retirements, training of new employees will become critical.

President Permut reported that June ridership slightly increased. Busing is being done on the Pascack Valley Line between Otisville and Pt. Jervis to accommodate the Otisville tunnel project. LAZ will be instituting an approximate 5.1% rate increase on

September 1, 2013 in accordance with Board guidelines and the financial plan. This is the first increase since 2010.

Co-Chairman Sedore introduced and welcomed new Board Member John Malloy from Nassau County.

Capital Report:

Tim McCarthy reported on various on-going Capital Program projects, including a new retaining wall along Hudson river north of Peekskill, flood abatement at Ossining Station, the W. 254th Street Riverdale Station project with New York City to enhance sewer and drainage capacity and eliminate run-off that impacts the right-of-way and the lower Harlem Line drainage project to improve run-off into the New York City drainage/sewer system. Board Member Moerdler stated that the 254th Street drainage issues will never be repaired unless and until the Department of Environmental Protection installs more catch basins.

Information Items:

There were two information items.

- Environmental Audit – Summary of the findings of Metro-North's 2013 New York State Department of Environmental Conservation Audit.
- Grand Central Terminal Retail Development – Nancy Marshall reported that there has been an increase in Grand Central Terminal revenues which may be due to the Grand Central Terminal Centennial.

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

Procurements:

There were 12 procurements.

There was one non-competitive procurement: a 6-month, New York State Preferred Source, miscellaneous service contract with NYS Industries for the Disabled (NYSID) to perform document scanning services of Metro-North's Plan Room Research Library as part of the Metro-North Madison Avenue Relocation project.

There were eight competitive procurements: (1) a competitively solicited 3-year miscellaneous service contract with Brookville Equipment Corporation for the overhaul of 7 GP35 Locomotives used in support of Metro-North's East of Hudson Service, (2) competitively solicited 2-year miscellaneous service contract with Atlantic Detroit Diesel Allison to provide pick up and unit exchange services (UTEX) for Brookville Locomotive fuel injectors, (3) a competitively solicited 2-year miscellaneous service contract with Sherwood Electromotion for the repair and return of Metro-North M-7 Propulsion Inverter and APS Blower Assemblies required to maintain Metro-North's 336 M-7 rail cars, (4) a

competitively solicited miscellaneous service contract for up to a 5-year period (2-year base, 3 1-year options) with Contemporary Machinery, Inc. to provide preventative maintenance and inspection of Metro-North's Axle Lathe located at the Croton Harmon Wheel Shop, (5) a competitively solicited miscellaneous service contract with Jala Equipment Company (Jala) to perform an upgrade to the Metro-North Car Wash facility in Stamford, Connecticut, (6) a competitively solicited 5-year miscellaneous service contract with Walco Electric to provide repair and return of Metro-North's M-3 railcar motor alternators, (7) a competitively solicited 5-year miscellaneous service contract to Newmont Elevator Analysts, Inc. (Newmont) to provide third-party witnessing of the safety inspections and testing services of 112 elevators and two escalators at various Metro-North stations and employee facilities in New York and Connecticut and (8) a contract extension to a previous competitively solicited procurement for a self-propelled slot train used primarily for tie, rail and other track material pick-up and cleanup along the Right-of-Way. In response to Board Member Moerdler's regarding the necessity of the third-party witness as set forth in item 7 above, Anthony Bombace noted that the witness is needed to comply with building codes.

There were three ratifications: (1) a non-competitive, negotiated and awarded personal services contract with Transportation Technology Center, Inc. (TTCI) for consulting services to conduct an expedited review and assessment of Metro-North's Maintenance of Way Division, including an option for LIRR and NYCT to use TTCI for a similar assessment in accordance with the pricing, terms and conditions of Metro-North's contract; (2) ratification of a non-competitive, personal service contract with Jacobs Civil Consultants, Inc. for engineering design services for the rehabilitation of two AC substations on the Harlem Lift Bridge and the replacement of three traction power substations on the Hudson Line that were damaged by Superstorm Sandy's flood and tidal surge and (3) ratification of a miscellaneous procurement contract with Railware, Inc. to upgrade the present Track Driver Professional Blocking System Software Module to prohibit Rail Traffic Controllers (RTC's) from lifting or removing a block without approval or confirmation from roadway workers, enhancing the level of safety for the Railroad.

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.

MTA Police Department

Chief Coan reported on crime trends in the month of June 2013. He thanked Metro-North, NYCT and NYPD for their assistance during the derailment. The details of the Chief Coan's report are contained in the MTA Police Department Report filed with the records of this meeting.

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

Safety Report:

Ms. Kirsch gave the safety report through May 2013. She reported that employee and customer injuries increased in May as a result of the derailment and fatality. She noted

that Metro-North had a safety stand down and follow-up stand downs and that safety was discussed at Town Hall meetings. The details of Ms. Kirsch's report are contained in the Safety Report filed with the records of the meeting.

Status of Operations Report:

President Permut referred to his earlier report. The details of that report are contained in the President's Report above and in the status of operations report filed with the records of this meeting. In response to questions posed by Board Member Moerdler, President Permut noted that the increase in standees on the New Haven Line is probably due to the derailment. With respect to vacant positions, President Permut will provide the Committee with details concerning vacant positions.

Financial Report:

Ms. Porcelain presented the financial results through May 31, 2013. She noted that year-to-date May overall financial results were favorable to the adopted budget by 8%. Results reflect extraordinary items, such as, expenditures due to Hurricane Sandy. The details Ms. Porcelain's report are contained in the financial reports filed with the records of the meeting.

Ridership Report:

Ms. Evans gave the ridership report. Ridership in June 2013 was .2% higher than in the comparable period of 2012; for the third month in a row, commutation ridership was .6% higher. Non-commutation ridership in June was .3% lower than in the comparable period of 2012 due to weather events. Ridership year-to-date June was .5% percent lower than in the comparable period of 2012. This reflects a positive trend from year-to-date May 2013 when ridership was .8% lower. The details of Ms. Evans' report are contained in the Monthly Ridership report filed with the records of the meeting.

Adjournment

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

Respectfully submitted,



Linda Montanino
Assistant Secretary



2013 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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	Committee Chair & Members
Annual Strategic Investments & Planning Studies	Capital Planning

March 2014

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

April 2014 (Joint Meeting with LIRR)

Final Review of 2013 Operating Budget Results	Finance
Annual Inventory Report	Procurement
2013 Annual Ridership Report	Operations Planning & Analysis

June 2014

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Quarter 2014	Diversity/EEO Office
Elevator & Escalator Service Report-1 st Quarter 2014	Operations

July 2014

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

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

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.

JUNE 2014

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 2014

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 2014

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

JULY 2014

Environmental Audit

The Committee will be briefed on the results of the Agency's 2013 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.



Metro-North Railroad

Information Items September 2013



JULY FINANCIAL PLAN – 2013 MID-YEAR FORECAST

BY MONTH

Date Issued: September 4, 2013

MTA METRO NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$47,325	\$44,228	\$52,160	\$51,702	\$53,028	\$54,527	\$55,015	\$53,140	\$52,670	\$53,465	\$54,390	\$56,474	\$628,124
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	4,576	4,423	3,849	15,258	4,350	3,936	3,992	3,694	3,652	4,347	5,091	14,203	71,370
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$51,901	\$48,650	\$56,009	\$66,960	\$57,379	\$58,462	\$59,007	\$56,834	\$56,322	\$57,812	\$59,481	\$70,677	\$699,494
Operating Expenses													
Labor:													
Payroll	\$36,633	\$33,113	\$31,161	\$32,411	\$36,065	\$31,348	\$36,827	\$34,314	\$34,818	\$36,519	\$34,986	\$31,865	\$410,060
Overtime	5,145	5,230	3,775	3,937	4,714	4,383	5,391	4,660	4,855	4,178	5,133	5,220	56,622
Health and Welfare	8,785	8,003	7,145	7,684	8,877	4,950	8,131	7,455	7,270	7,955	7,441	7,261	90,956
OPEB Current Payment	1,605	1,504	1,609	1,798	1,681	1,550	1,703	1,800	1,850	1,900	2,000	3,000	22,000
Pensions	6,463	5,889	5,437	5,846	6,560	5,738	6,689	6,187	6,384	6,568	6,438	6,545	74,745
Other Fringe Benefits	7,855	8,535	6,470	7,582	8,302	7,379	8,488	7,950	8,110	8,358	8,161	7,782	94,975
Reimbursable Overhead	(2,902)	(2,287)	(2,668)	(3,533)	(4,214)	(4,352)	(4,030)	(3,920)	(3,926)	(3,928)	(3,739)	(3,294)	(42,794)
Total Labor Expenses	\$63,584	\$59,987	\$52,928	\$55,725	\$61,986	\$50,996	\$63,200	\$58,447	\$59,361	\$61,551	\$60,421	\$58,379	\$706,564
Non-Labor:													
Electric Power	\$6,006	\$7,233	\$7,484	\$6,489	\$6,776	\$6,735	\$6,950	\$7,155	\$6,496	\$6,507	\$6,493	\$6,443	\$80,766
Fuel	2,401	2,680	2,169	2,227	2,240	2,196	2,102	2,130	2,109	2,482	2,421	2,585	27,742
Insurance	0,949	0,948	0,954	0,989	1,266	1,277	1,250	1,250	1,813	1,250	1,262	1,863	15,071
Claims	0,003	0,031	0,004	0,041	0,046	0,041	0,046	0,041	0,046	0,046	0,041	0,145	0,535
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5,318	6,665	6,459	7,997	8,419	9,171	8,539	7,945	9,318	7,810	8,097	9,860	95,600
Professional Service Contracts	0,890	1,217	1,231	2,451	2,768	3,445	2,515	2,915	2,721	3,384	2,913	3,778	30,230
Materials & Supplies	5,010	4,900	5,598	4,928	5,072	4,965	5,119	5,595	6,186	6,385	6,065	10,648	70,470
Other Business Expenses	1,390	1,846	2,086	1,732	6,832	2,116	1,945	1,907	2,218	2,004	2,142	2,267	28,484
Total Non-Labor	\$21,968	\$25,520	\$25,985	\$26,856	\$33,419	\$29,948	\$28,467	\$28,939	\$30,906	\$29,868	\$29,433	\$37,589	\$348,898
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$85,552	\$85,507	\$78,912	\$82,581	\$95,405	\$80,944	\$91,668	\$87,385	\$90,268	\$91,419	\$89,853	\$95,967	\$1,055,462
Depreciation	\$18,289	\$18,289	\$18,922	\$20,182	\$20,182	\$20,182	\$20,182	\$20,182	\$20,182	\$20,665	\$20,665	\$20,665	\$238,589
OPEB Obligation	6,339	6,339	6,339	4,846	4,776	4,776	4,776	4,776	4,776	4,776	4,776	4,776	62,070
Environmental Remediation	-	-	0,404	-	-	1,184	-	-	1,184	-	-	1,184	3,955
Total Expenses	\$110,181	\$110,136	\$104,577	\$107,609	\$120,364	\$107,086	\$116,626	\$112,343	\$116,410	\$116,860	\$115,293	\$122,592	\$1,360,076
Net Surplus/(Deficit)	(\$58,280)	(\$61,486)	(\$48,569)	(\$40,649)	(\$62,985)	(\$48,623)	(\$57,619)	(\$55,509)	(\$60,088)	(\$59,048)	(\$55,812)	(\$51,914)	(\$660,582)
Cash Conversion Adjustments:													
Depreciation	\$18,289	\$18,289	\$18,922	\$20,182	\$20,182	\$20,182	\$20,182	\$20,182	\$20,182	\$20,665	\$20,665	\$20,665	\$238,589
Operating Capital	(1,515)	(0,973)	(0,596)	(0,377)	(2,195)	(2,907)	(5,313)	(3,521)	(6,370)	(3,512)	(3,815)	(4,516)	(35,609)
Other Cash Adjustments	11,885	23,619	1,815	12,113	9,120	(7,345)	9,125	2,285	7,364	(0,029)	11,108	(12,831)	68,330
Total Cash Conversion Adjustments	\$28,759	\$40,935	\$20,142	\$31,919	\$27,108	\$9,930	\$23,995	\$18,946	\$21,176	\$17,124	\$27,958	\$3,318	\$271,311
Baseline Net Cash Surplus/(Deficit)	(\$29,521)	(\$20,550)	(\$28,427)	(\$8,730)	(\$35,877)	(\$38,693)	(\$33,624)	(\$36,563)	(\$38,912)	(\$41,924)	(\$27,854)	(\$48,596)	(\$389,271)

MTA METRO NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													
MNR - MTA	6.484	5.927	6.019	9.787	9.669	8.984	9.931	10.238	9.199	9.435	10.656	8.291	104.619
MNR - CDOT	4.360	3.294	4.230	5.670	4.649	5.515	4.332	4.091	6.440	5.014	3.662	3.190	54.446
MNR - Other	0.588	0.543	0.884	1.375	1.496	1.474	1.519	1.416	1.216	1.238	1.197	1.401	14.346
Total Revenue	\$11.432	\$9.763	\$11.133	\$16.832	\$15.814	\$15.972	\$15.781	\$15.744	\$16.855	\$15.687	\$15.515	\$12.882	\$173.411
Expenses													
Labor:													
Payroll	\$3.035	\$2.618	\$2.894	\$3.313	\$3.661	\$3.833	\$3.553	\$3.480	\$3.506	\$3.600	\$3.502	\$3.232	\$40.229
Overtime	1.311	0.989	1.339	1.302	1.526	1.636	1.444	1.385	1.375	1.370	1.312	1.114	16.104
Health and Welfare	0.873	0.850	0.991	1.113	1.262	1.333	1.210	1.180	1.191	1.216	1.173	1.052	13.444
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.494	0.447	0.525	0.698	0.778	0.819	0.753	0.734	0.736	0.750	0.729	0.664	8.127
Other Fringe Benefits	0.830	0.708	0.806	0.787	0.885	0.933	0.852	0.830	0.835	0.852	0.825	0.745	9.888
Reimbursable Overhead	2.772	2.236	2.634	3.532	4.058	4.189	3.854	3.776	3.741	3.722	3.559	3.056	41.129
Total Labor	\$9.316	\$7.847	\$9.189	\$10.745	\$12.170	\$12.743	\$11.666	\$11.385	\$11.385	\$11.510	\$11.101	\$9.863	\$128.921
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.223	0.208	0.251	0.251	0.310	0.339	0.285	0.279	0.284	0.286	0.260	0.207	3.183
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.270	0.836	0.865	1.157	0.826	0.693	1.249	1.996	3.148	1.525	2.546	1.351	16.464
Professional Service Contracts	0.762	0.304	0.375	0.680	0.799	0.840	0.890	0.842	0.643	0.665	0.552	0.515	7.868
Materials & Supplies	0.656	0.532	0.386	3.962	1.661	1.304	1.655	1.208	1.345	1.665	1.018	0.909	16.300
Other Business Expenses	0.204	0.037	0.066	0.037	0.048	0.053	0.035	0.035	0.050	0.035	0.037	0.037	0.675
Total Non-Labor	\$2.116	\$1.915	\$1.944	\$6.087	\$3.644	\$3.229	\$4.115	\$4.360	\$5.471	\$4.176	\$4.414	\$3.019	\$44.469
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$11.432	\$9.763	\$11.133	\$16.832	\$15.814	\$15.972	\$15.781	\$15.744	\$16.855	\$15.687	\$15.515	\$12.882	\$173.411
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$11.432	\$9.763	\$11.133	\$16.832	\$15.814	\$15.972	\$15.781	\$15.744	\$16.855	\$15.687	\$15.515	\$12.882	\$173.411
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$47.325	\$44.228	\$52.160	\$51.702	\$53.028	\$54.527	\$55.015	\$53.140	\$52.670	\$53.465	\$54.390	\$56.474	\$628.124
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	4.576	4.423	3.849	15.258	4.350	3.936	3.992	3.694	3.652	4.347	5.091	14.203	71.370
Capital and Other Reimbursements													
MNR - MTA	6.484	5.927	6.019	9.787	9.669	8.984	9.931	10.238	9.199	9.435	10.656	8.291	104.619
MNR - CDOT	4.360	3.294	4.230	5.670	4.649	5.515	4.332	4.091	6.440	5.014	3.662	3.190	54.446
MNR - Other	0.588	0.543	0.884	1.375	1.496	1.474	1.519	1.416	1.216	1.238	1.197	1.401	14.346
Total Revenue	\$63.332	\$58.413	\$67.142	\$83.793	\$73.192	\$74.434	\$74.788	\$72.578	\$73.177	\$73.499	\$74.996	\$83.559	\$872.905
Expenses													
Labor													
Payroll	\$39.669	\$35.731	\$34.055	\$35.724	\$39.726	\$35.182	\$40.380	\$37.794	\$38.324	\$40.119	\$38.488	\$35.097	\$450.289
Overtime	6.457	6.219	5.114	5.239	6.240	6.019	6.835	6.045	6.231	5.549	6.446	6.333	72.727
Health and Welfare	9.657	8.853	8.136	8.798	10.139	6.283	9.340	8.635	8.460	9.171	8.614	8.312	104.400
OPEB Current Payment	1.605	1.504	1.609	1.798	1.681	1.550	1.703	1.800	1.850	1.900	2.000	3.000	22.000
Pensions	6.956	6.336	5.962	6.544	7.339	6.557	7.442	6.921	7.120	7.319	7.167	7.209	82.872
Other Fringe Benefits	8.685	9.243	7.276	8.368	9.187	8.311	9.341	8.781	8.946	9.211	8.986	8.527	104.863
Reimbursable Overhead	(0.130)	(0.051)	(0.034)	(0.001)	(0.156)	(0.163)	(0.176)	(0.144)	(0.185)	(0.207)	(0.180)	(0.238)	(1.665)
Total Labor	\$72.900	\$67.835	\$62.117	\$66.471	\$74.156	\$63.739	\$74.866	\$69.831	\$70.746	\$73.062	\$71.522	\$68.242	\$835.486
Non-Labor													
Electric Power	\$6.006	\$7.233	\$7.484	\$6.489	\$6.776	\$6.735	\$6.950	\$7.155	\$6.496	\$6.507	\$6.493	\$6.443	\$80.766
Fuel	2.401	2.680	2.169	2.227	2.240	2.196	2.102	2.130	2.109	2.482	2.421	2.585	27.742
Insurance	1.172	1.156	1.205	1.240	1.576	1.616	1.535	1.529	2.097	1.536	1.521	2.070	18.254
Claims	0.003	0.031	0.004	0.041	0.046	0.041	0.046	0.041	0.046	0.046	0.041	0.145	0.535
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.588	7.501	7.325	9.154	9.246	9.864	9.788	9.941	12.466	9.336	10.643	11.211	112.064
Professional Service Contracts	1.653	1.520	1.607	3.131	3.567	4.286	3.406	3.757	3.364	4.049	3.466	4.293	38.098
Materials & Supplies	5.667	5.432	5.984	8.890	6.732	6.269	6.774	6.803	7.531	8.050	7.083	11.557	86.770
Other Business Expenses	1.594	1.883	2.151	1.770	6.880	2.169	1.980	1.942	2.268	2.039	2.179	2.304	29.159
Total Non-Labor	\$24.084	\$27.435	\$27.928	\$32.943	\$37.063	\$33.177	\$32.582	\$33.298	\$36.377	\$34.045	\$33.846	\$40.608	\$393.387
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$96.984	\$95.270	\$90.046	\$99.413	\$111.219	\$96.916	\$107.449	\$103.130	\$107.123	\$107.106	\$105.368	\$108.850	\$1,228.873
Depreciation	\$18.289	\$18.289	\$18.922	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.665	\$20.665	\$20.665	\$238.589
OPEB Obligation	6.339	6.339	6.339	4.846	4.776	4.776	4.776	4.776	4.776	4.776	4.776	4.776	62.070
Environmental Remediation	-	-	0.404	-	-	1.184	-	-	1.184	-	-	1.184	3.955
Total Expenses	\$121.613	\$119.898	\$115.711	\$124.441	\$136.177	\$123.058	\$132.407	\$128.088	\$133.265	\$132.547	\$130.808	\$135.474	\$1,533.487
Net Surplus/(Deficit)	(\$58.280)	(\$61.485)	(\$48.569)	(\$40.649)	(\$62.985)	(\$48.623)	(\$57.619)	(\$55.509)	(\$60.088)	(\$59.048)	(\$55.812)	(\$51.914)	(\$660.562)
Cash Conversion Adjustments:													
Depreciation	\$18.289	\$18.289	\$18.922	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.665	\$20.665	\$20.665	\$238.589
Operating Capital	(1.515)	(0.973)	(0.596)	(0.377)	(2.195)	(2.907)	(5.313)	(3.521)	(6.370)	(3.512)	(3.815)	(4.516)	(35.609)
Other Cash Adjustments	11.985	23.619	1.815	12.113	9.120	(7.345)	9.125	2.285	7.364	(0.029)	11.108	(12.831)	68.330
Total Cash Conversion Adjustments	\$28.759	\$40.935	\$20.142	\$31.919	\$27.108	\$9.930	\$23.995	\$18.946	\$21.176	\$17.124	\$27.958	\$3.318	\$271.311
Baseline Net Cash Surplus/(Deficit)	(\$29.521)	(\$20.550)	(\$28.427)	(\$8.730)	(\$35.877)	(\$38.693)	(\$33.624)	(\$36.563)	(\$38.912)	(\$41.924)	(\$27.854)	(\$48.596)	(\$389.271)

MTA METRO NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$50.461	\$44.573	\$50.540	\$52.978	\$53.401	\$55.096	\$55.545	\$53.620	\$53.147	\$53.902	\$53.839	\$56.949	\$634.051
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.041	5.294	5.540	18.471	5.457	4.762	4.781	4.914	5.534	5.361	6.023	16.077	87.255
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	6.476	3.832	6.268	6.839	7.812	5.539	9.008	11.100	8.332	9.279	11.542	9.096	95.123
MNR - CDOT	5.094	0.222	7.549	2.948	4.838	5.378	4.714	4.747	6.304	4.851	3.908	3.527	54.080
MNR - Other	2.778	3.011	0.339	5.363	0.537	0.869	1.375	1.196	1.174	1.219	1.116	1.008	19.985
Total Receipts	\$69.850	\$56.932	\$70.236	\$86.599	\$72.045	\$71.644	\$75.423	\$75.577	\$74.491	\$74.612	\$76.428	\$86.657	\$890.494
Expenditures													
Labor:													
Payroll	\$38.532	\$34.196	\$36.167	\$36.137	\$42.905	\$36.383	\$36.374	\$44.396	\$36.145	\$42.477	\$38.527	\$36.340	\$458.579
Overtime	7.817	6.443	4.984	5.659	6.755	5.604	5.647	6.777	5.720	6.777	5.671	5.646	73.500
Health and Welfare	16.356	1.581	9.177	6.262	6.860	7.118	12.838	6.741	6.818	12.641	6.541	12.070	105.003
OP&B Current Payment	1.605	1.504	1.609	1.798	1.681	1.550	1.703	1.800	1.850	1.900	2.000	3.000	22.000
Pensions	0.310	0.232	3.753	6.975	7.090	7.034	7.034	7.090	7.034	7.090	7.034	7.032	67.708
Other Fringe Benefits	8.663	8.927	9.881	8.315	10.232	9.034	9.133	10.352	8.184	7.782	8.262	6.414	105.179
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor	\$73.283	\$52.883	\$65.571	\$65.146	\$75.523	\$66.723	\$72.729	\$77.156	\$65.751	\$78.667	\$68.035	\$70.502	\$831.969
Non-Labor:													
Electric Power	\$2.086	\$7.306	\$6.956	\$6.574	\$6.651	\$7.494	\$7.189	\$7.173	\$7.102	\$6.932	\$6.898	\$10.418	\$82.779
Fuel	2.000	1.810	2.151	2.295	2.376	1.897	1.802	1.831	1.808	2.032	1.971	2.169	24.142
Insurance	0.000	0.000	3.326	1.353	0.502	2.938	1.129	0.444	3.044	1.129	0.444	4.496	18.805
Claims	0.039	0.126	0.059	0.077	0.047	0.048	0.047	0.048	0.047	0.048	0.047	0.048	0.681
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.093	4.906	5.235	6.554	7.711	15.415	9.666	9.089	17.025	9.756	10.140	23.628	129.218
Professional Service Contracts	2.386	2.085	1.886	1.478	3.410	4.925	3.291	3.647	4.831	3.992	3.430	5.856	41.217
Materials & Supplies	2.778	6.576	9.718	7.549	7.672	6.706	9.154	8.862	9.690	9.980	9.331	14.098	102.114
Other Business Expenditures	6.706	1.790	3.761	4.303	4.030	4.191	4.040	3.890	4.105	4.000	3.966	4.039	48.841
Total Non-Labor	\$26.088	\$24.599	\$33.092	\$30.183	\$32.399	\$43.614	\$36.318	\$34.984	\$47.652	\$37.869	\$36.247	\$64.752	\$447.797
Other Adjustments:													
Other	\$1.000	(\$0.262)	(\$3.361)	(\$0.721)	\$4.121	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.777)	\$0.000
Total Other Adjustments	\$1.000	(\$0.262)	(\$3.361)	(\$0.721)	\$4.121	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.777)	\$0.000
Total Expenditures	\$100.371	\$77.220	\$95.302	\$94.608	\$112.043	\$110.337	\$109.047	\$112.140	\$113.403	\$116.536	\$104.282	\$134.477	\$1,279.766
Baseline Net Cash Deficit	(\$30.521)	(\$20.288)	(\$25.066)	(\$8.009)	(\$39.998)	(\$38.693)	(\$33.624)	(\$36.563)	(\$38.912)	(\$41.924)	(\$27.854)	(\$47.820)	(\$389.272)

MTA METRO NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$3.136	\$0.345	(\$1.620)	\$1.276	\$0.373	\$0.569	\$0.530	\$0.480	\$0.477	\$0.437	(\$0.551)	\$0.475	\$5.927
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.465	0.871	1.691	3.213	1.107	0.826	0.789	1.220	1.882	1.014	0.932	1.874	15.885
Capital and Other Reimbursements													
MNR - MTA	(0.008)	(2.095)	0.249	(2.948)	(1.857)	(3.445)	(0.923)	0.862	(0.867)	(0.156)	0.886	0.805	(9.496)
MNR - CDOT	0.734	(3.072)	3.319	(2.722)	0.189	(0.137)	0.382	0.656	(0.136)	(0.163)	0.246	0.337	(0.366)
MNR - Other	2.190	2.468	(0.545)	3.988	(0.959)	(0.605)	(0.144)	(0.220)	(0.042)	(0.018)	(0.081)	(0.393)	5.639
Total Receipts	\$6.518	(\$1.481)	\$3.094	\$2.806	(\$1.147)	(\$2.790)	\$0.635	\$2.999	\$1.314	\$1.113	\$1.432	\$3.098	\$17.589
Expenditures													
Labor:													
Payroll	\$1.137	\$1.535	(\$2.112)	(\$0.413)	(\$3.179)	(\$1.201)	\$4.006	(\$6.602)	\$2.179	(\$2.358)	(\$0.039)	(\$1.243)	(\$8.290)
Overtime	(1.360)	(0.224)	0.130	(0.420)	(0.515)	0.415	1.188	(0.732)	0.511	(1.228)	0.775	0.687	(0.773)
Health and Welfare	(6.699)	7.272	(1.041)	2.536	3.279	(0.835)	(3.498)	1.894	1.642	(3.470)	2.073	(3.758)	(0.603)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	6.646	6.104	2.209	(0.431)	0.249	(0.477)	0.408	(0.169)	0.086	0.229	0.133	0.177	15.164
Other Fringe Benefits	0.022	0.316	(2.605)	0.053	(1.045)	(0.723)	0.208	(1.571)	0.762	1.429	0.724	2.113	(0.316)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.130)	(0.051)	(0.034)	(0.001)	(0.156)	(0.163)	(0.176)	(0.144)	(0.185)	(0.207)	(0.180)	(0.238)	(1.665)
Total Labor	(\$0.383)	\$14.952	(\$3.454)	\$1.325	(\$1.367)	(\$2.984)	\$2.137	(\$7.325)	\$4.995	(\$5.605)	\$3.487	(\$2.260)	\$3.517
Non-Labor:													
Electric Power	\$3.920	(\$0.073)	\$0.528	(\$0.085)	\$0.125	(\$0.759)	(\$0.239)	(\$0.018)	(\$0.606)	(\$0.425)	(\$0.405)	(\$3.975)	(\$2.013)
Fuel	0.401	0.870	0.018	(0.068)	(0.136)	0.299	0.300	0.299	0.301	0.450	0.450	0.416	3.600
Insurance	1.172	1.156	(2.121)	(0.113)	1.074	(1.322)	0.406	1.085	(0.947)	0.407	1.077	(2.426)	(0.551)
Claims	(0.036)	(0.095)	(0.055)	(0.036)	(0.001)	(0.007)	(0.001)	(0.007)	(0.001)	(0.002)	(0.006)	0.097	(0.146)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(4.505)	2.595	2.090	2.600	1.535	(5.551)	0.122	0.852	(4.559)	(0.420)	0.503	(12.417)	(17.154)
Professional Service Contracts	(0.733)	(0.565)	(0.279)	1.653	0.157	(0.639)	0.115	0.110	(1.467)	0.057	0.036	(1.563)	(3.119)
Materials & Supplies	2.889	(1.144)	(3.734)	1.341	(0.940)	(0.437)	(2.380)	(2.059)	(2.159)	(1.930)	(2.248)	(2.541)	(15.344)
Other Business Expenditures	(5.112)	0.093	(1.610)	(2.533)	2.850	(2.022)	(2.060)	(1.948)	(1.837)	(1.961)	(1.807)	(1.735)	(19.682)
Total Non-Labor	(\$2.004)	\$2.836	(\$5.164)	\$2.760	\$4.664	(\$10.437)	(\$3.736)	(\$1.586)	(\$11.275)	(\$3.824)	(\$2.401)	(\$24.144)	(\$54.410)
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$4.130	\$16.307	(\$5.523)	\$6.891	\$2.150	(\$16.212)	(\$0.963)	(\$6.012)	(\$4.966)	(\$8.316)	\$2.518	(\$23.307)	(\$33.304)
Depreciation Adjustment	18.289	18.289	18.922	20.182	20.182	20.182	20.182	20.182	20.182	20.665	20.665	20.665	238.589
OPEB Obligation	6.339	6.339	6.339	4.846	4.776	4.776	4.776	4.776	4.776	4.776	4.776	4.776	62.070
Environmental Remediation	-	-	0.404	-	-	1.184	-	-	1.184	-	-	1.184	3.955
Baseline Total Cash Conversion Adjustments	\$28.759	\$40.935	\$20.142	\$31.919	\$27.108	\$9.930	\$23.995	\$18.946	\$21.176	\$17.124	\$27.958	\$3.317	\$271.310

MTA METRO-NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	3	2	3	3	3	3	3	3	3	3	3	3
Labor Relations	7	7	7	8	8	8	8	9	9	9	9	9
Safety	18	18	18	19	19	21	21	21	22	22	22	22
COS/ Corporate & Public Affairs	16	15	15	16	16	16	16	16	16	16	16	16
Customer Service	42	42	43	41	41	43	41	41	45	45	45	48
Legal	17	17	17	16	17	18	18	18	18	18	18	18
Claims	13	13	13	13	13	13	13	13	14	14	14	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources & Diversity	29	29	31	31	31	31	32	32	32	32	32	32
Training	46	46	45	42	43	45	45	48	48	48	48	50
Employee Relations & Diversity	2	3	4	4	4	5	5	5	5	5	5	5
VP Planning	2	2	2	1	1	1	2	2	2	2	2	2
Operations Planning & Analysis	16	15	15	16	16	17	17	17	17	17	18	18
Capital Planning & Programming	13	13	14	14	13	13	13	14	15	16	16	16
Business Development Facilities & Mktg	22	22	21	21	21	21	21	22	22	22	22	22
Long Range Planning	7	7	7	6	6	6	7	7	7	7	7	8
VP Finance & Info Systems	1	1	1	1	1	1	1	1	1	1	1	1
Controller	80	80	78	77	77	77	77	78	78	79	79	80
Information Technology & Project Mgmt	80	80	80	80	80	82	81	79	92	104	111	123
Budget	18	18	19	19	19	17	17	17	19	20	20	20
Procurement & Material Mgmt	29	29	29	29	29	30	30	30	30	30	30	46
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	474	474	474	470	471	480	481	486	508	523	531	566
Operations												
Operations Admin	48	49	49	46	45	50	49	48	48	50	52	59
Operations Services	1,763	1,765	1,766	1,751	1,755	1,755	1,777	1,776	1,775	1,783	1,807	1,814
Customer Service	220	223	224	226	226	228	232	235	239	239	239	239
Business Dev Facilities & Mktg	32	33	36	36	36	36	38	38	38	38	38	38
Metro-North West	29	29	30	30	32	33	32	33	33	33	33	27
Total Operations	2,092	2,097	2,104	2,089	2,094	2,102	2,127	2,130	2,133	2,143	2,169	2,177
Maintenance												
GCT	356	353	355	354	355	352	352	349	350	361	368	384
Maintenance of Equipment	1,260	1,264	1,272	1,277	1,259	1,255	1,289	1,282	1,294	1,309	1,318	1,350
Maintenance of Way	1,649	1,646	1,634	1,642	1,663	1,687	1,680	1,694	1,685	1,708	1,729	1,775
Procurement & Material Mgmt	124	126	127	128	128	126	130	131	133	132	132	120
Total Maintenance	3,388	3,389	3,387	3,401	3,405	3,420	3,451	3,456	3,462	3,510	3,547	3,629
Engineering/Capital												
Construction Management	35	34	34	36	37	37	37	37	39	39	39	40
Engineering & Design	55	55	55	59	60	60	60	62	65	68	68	70
Total Engineering/Capital	90	89	89	95	97	97	97	99	104	107	107	110
Total Positions	6,043	6,048	6,054	6,055	6,067	6,099	6,156	6,171	6,207	6,283	6,353	6,482
Non-Reimbursable	5,731	5,687	5,653	5,600	5,534	5,532	5,641	5,671	5,693	5,752	5,847	5,890
Reimbursable	312	361	401	454	533	567	516	499	514	531	507	592
Total Full-Time	6,042	6,047	6,053	6,054	6,066	6,098	6,155	6,170	6,206	6,282	6,352	6,481
Total Full-Time-Equivalents	1	1	1	1	1	1	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	161	161	162	161	161	164	165	166	174	179	182	190
Professional, Technical, Clerical	313	313	311	309	310	316	316	320	334	344	349	376
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	474	474	473	470	471	480	481	486	508	523	531	566
Operations												
Managers/Supervisors	147	146	142	141	141	142	143	143	144	144	146	155
Professional, Technical, Clerical	224	225	226	224	225	226	229	229	229	230	233	238
Operational Hourlies	1,722	1,726	1,736	1,724	1,728	1,734	1,756	1,757	1,760	1,768	1,790	1,785
Total Operations	2,092	2,097	2,104	2,089	2,094	2,102	2,127	2,130	2,133	2,143	2,169	2,177
Maintenance												
Managers/Supervisors	492	488	485	486	487	489	494	494	495	502	507	537
Professional, Technical, Clerical	483	491	484	486	487	489	493	494	495	502	507	500
Operational Hourlies	2,413	2,410	2,419	2,428	2,431	2,442	2,464	2,468	2,472	2,506	2,532	2,593
Total Maintenance	3,388	3,389	3,387	3,401	3,405	3,420	3,451	3,456	3,462	3,510	3,547	3,629
Engineering/Capital												
Managers/Supervisors	37	37	37	40	40	40	40	41	43	45	45	49
Professional, Technical, Clerical	53	52	52	55	57	57	57	58	61	62	62	61
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	90	89	89	95	97	97	97	99	104	107	107	110
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	836	831	826	828	830	836	842	845	856	870	880	931
Professional, Technical, Clerical	1,072	1,080	1,074	1,075	1,078	1,087	1,095	1,100	1,119	1,138	1,152	1,174
Operational Hourlies	4,136	4,136	4,155	4,152	4,159	4,176	4,220	4,225	4,232	4,275	4,322	4,377
Total Positions	6,043	6,048	6,054	6,055	6,067	6,099	6,156	6,171	6,207	6,283	6,353	6,482

MTA METRO-NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	2.3	2.1	2.2	2.0	2.5	2.0	2.5	1.9	2.6	2.1	2.9	2.7	27.6
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.0	0.8	0.3	0.9	0.5	0.9	1.5	1.4	0.9	0.8	0.8	0.8	10.6
<u>Unscheduled Maintenance</u>	-	-	-	-	0.5	-	-	-	-	-	-	-	0.5
<u>Vacancy/Absentee Coverage</u>	0.7	0.6	0.5	0.6	0.6	0.8	0.8	0.9	0.7	0.7	0.7	0.7	8.3
<u>Weather Emergencies</u>	0.4	1.5	0.7	0.4	0.6	0.5	0.4	0.4	0.4	0.5	0.5	0.6	6.9
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.8	0.3	0.0	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.3	0.3	2.7
Sub-Total	\$5.1	\$5.2	\$3.8	\$3.9	\$4.7	\$4.4	\$5.4	\$4.7	\$4.9	\$4.2	\$5.1	\$5.2	\$56.6
REIMBURSABLE OVERTIME	\$1.3	\$1.0	\$1.3	\$1.3	\$1.5	\$1.6	\$1.4	\$1.4	\$1.4	\$1.4	\$1.3	\$1.1	\$16.1
TOTAL NR & R OVERTIME	\$6.5	\$6.2	\$5.1	\$5.2	\$6.2	\$6.0	\$6.8	\$6.0	\$6.2	\$5.5	\$6.4	\$6.3	\$72.7

MTA METRO-NORTH RAILROAD
July Financial Plan - 2013 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
<u>Baseline</u>													
Harlem Line	2.183	1.979	2.263	2.287	2.306	2.246	2.321	2.230	2.209	2.423	2.216	2.357	27.020
Hudson Line	1.251	1.151	1.317	1.355	1.386	1.351	1.432	1.370	1.328	1.429	1.306	1.374	16.050
New Haven Line	3.126	2.753	3.249	3.332	3.367	3.315	3.465	3.341	3.204	3.510	3.241	3.509	39.411
Baseline Total Ridership - East of Hudson	6.560	5.884	6.828	6.973	7.058	6.912	7.218	6.940	6.742	7.362	6.763	7.241	82.480
West of Hudson	0.118	0.112	0.134	0.133	0.132	0.129	0.138	0.138	0.129	0.141	0.128	0.137	1.569
Total Ridership- All MNR Lines	6.677	5.996	6.961	7.106	7.190	7.041	7.356	7.078	6.871	7.503	6.891	7.378	84.049
<u>Farebox Revenue</u>													
<u>Baseline</u>													
Harlem Line	\$14.108	\$13.377	\$15.812	\$15.507	\$15.881	\$16.525	\$16.474	\$15.915	\$15.989	\$16.185	\$16.345	\$16.786	\$188.903
Hudson Line	9.919	9.563	11.471	11.381	11.765	11.968	12.268	11.807	11.880	11.974	12.009	12.186	138.190
New Haven Line	23.261	21.252	24.836	24.774	25.343	25.995	26.235	25.380	24.761	25.266	25.996	27.461	300.558
West of Hudson Mail-n-Ride	0.038	0.036	0.042	0.040	0.040	0.039	0.038	0.038	0.041	0.041	0.040	0.039	0.472
Total Farebox Revenue	\$47.326	\$44.228	\$52.160	\$51.702	\$53.028	\$54.527	\$55.015	\$53.140	\$52.670	\$53.465	\$54.390	\$56.473	\$628.124

2013, 2ND QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

WORKFORCE UTILIZATION ANALYSIS AS OF 6/30/13

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%	15%	Yes	6%	5%	No	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	45%	39%	No	8%	20%	Yes	5%	10%	Yes	4%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	23%	5%	No	4%	23%	Yes	5%	4%	No	6%	11%	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%	47%	No	10%	10%	Yes	7%	7%	Yes	3%	30%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	43%	No	14%	31%	Yes	11%	12%	Yes	4%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	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%	15%	Yes	4%	1%	No	1%	0%	No	0%	0%	Yes	1%	2%	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, 2ND QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 6/30/13

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	12	6	50.0%	1	8.3%	3	25.0%	3	25.0%	0	0.0%	0	0.0%	1	8.3%
Professionals	20	7	35.0%	3	15.0%	1	5.0%	6	30.0%	0	0.0%	0	0.0%	3	15.0%
Technicians	8	0	0.0%	2	0.0%	0	0.0%	3	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	59	25	42.4%	9	15.3%	7	11.9%	4	6.8%	0	0.0%	0	0.0%	7	11.9%
Skilled Craft	95	5	5.3%	13	13.7%	11	11.6%	4	4.2%	0	0.0%	0	0.0%	1	1.1%
Service Maintenance	57	3	5.3%	12	21.1%	7	12.3%	0	0.0%	0	0.0%	0	0.0%	3	5.3%
Total	254	48	18.9%	41	16.1%	30	11.8%	20	7.9%	0	0.0%	0	0.0%	15	5.9%

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, 2ND QUARTER EEO REPORT**AGENCY NAME: METRO-NORTH RAILROAD****EEO AND TITLE VI COMPLAINTS****4/1/13 to 6/30/13**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	8	4	6	5	3	5	1	9	41	27	14
External Complaints	4	1	0	2	2	1	1	3	14	9	8
Internal Complaints	4	3	6	3	1	4	0	6	27	18	6

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	11	0	0	11	11	6

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.

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 4/1/13 TO 6/30/13
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	1						1
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 4/1/13 TO 6/30/13
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	7	1	3	1			12
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

**TITLE VI COMPLAINT RESOLUTION FROM 4/1/13 TO 6/30/13
DETERMINATION**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdraw n	Dismiss ed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	2		3				5
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

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 June 30, 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.

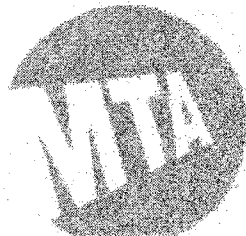
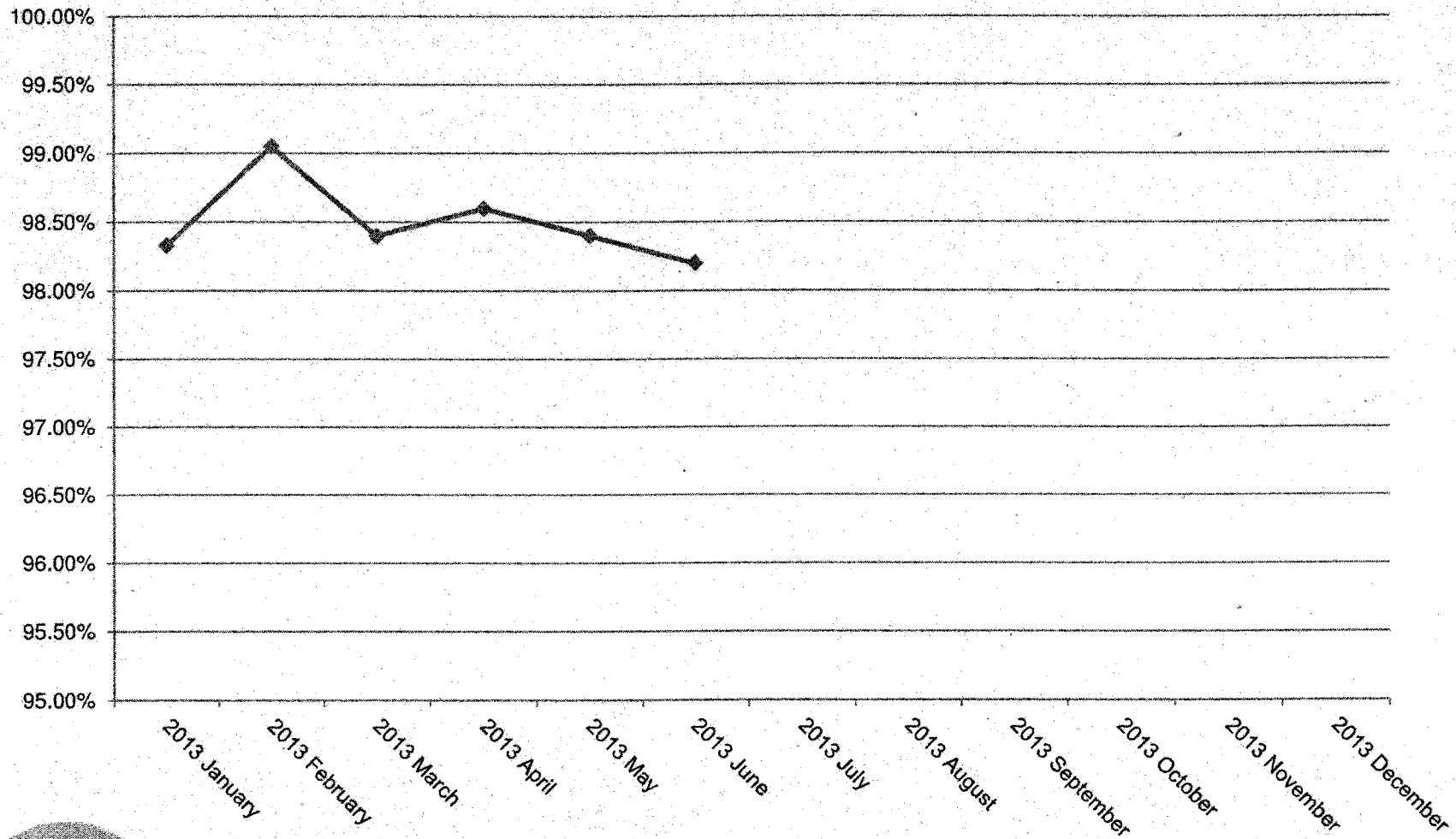
The numbers and information provided above do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report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

Metro-North Railroad Elevator/Escalator

2nd Quarter Report
2013



Passenger Elevator Availability



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

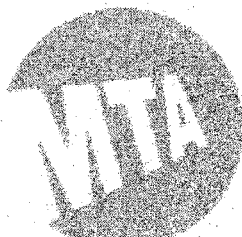
MTA Metro-North Railroad

2013 2nd 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	97%	GRAND CENTRAL TERMINAL	T-18	96%
ARDSLEY-ON-HUDSON	026S	100%	GRAND CENTRAL TERMINAL	T-19	100%
BEACON	056I	100%	GRAND CENTRAL TERMINAL	T-20	95%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	99%
COLD SPRING	054S	99%	GRAND CENTRAL TERMINAL	T-7	92%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	100%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	99%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL NORTH	NE-1	100%
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	0% (a)
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GARRISON	050N	99%	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	99%	HARLEM 125th	002S	100%
GRAND CENTRAL TERMINAL	T-11	99%	HASTINGS-ON-HUDSON	022N	100%
GRAND CENTRAL TERMINAL	T-12	99%	HASTINGS-ON-HUDSON	022S	100%

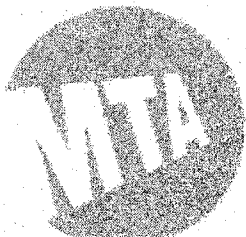
Note:

(a) Long-term outage for East Side Access project



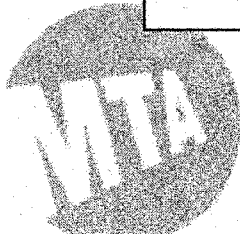
2013 2nd Quarter Elevator Availability by Station – Hudson Line

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	363	100%	SCARBOROUGH	034N	100%
OSSINING	036N	100%	SCARBOROUGH	034S	100%
OSSINING	036R	98%	TARRYTOWN	030N	100%
PEEKSKILL	046N	100%	TARRYTOWN	030S	100%
PEEKSKILL	046S	100%	UNIVERSITY HEIGHTS	006N	100%
PEEKSKILL	Trk2	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	100%	YANKEES - E. 153RD STREET	364	100%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 153RD STREET	003P	99%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	99%
POUGHKEEPSIE	058S	100%	YONKERS	016N	100%
			YONKERS	016S	100%



2013 2nd Quarter Elevator Availability by Station – Harlem Line

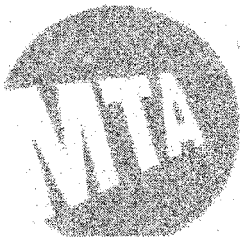
Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	99%	MOUNT 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	99%
CROTON FALLS	160P	100%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	100%
FLEETWOOD	120N	96%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	99%
FORDHAM	108N	100%	SOUTHEAST	163I	98%
FORDHAM	108S	100%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	99%	WHITE PLAINS	132I	100%



2013 2nd 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	100%
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.

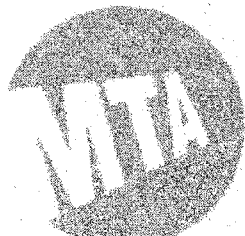


2013 2nd Quarter Escalator Availability

Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	100% (a)	NE-7	45th ST Cross Passage to East Spine	98% (b)
2	West Side near Transit Museum	100% (a)	NE-8	47th ST Cross Passage to East Spine	90% (b)
3	East Side near Market	96%	NE-9	East spine to 48th ST and Park	96%
4	East Side near Market	97%	NE-10	45th ST Cross Passage to West Spine	96% (c)
5	East Side near Market	91%	NE-11	47th ST Cross Passage to 47th and Madison	34% (d)
6	East Side near Market	99%	N	White Plains	91%
			S	White Plains	95%

Notes:

- (a) Underwent major repairs and put back into service on 4/26/13
- (b) Underwent major repairs and put back into service on 4/29/13
- (c) Underwent major repairs and put back into service on 7/8/13
- (d) Undergoing repairs, expected return to service 4th Quarter 2013



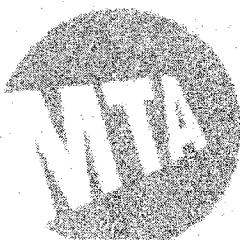
2013 Grand Central Escalator Availability

GCT Escalator Summary:

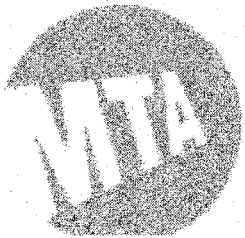
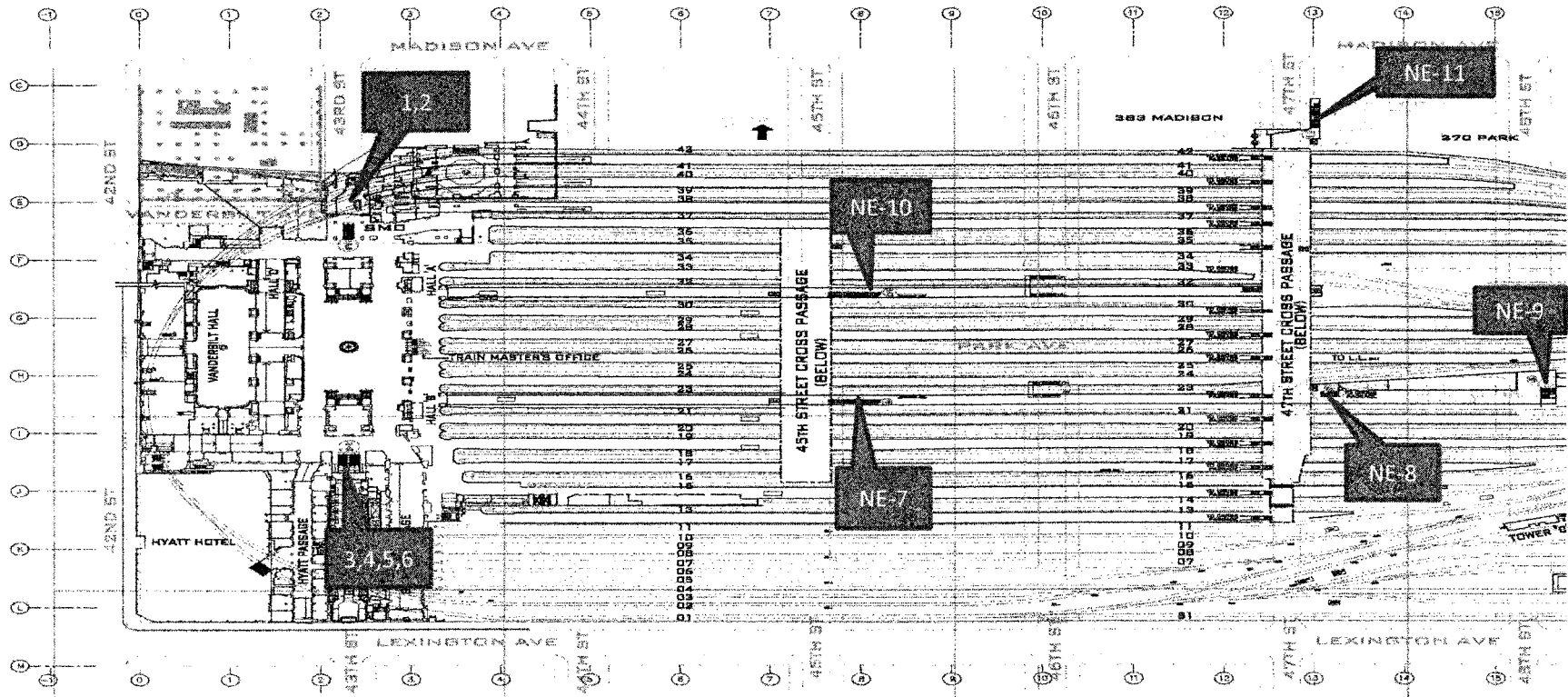
Metro-North has begun a systematic maintenance/rehabilitation program for the 11 escalators within Grand Central Terminal. This program will continue throughout 2013. The statistics in this report cover the 2nd Quarter of 2013.

Current status of GCT escalators are as follows;

1. Escalators 3,4,5,6: Rehabilitated and returned to service 1/7/13
2. Escalators 1,2: Rehabilitated and returned to service 4/26/13
3. Escalators 7 (GCT North): Rehabilitated and returned to service 5/06/13
4. Escalator 8 (GCT North): Rehabilitated and returned to service 4/29/13.
5. Escalator 10 (GCT North): Rehabilitated and returned to service on 7/08/13
6. Escalators 11 (GCT North): Out of service for mechanical failure on 6/4/13. Repairs underway and to be completed by 4th Quarter of 2013. Customers can use alternate escalator at 383 Madison Avenue.
7. Escalator 9 (GCT North) : Will be taken out of service and rehabilitated by the end of 2013. Exact schedule TBD.



Grand Central Escalator Map



2nd Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Tarrytown (030N)	0	0	1
Croton Harmon (3821)	0	0	1
Chappaqua (148P)	0	0	1
Ossining (3624)	0	0	1
Ossining (363)	0	0	1
Highbridge (580N)	0	0	1

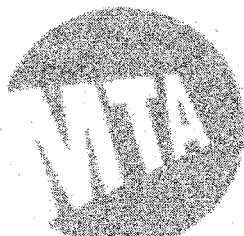
2nd Quarter - Escalator Customer Injuries by Station

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 June 30, 2013.



MTA Metro-North Railroad

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

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Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Strategic Investments, Elisa Picca					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/13			
2	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name Kawasaki Rail Car, Inc (KRC)	Contract Number TBD
Description Design, manufacture, test and deliver M-9 Rail cars	
Total Amount \$1,834,888,620	
Contract Term (including Options, if any) 9 Years	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE: To obtain Board approval to authorize LIRR and MNR to award the M-9 Car Procurement Contract to Kawasaki Rail Car Inc. (KRC) in an amount not-to-exceed \$1,834,888,620 to design, test, furnish and deliver up to 92 LIRR self-powered married pair cars on a base order and up to 584 LIRR and MNR cars (including unpowered cars) on future options. The base order costs include spare parts, special tools, diagnostic test equipment, technical documentation and training. Base order cars, which will replace an equal number of M-3 vehicles, are funded in the 2010-2014 Capital Program. Option cars, which would be funded in the approved 2015-2019 program, will be used for both Railroads' M-3 car replacements and ridership growth.

II. DISCUSSION: The M-9 car will be produced as an electric Multiple Unit (EMU) in pair configuration as well as an unpowered single car. The M-9 car builds on the success of the M-7 car and M-8 car procurements and continues to modernize the Railroads' fleets. For example, each car utilizes AC traction, has unitized HVAC systems for improved reliability and customer comfort, improved diagnostics, larger windows, single leaf car doors for improved reliability, and incorporates automated public address announcements in the car interior and exteriors.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), and evaluation credits described below, Kawasaki Rail Car ("KRC") was clearly the highest rated proposer (only slightly below the highest technical rating and KRC offered the lowest unit price and overall price).

In June 2012, the M-9 RFP was advertised in compliance with Public Authorities Law Section 1265-a. Aggressive outreach by the Railroads resulted in 12 separate carbuilders receiving the RFP package. Of these, seven carbuilders fully participated in the vendor qualification discussions, and six were found qualified to submit Price and Technical Proposals. Initial Technical and Price Proposals were received in April 2013 from three out of the qualified six as follows: KRC, CAF USA, Inc. ("CAF") and Bombardier Transportation ("BT"). The proposals were evaluated by the Railroads in accordance with the advertised technical and financial criteria. The proposers were invited to provide oral presentations and participate in a series of separate technical reviews. All three proposers were found qualified and invited to submit Best And Final Offers, which were received on August 12, 2013.

BAFOs were evaluated based on stated criteria including price of base and option cars and related apparatus (80%), and technical qualifications (20%). KRC provided the most attractive BAFO pricing. The evaluation took the BAFO pricing

Staff Summary



Long Island Rail Road

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and adjusted it based on the probability of the base cars being awarded (100% probability) and option cars (ranging from 20% to 95% probability) being exercised by both Railroads. The final evaluation also gave credit for higher technical evaluation, improvements offered to Life Cycle Cost, NYS Content and Domestic Steel content. In addition to its favorable pricing, KRC provided an attractive proposal in terms of Domestic Steel content (where it committed to the highest US steel content), and in terms of NYS Content (CAF had the highest proposed NYS content at 36.45%, but KRC committed to 33.5%). Using this evaluation approach, KRC had the lowest evaluation price while meeting all technical requirements.

In post-BAFO discussions KRC agreed to increase the base car order by 16 cars and reduce the total option quantity to 584 cars. This base order quantity was increased due to the very favorable car pricing offered by KRC. Further, the Railroads negotiated a provision requiring KRC to use commercially reasonable efforts to obtain at least 40% of the generally purchased spare parts as "Commercial Off-The-Shelf" products or products available from multiple sources. This is a significant improvement over M-7 spare parts sourcing. Additionally, the RFP incorporated new provisions used by NYCT in its car procurement to require the following: KRC must make spare parts available for twenty years after the warranty for the last car has expired, provide "most favored customer pricing," including cost disclosure to the Railroads for their procurement of spare parts in the aftermarket, and finally cap profits at 8%.

Optional car features include customer amenities such as assisted listening devices, customer information media screens, and internet access. An option is also included for interoperability between M-9 and future M-9A.

III. M/WBE INFORMATION:

KRC has committed to achieving 4.80% MBE participation and 3.99% WBE participation as against the total contract value. This is significantly better than the other proposers (Bombardier - 3.12/2.12% and CAF - 3.50/0.4%). Additionally, this is a significant improvement on prior state-funded car procurements where M/WBE requirements were based on only the NYS Content portion of contracts. Thus, KRC's M/WBE commitments yield a per car average of \$278,553, as opposed to M-7, where \$62,978 per car was required. The Railroads were able to maximize M/WBE participation working closely with the MTA Department of Diversity and Civil Rights.

IV. IMPACT ON FUNDING: The Base Contract will be funded from LIRR's approved 2010-2014 Capital Program and Options for additional LIRR/MNR cars will be funded in an approved 2015-2019 MTA Capital Program.

V. ALTERNATIVES: None. A new solicitation is highly unlikely to result in better pricing.

VI. RECOMMENDATION: It is recommended that the Board (i) approve the award of a competitively negotiated contract to KRC in the amount of \$1,834,888,620 to design, furnish and deliver base order cars to LIRR and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training, and (ii) authorize LIRR and MNR to exercise their respective car and apparatus options pursuant to an M-9 contract and consistent with an approved 2015-2019 Capital Program.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

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Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahoney					
Department Head Signature & Date					
Division & Division Head Name: Strategic Investments, Elisa Picca					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/2013			
2	MTA Board	9/18/2013			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec		Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation/Invensys Rail	Contract Number TBD
Description: Positive Train Control System Integrator	
Total Amount \$421,285,044	
Contract Term (including Options, if any) September 2013 – December 31, 2018	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE: To obtain Board approval to authorize LIRR and MNR (the Railroads) to award contracts to a joint venture of Bombardier Transportation/Invensys Rail in the amount, inclusive of phases and options, of \$214,420,544 for LIRR and \$206,874,500 for MNR to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options (e.g. – Post Warranty Software Maintenance, Railway Workers Protection System, etc.) consistent with approved capital funding in 2015-2019.

DISCUSSION:

PTC is a technology that meets the requirements mandated by the 2008 Rail Safety Improvement Act (RSIA) and implementing FRA regulations. MNR/LIRR are among 42 railroads and commuter agencies nationwide that are required to implement a PTC system. PTC is capable of preventing train-to-train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train into work zones.

The LIRR as lead agency solicited proposals for a System Integrator (SI). Two vendors responded to the RFP issued on April 9, 2012, as follows: Bombardier Transportation and Invensys Rail (as a joint venture) and Parsons Transportation. Both proposers were found qualified and thus invited to submit technical and price proposals, and thereafter, Best And Final Offers ("BAFOs"). Invensys Rail initially responded to the RFP on its own behalf; but thereafter joint ventured with Bombardier. The Railroads conducted a series of technical and contractual meetings with the proposers to clarify the requirements of the PTC system and ensure that the proposers fully understood the system requirements.

The SI is responsible to develop, modify, design, deliver, provide, test and commission a new PTC system for each Railroad. The vendor will provide a PTC system interoperable with Amtrak's ACSES II, an FRA Type Approved system. The PTC system is comprised of four subsystems. These include the central back office, wayside, communications and onboard systems. The system provided must comply with FRA regulations in 49 CFR 236, subpart I. The procurement

Staff Summary



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was structured to require the SI to provide common hardware and software systems that will be installed by the Railroads. This approach permits economies of scale and assists in reducing costs.

The contract will be executed in three phases: the design/engineering phase, the Pilot Phase and the Production Phase. During the design/engineering phase, the SI will develop the necessary hardware and software systems to provide the PTC functionality. The functionality will be demonstrated in two Pilot tests for each railroad. The Pilots require the installation, testing and FRA approval of the hardware and software systems. All functionality will be verified during the Pilots. Also, all wayside and onboard equipment will be tested and verified. The Production Phase will be based on the successful completion of the Pilot Phase. The main Production Phase consists of the delivery of the wayside and onboard systems for various segments for installation by the Railroads' work forces.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), Bombardier/Invensys ("Bombardier") was the highest rated proposer with the lowest overall price and highest rated technical proposal. Bombardier was rated slightly above Parsons in the technical scoring and submitted a substantially lower price.

LIRR and MNR filed updates to their respective PTC implementation plans with the FRA and reported that compliance by the currently mandated date of December 2015 was not possible, and advocated for an extension of the deadline until 2018. The Railroads will make all reasonable efforts to implement PTC at the earliest date possible.

The contract includes competitively solicited spare parts provisioning (a 10% level of spares), most favored customer pricing for additional parts and an option for software maintenance services.

IMPACT ON FUNDING:

Base funding is included in the 2005-2009 program (LIRR and Metro-North), and the 2010-2014 Capital Program (LIRR and MNR) and funding for subsequent phases and contract options will be included in the 2015-2019 Capital Program (LIRR and MNR). The State of Connecticut will fund \$53 million of the cost of PTC on the Metro-North system.

DBE:

Bombardier/Invensys has committed to meeting the established DBE goal of 8%.

ALTERNATIVES:

There are none. PTC is a federal mandate. Through this RFP, the Railroads have obtained favorable pricing from well-qualified proposers, and award of this contract presents the best opportunity to progress these mandatory requirements in the most timely manner.

RECOMMENDATION:

It is recommended that the Board (i) approve the award of a competitively negotiated contracts to the joint venture of Bombardier Transportation/Invensys Rail in the amounts of \$214,420,544 for LIRR and \$206,874,500 for MNR (inclusive of phases and options) to design, integrate, and furnish PTC systems necessary to comply with the Railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options consistent with the total contract price as indicated above and the approved Capital funding in 2015-2019.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/16/13			
2	Board	09/16/13			

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

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

TENANT: Corporation to be formed ("TBF") with Steven Cross as principal

LOCATION: Peekskill Station on Metro-North's Hudson Line

ACTIVITY: Net lease of station building for operation of a restaurant, bar and coffee concession

ACTION REQUESTED: Approval of terms

TERM: Ten years

SPACE: Station building & loft area – approximately 3,000 square feet
Partial basement – approximately 1,000 square feet
Outdoor plaza – approximately 1,630 square feet

COMPENSATION: Base Rent as follows:

<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>Annual Increase</u>
1	\$60,000.00	\$5,000.00	
2	\$61,800.00	\$5,150.00	3%
3	\$63,654.00	\$5,304.50	3%
4	\$65,563.62	\$5,463.64	3%
5	\$67,530.53	\$5,627.54	3%
6	\$69,556.44	\$5,796.37	3%
7	\$71,643.14	\$5,970.26	3%
8	\$73,792.43	\$6,149.37	3%
9	\$76,006.20	\$6,333.85	3%
10	\$78,286.39	\$6,523.87	3%

COMMENTS:

In furtherance of a net leasing program that MTA Real Estate and Metro-North have developed to provide for the adaptive re-use of selected Metro-North station buildings, a request for proposals ("RFP") was issued seeking proposals to utilize and maintain the entire Peekskill Station Building (the "Building"), consisting of a restaurant area, kitchen, closed ticket office, concession space, waiting room and bathrooms.

Staff Summary

FINANCE COMMITTEE MEETING

Peekskill Station. (Cont'd.)

Page 2 of 2



In response to the RFP, a single proposal was received, from TBF, which offered \$60,000 for the initial year with 3% increases over the term of the lease. Over the 10-year term, the present value of such proposed rent, using a 9% discount rate, is \$432,315.20.

Steven Cross currently owns and operates two successful restaurants in Westchester. TBF proposes to operate a bar and grill in the Building, which was, formerly occupied by another Metro-North tenant called Kelly's. TBF has proposed to undertake approximately \$165,000 worth of improvements to the Building, including the addition of a commercial air conditioning system, renovation of an existing kitchen with updated fixtures and appliances and refurbishment of the former ticket office as a coffee concession serving morning rush hour customers. A waiting area and access to bathrooms will continue to be provided to Metro-North customers, whether or not they patronize the coffee concession or restaurant. TBF may also install solar panels on the roof, subject to required approvals beforehand. A portion of the cost of the new air conditioning system for the waiting area - which will benefit Metro-North customers - will be shared by Metro-North, but the remainder of the foregoing improvements will be paid for by TBF. Additionally, the TBF has agreed to replace the roof of the Building (at Metro-North's cost and option) and repair the windows at Metro-North's cost. Steven Cross will provide a guaranty for completion of the project as well as all other obligations of TBF under the lease for a period of six months subsequent to any surrender of the premises or termination of the lease.

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



Metro-North Railroad

Action Item

September 2013

Staff Summary



Metro-North Railroad

Page 1 of 1

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

Date August 28, 2013
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtn	08/16	X		
2	MTA Finance Mtn	08/16	X		
3	MTA Board Mtn	09/18	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	VP Financial Admin		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning					2	General Counsel
	Press						

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2013 through September 30, 2014.

DISCUSSION:

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

Over the past fifteen years, Metro-North has received over \$3.5 million from similar NYSDOT(CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; and for miscellaneous operational improvements. Metro-North plans to use the \$300,000 from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

BUDGET IMPACT:

No budget impact. These monies allow for projects that would not otherwise be implemented.

RECOMMENDATION:

That the MTA Board grant approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2013 through September 30, 2014.

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



Metro-North Railroad

Procurements September 2013



Subject Request for Authorization to Award Various Procurements						Date September 3, 2013			
Department Procurement and Material Management						Vendor Name Various			
Department Head Name Anthony J. Bombace, Jr.						Contract Number Various			
Department Head Signature						Contract Manager Name Various			
Project Manager Name						Table of Contents Ref #			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	X	Approval	X	Approval
1	MNRComm Mtg	9-16-13	X				President		General Counsel
2	MTA Board Mtg	9-18-13	X				Acting Sr. VP Operations		Safety
							Sr. VP Administration		VP Planning
							VP Finance & IT		Chief of Staff
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Press		Government Relations		Labor Relations		Human Resources		Other

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:

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



MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to use RFP Process TBD		
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$297,000
• Mermec, Inc. \$297,000		
SUB TOTAL:	2	\$297,000

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	4	\$2,713,671
• Transportation Technology Center, Inc. (TTCI) \$900,000		
• C&G Surfacing \$1,400,000		
• Simplex Grinnell \$57,993		
• Delta Rail Group, Ltd. \$355,678		
SUB TOTAL:	4	\$2,713,671
TOTAL:	6	\$3,010,671

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.

SEPTEMBER 2013

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

NONE

SEPTEMBER 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries only required for items estimated to be greater than \$1 million)

**1. Request to use RFP Process TBD
Overhaul of the Catenary Maintenance Vehicles (CMV) and On-Track Reel Trailers**

Approval is requested for permission to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors to perform a complete refurbishment on the existing Catenary Maintenance Vehicles and reel trailers utilized by MNR's Maintenance of Way Division. The current vehicles and trailers are approximately ten years old and require refurbishment. The overall goal is to bring the equipment back into a state-of-good-repair.

The scope of work for the overhaul of the CMVs and Reel Trailers includes the following subsystems: interior carbody refurbishment, exterior carbody repair, pantograph replacement, mechanical upgrades, main diesel engine replacement, crane overhaul, trailer body & lighting, and trailer mechanical system overhaul.

In order to assure the selection of the vendor with the necessary vehicle overhaul experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and overhaul capabilities of prospective proposers. The vendor will be selected based on an evaluation of technical capability, past performance, organizational resources, experience of personnel, and cost. This procurement is to be funded by the MNR Operating Budget.

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.)

**2. Mermec, Inc. \$297,000 (not-to-exceed)
Track Geometry Testing – East of Hudson**

Approval is requested for a competitively solicited (three bids received), three year miscellaneous service contract for track geometry testing along MNR's Hudson, Harlem and New Haven lines. Track Geometry services are needed for ongoing track condition assessment and to ensure further compliance with all FRA standards and regulations. Two tests are performed each year and measure the position, curvature and alignment of the track and provide analysis of collected data. The services to be provided require specialized passenger car-mounted equipment.

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, El Diario, The Daily Challenge and the Metro-North website. Five contractors were sent the solicitation. Three vendors submitted bids.

Mermec, Inc. is the incumbent contractor for this service. MNR Procurement compared the previously paid prices to the proposed pricing and there is no cost increase for these services. Pricing will remain fixed throughout the new three year contract and it is deemed fair and reasonable for the level of service to be provided. The total cost of the three year contract is not-to-exceed \$297,000. This procurement is funded by the MNR Operating Budget.

SEPTEMBER 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)

In response to the derailment and collision of M-8 railcars in Bridgeport, CT and the derailment of the CSX refuse train in the Bronx, NY, MNR expedited various procurement actions in order to provide for the recovery and efficient operation of MNR services as well as to implement a comprehensive right-of-way program in the Bronx that includes track and drainage improvements, tie replacement, fencing repairs and general cleanup of the area. The scope of work has been expanded to identify and correct additional areas of inadequate drainage throughout the entire right-of-way aided by the use of new technology such as ground penetrating radar. The new technology will help MNR identify areas of our tracks where we need to improve the condition of the infrastructure as well as prevent its future deterioration.

In order to meet the needs and initiatives above, MNR Procurement competitively solicited vendors, sought other Railroad's equipment and contracts, and where necessary, extended in-place contracts to facilitate the timely and efficient completion of the work. MNR Procurement expedited these agreements to enable work to begin as soon as possible. Rates and costs were reviewed in accordance with prior contracts for like services and with those agreements already in place, and are deemed fair and reasonable for the level of equipment and/or services provided. The actions were performed in accordance with PAL§ 1265-a (4 a) and in conjunction with the MTA All-Agency Procurement Guidelines Art III-A; and are as follows:

1. a) Transportation Technology Center, Inc. (TTCI) \$900,000 (not-to-exceed)
Consulting Services – Review of MNR Maintenance of Way Departments Operations, Track
Inspection, Maintenance and Replacement Practices – Optional Ground Penetrating Radar

Ratification is requested for the election of a contract option for TTCI to conduct a Ground Penetrating Radar (GPR) survey and analysis of Metro-North's main line tracks (approx. 755 miles). Since June 2013, TTCI has been performing a review of MNR's Maintenance of Way Division. The contract with TTCI included an option for the performance of a Ground Penetrating Radar survey and analysis of MNR's main line tracks by utilizing a hi-rail vehicle-based system. The GPR is a non-destructive method for mapping the condition of the track ballast and subgrade. This information is critical to the track rehabilitation projects underway (including the Harlem Line in the Bronx) and will provide critical input to the development of future rehabilitation projects.

The services to be provided by TTCI include geotechnical data collection, processing, reporting and analysis specific to the track substructure and the cost includes all labor, equipment, tools and hi-rail equipment necessary to perform the GPR survey and assessment. The estimated cost for MNR is not-to-exceed \$450,000. As the MNR contract with TTCI includes an option for LIRR to complete their assessment, the estimated cost of the GPR for both Railroads is a total not-to-exceed \$900,000 (MNR=\$450K and LIRR=\$450K) and is to be funded by each Railroad's Operating Budget.

b.) C&G Surfacing **\$1,400,000 (not-to-exceed)**

Right-of-Way Surfacing Services for MNR's Hudson, Harlem and New Haven Lines

Ratification is requested for a non-competitive, negotiated and awarded miscellaneous service contract to C&G Surfacing for rights-of-way surfacing being provided in support of MNR's Maintenance of Way Division. C&G is the only known service provider of production level tamping equipment that can provide the equipment immediately with trained operators to meet MNR's current needs. MNR Procurement conducted an outreach to other railroads to secure equipment that may be or become available. No equipment was readily available.

Under the contract, C&G will provide two Mark IV tampers along with two regulators and an operating crew to support M of W's efforts to presently remediate track conditions. These services are vital to returning the track and track bed back to a state-of-good repair. Currently, C&G is estimated to provide these services through the end of November 2013. The cost of these services, inclusive of 4 pieces of equipment and the labor to support them is a total not-to-exceed \$1,400,000 and is to be funded by the MNR Operating Budget.

2. Simplex Grinnell **\$57,993 (not-to-exceed)**

Emergency Repairs to Fire Alarm Control Panel

Ratification is requested for a non-competitive, negotiated and awarded miscellaneous service contract to Simplex Grinnell for emergency repairs to a fire alarm control panel. MNR declared an emergency with regard to the purchase and installation of a fire alarm control panel located at MNR's facility in Bridgeport, CT. The fire alarm control panel was damaged and un-repairable as a result of a power surge from a motor vehicle striking a utility pole feed that services the Bridgeport facility's power supply. In order to maintain employee safety at the facility, it was necessary to expedite the procurement for the repairs needed to bring the fire alarm panel back into working order. All pricing, terms and conditions are in accordance with the existing State of Connecticut contract with Simplex Grinnell. The total cost of this emergency procurement is not-to-exceed \$57,993 and is to be funded 100% by CDOT.

3. Delta Rail Group, Ltd. **\$355,678 (not-to-exceed)**

Relocation of MNR's Wheel Chex Detection System

Ratification is requested for a non-competitive, negotiated and awarded miscellaneous service contract to Delta Rail Group, Ltd. for the relocation of MNR's Wheel Chex System. MNR is currently planning a reconstruction of the M-86-Substation in the latter part of 2013 and it requires the relocation of the Wheel Chex Detection System. The Wheel Chex system was installed and commissioned in January 2010 prior to the M86 Substation design development. Due to the constraint requirement(s) at the referenced location, the Wheel Chex panels had to be immediately relocated to place a new 15KV walk-in AC switchgear on the East platform adjacent to Track #4.

The Delta Rail Wheel Chex Detection System is used for the timely identification of wheel defects. Delta Rail is the Original Equipment Manufacturer (OEM) and the only authorized company to maintain their proprietary software for these systems.

In conjunction with the M-86 Substation project, and in order to minimize the effects on MNR operations with significant track outages and the possibility of construction delay claims from the M-86

Substation contractor, MNR expedited an agreement with Delta Rail for the commissioning, re-commissioning and recalibration of the new sensors and relocation of the panels.

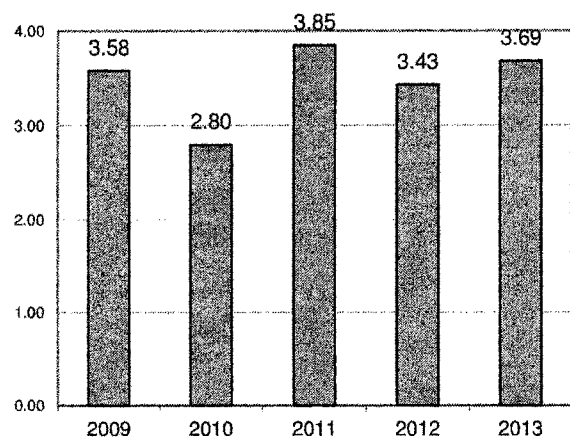
The total cost for services and material is not-to-exceed \$355,678, with a 20 week period of performance. Overall costs were negotiated down by 2.3% from the original proposed costs, and included all material, labor and travel expenses which were consistent with the previous competitively solicited maintenance and support contract awarded to Delta Rail in January 2013. The pricing is deemed fair and reasonable for the level of equipment and/or services provided. This procurement is to be funded by the MNR Operating Budget.



Metro-North Railroad

Safety Report September 2013

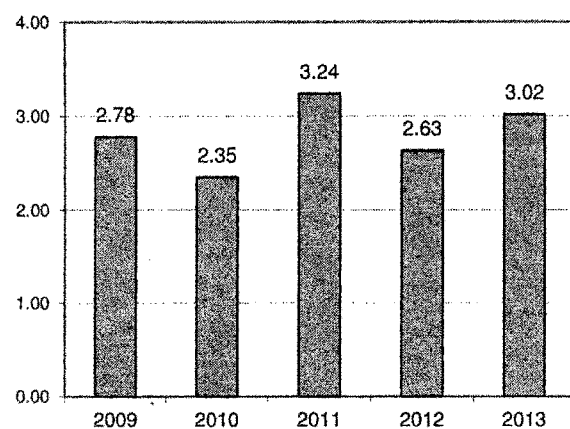
MTA Metro-North Railroad Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total	Total FI*
2009	134	3.58
2010	101	2.80
2011	139	3.85
2012	125	3.43
2013	138	3.69

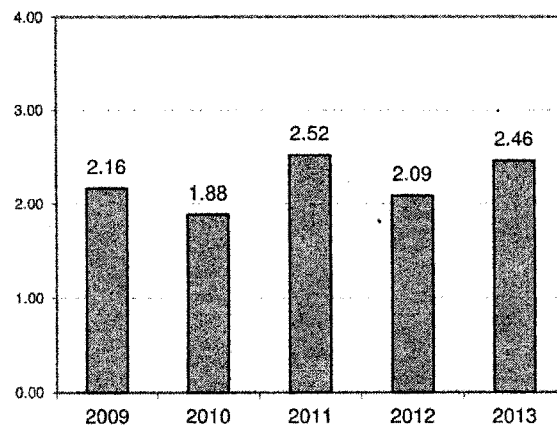
% change from last year: 7.4%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	104	2.78
2010	85	2.35
2011	117	3.24
2012	96	2.63
2013	113	3.02

% change from last year: 14.6%
2013 FRA FI Goal 2.35



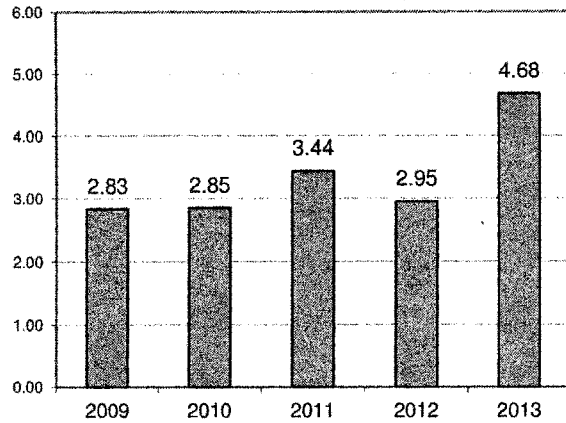
Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	72	9	1.92	0.24	2.16
2010	57	11	1.58	0.30	1.88
2011	70	21	1.94	0.58	2.52
2012	70	6	1.92	0.16	2.09
2013	86	6	2.30	0.16	2.46

% change from last year: 17.8%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

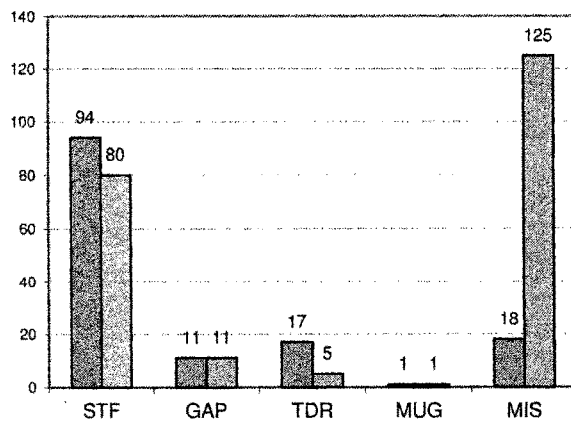
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru July



Total Customer Injuries

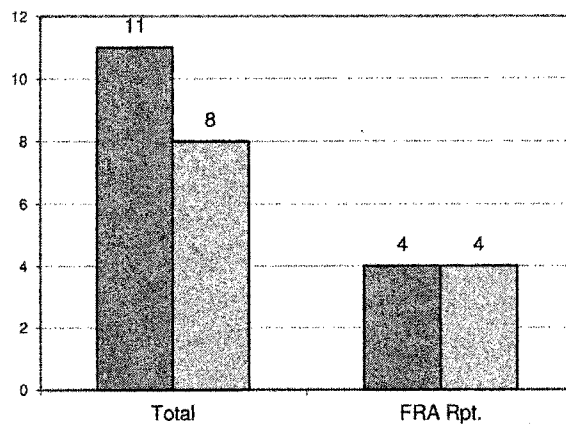
Year	Total	Total FI*
2009	128	2.83
2010	129	2.85
2011	158	3.44
2012	141	2.95
2013	222	4.68

% change from last year: 58.6%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	94	11	17	1	18
2013	80	11	5	1	125

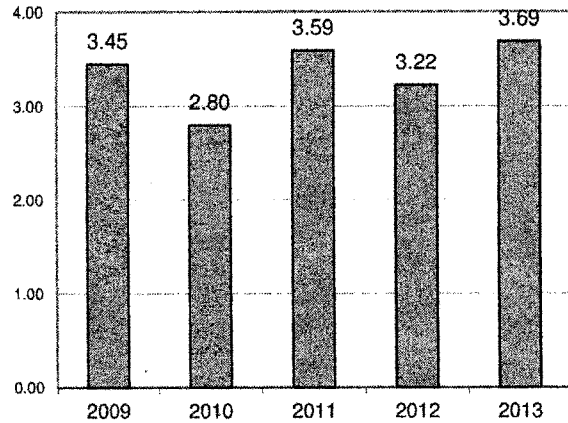


Contractor Injuries

Year	Total	FRA Rpt.
2012	11	4
2013	8	4
% Chg	-27.3%	0.0%

* - Injuries per 1,000,000 rides

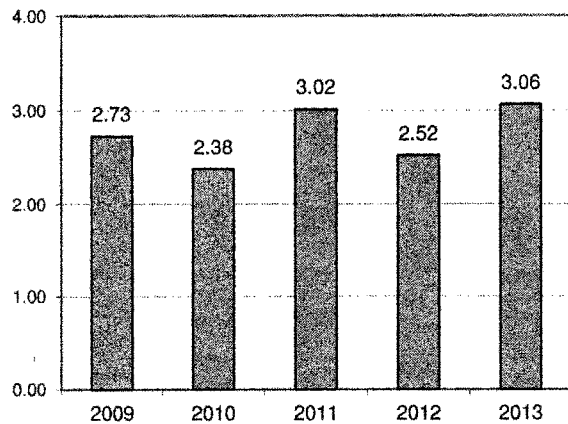
MTA Metro-North Railroad Summary of Employee Injuries thru June



Total Employee Injuries

Year	Total	Total FI*
2009	110	3.45
2010	87	2.80
2011	112	3.59
2012	101	3.22
2013	118	3.69

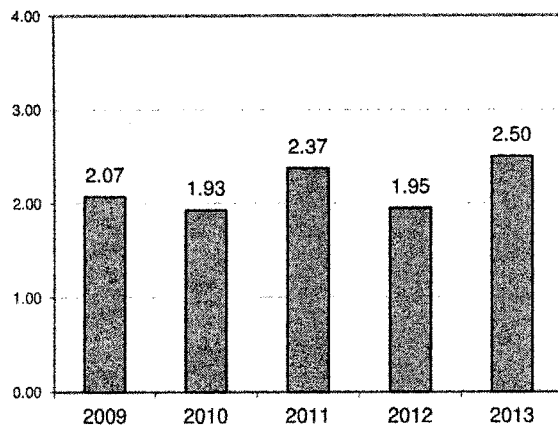
% change from last year: 14.4%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	87	2.73
2010	74	2.38
2011	94	3.02
2012	79	2.52
2013	98	3.06

% change from last year: 21.5%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

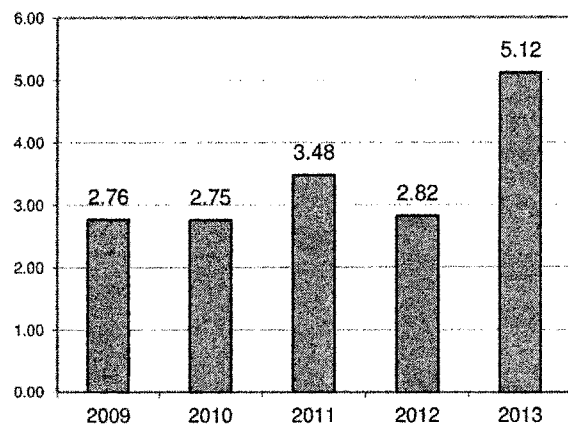
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	59	7	1.85	0.22	2.07
2010	50	10	1.61	0.32	1.93
2011	60	14	1.92	0.45	2.37
2012	58	3	1.85	0.10	1.95
2013	74	6	2.31	0.19	2.50

% change from last year: 28.4%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

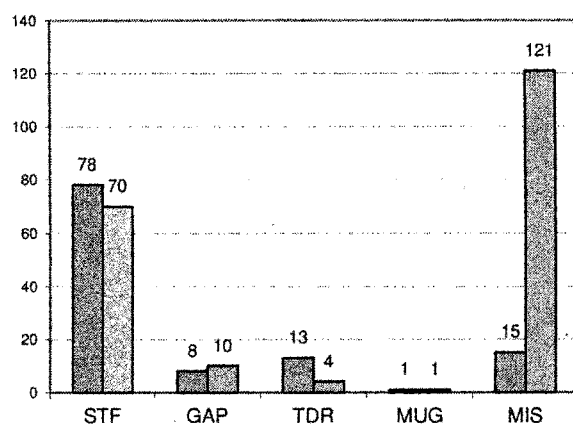
Summary of Customer/Contractor Injuries thru June



Total Customer Injuries

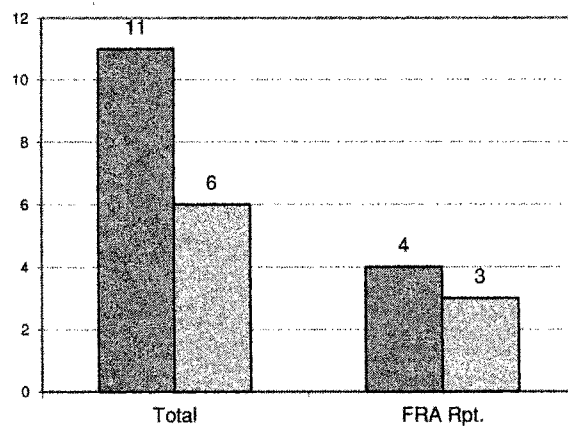
Year	Total	Total FI*
2009	106	2.76
2010	106	2.75
2011	136	3.48
2012	115	2.82
2013	206	5.12

% change from last year: 81.1%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	78	8	13	1	15
2013	70	10	4	1	121



Contractor Injuries

Year	Total	FRA Rpt.
2012	11	4
2013	6	3
% Chg	-45.5%	0.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

**Status of Operations
Report
September 2013**

			2013 Data			2012 Data	
Performance Summary			Annual Goal	August	YTD thru August	August	YTD thru August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	92.2%	95.6%	96.7%	97.7%
		AM Peak	97.0%	89.1%	93.8%	97.4%	97.9%
		AM Reverse Peak	97.6%	93.4%	96.3%	97.5%	98.1%
		PM Peak	98.0%	91.5%	95.9%	96.7%	97.5%
		Total Peak		90.7%	95.0%	97.1%	97.8%
		Off Peak Weekday	97.9%	91.7%	95.2%	96.1%	97.5%
		Weekend	97.9%	96.2%	97.5%	97.2%	98.2%
	Hudson Line	Overall	98.2%	97.1%	97.2%	95.9%	98.1%
		AM Peak	98.0%	96.6%	96.6%	98.7%	99.0%
		AM Reverse Peak	98.5%	99.6%	98.0%	95.7%	98.0%
		PM Peak	98.4%	97.5%	97.7%	95.0%	98.0%
		Total Peak		97.4%	97.2%	96.7%	98.5%
		Off Peak Weekday	98.1%	96.6%	96.9%	94.1%	97.7%
		Weekend	98.2%	97.3%	97.8%	97.5%	98.0%
	Harlem Line	Overall	98.3%	94.3%	96.8%	98.2%	98.3%
		AM Peak	98.0%	92.3%	95.6%	97.9%	98.3%
		AM Reverse Peak	98.0%	93.2%	97.2%	98.2%	98.3%
		PM Peak	98.5%	92.8%	96.4%	97.8%	98.4%
		Total Peak		92.6%	96.2%	97.9%	98.3%
		Off Peak Weekday	98.4%	94.2%	96.6%	98.1%	98.1%
		Weekend	98.5%	97.6%	98.1%	99.5%	98.7%
	New Haven Line	Overall	97.2%	87.7%	93.7%	96.0%	97.1%
		AM Peak	95.7%	81.9%	90.6%	96.3%	96.9%
		AM Reverse Peak	96.8%	89.8%	94.6%	97.8%	97.9%
		PM Peak	97.5%	86.7%	94.3%	97.0%	96.5%
		Total Peak		85.0%	92.7%	96.8%	96.9%
		Off Peak Weekday	97.5%	86.7%	93.1%	95.7%	96.9%
		Weekend	97.4%	94.6%	96.9%	95.3%	98.0%
Operating Statistics							
Trains Scheduled				19,444	148,012	18,753	143,245
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>				10.5	11.8	13.7	14.5
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			1,000	184	1,112	129	763
Trains Canceled			160	8	73	50	142
Trains Terminated			160	14	222	44	170
Percent of Scheduled Trips Completed			99.8%	99.9%	99.8%	99.5%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.6%	99.7%	99.7%	99.7%
		AM Peak	99.8%	99.3%	99.4%	99.5%	99.6%
		AM Reverse Peak	99.8%	99.8%	99.9%	99.8%	100.0%
		PM Peak	99.8%	99.5%	99.6%	99.4%	99.8%
		Total Peak	99.8%	99.5%	99.6%	99.5%	99.7%
		Off Peak Weekday	99.8%	99.6%	99.8%	99.8%	99.9%
		Weekend	99.8%	99.7%	99.8%	99.7%	99.8%
	Hudson Line	AM Peak	99.8%	99.7%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.7%	99.9%	99.8%	99.9%
	Harlem Line	AM Peak	99.8%	99.5%	99.8%	99.9%	99.9%
		PM Peak	99.8%	99.5%	99.8%	100.0%	99.9%
	New Haven Line	AM Peak	99.8%	99.0%	98.8%	98.8%	99.0%
		PM Peak	99.8%	99.5%	99.3%	98.7%	99.6%

Categories of Delay		2013 Data			2012 Data	
		July	August	YTD thru August	August	YTD thru August
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	2216	3204	7990	179	1326
	Capital Projects	4	2	81	95	185
	Maintenance of Equipment	328	64	1327	116	987
	Operations Services	34	21	218	21	135
	Police Incidents	88	60	411	93	341
	Other	4	131	210	95	185
	Customers	81	73	435	67	333
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	2	0	4	0	32
	Weather and Environmental	110	10	389	118	413



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
08/01	Thr	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	9	0	0	1	0	0	0	0	0	25	0	0	0	0	0	35	0	0
08/02	Fri	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	20	0	0	2	0	0	8	0	0	30	0	0	0	0	0	60	0	0
08/05	Mon	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	11	0	0	2	0	0	5	0	0	3	0	0	0	0	0	21	0	0
08/06	Tue	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	7	0	0	1	0	0	0	0	0	13	0	0	0	0	0	21	0	0
08/06	Tue	Speed restrictions due to various MofW activity on Harlem and New Haven lines.	7	0	0	0	0	0	1	0	0	3	0	0	0	0	0	11	0	0
08/07	Wed	Speed restrictions due to various MofW activity on Harlem and New Haven lines.	2	0	0	0	0	0	13	0	0	10	0	0	0	0	0	25	0	0
08/07	Wed	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	4	0	0	0	0	0	2	0	0	12	0	0	0	0	0	18	0	0
08/08	Thr	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	11	0	0	4	0	0	1	0	0	11	0	0	0	0	0	27	0	0
08/09	Fri	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	24	0	0	9	0	0	27	0	0	23	0	0	0	0	0	83	0	0
08/09	Fri	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	1	0	0	0	0	0	6	0	0	15	0	0	0	0	0	22	0	0
08/09	Fri	Delays on the Harlem and New Haven lines due to numerous MofW projects that resulted in speed restrictions.	4	0	0	0	0	0	1	0	0	13	0	0	0	0	0	18	0	0
08/09	Fri	Track Circuit BK2181 down from CP123-CP121, causing delays.	4	0	0	0	0	0	0	0	0	7	0	0	0	0	0	11	0	0
08/10	Sat	Speed restrictions due to various MofW activity on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
08/12	Mon	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	10	0	0	1	0	0	24	0	0	17	0	0	0	0	0	52	0	0
08/12	Mon	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	20	0	0	1	0	0	8	0	0	11	0	0	0	0	0	40	0	0
08/13	Tue	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	17	0	0	1	0	0	4	0	0	20	0	0	0	0	0	42	0	0

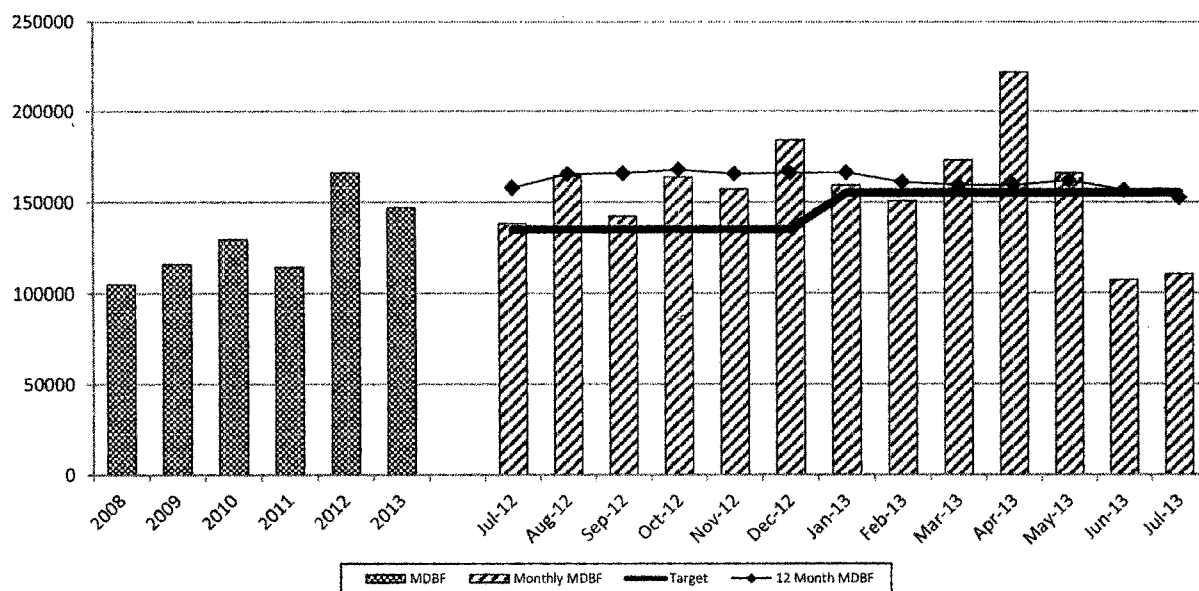
08/13	Tue	Congestion due to Third Rail down on track 3 at Fordham, affecting trains from CP4 – CP112.	0	0	0	0	0	0	26	0	0	3	0	0	0	0	0	29	0	0
08/13	Tue	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	13	0	0	0	0	0	0	0	0	7	0	0	0	0	0	20	0	0
08/14	Wed	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	28	0	0	0	0	0	0	0	0	18	0	0	0	0	0	46	0	0
08/14	Wed	Operating Restrictions due to various MofW activity on the New Haven line, resulting in congestion.	0	0	0	0	0	0	1	0	0	9	0	0	0	0	0	10	0	0
08/15	Thr	Programmed MofW work from GCT through the Bronx and various locations on all three lines, causing delays.	25	0	0	3	0	0	8	0	0	51	0	0	0	0	0	87	0	0
08/16	Fri	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08/16	Fri	Train 1456 was disabled on track 2 at CP215 unable to take power, swapped crew and equipment with train 1279 and Vicor hit on track 3 at CP217, causing congestion from CP212-CP217.	0	0	0	0	0	0	13	0	0	3	0	0	0	0	0	16	0	0
08/16	Fri	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	0	0	0	0	0	0	2	0	0	11	0	0	0	0	0	13	0	0
08/20	Tue	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	9	0	0	0	0	0	1	0	0	4	0	0	0	0	0	14	0	0
08/22	Thr	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	17	1	0	14	0	1	8	0	0	25	1	0	0	0	0	64	2	1
08/22	Thr	Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays.	0	0	0	0	0	0	2	0	0	21	0	0	0	0	0	23	0	0
08/22	Thr	Train 1752 went into emergency due to unable to recharge equipment west of Larchmont, causing delays between CP217-CP232.	0	0	0	0	0	0	16	0	0	2	0	0	0	0	0	18	0	0
08/23	Fri	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	4	0	0	6	0	0	3	0	0	4	0	0	0	0	0	17	0	0
08/24	Sat	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
08/26	Mon	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	5	0	0	3	0	0	5	0	0	11	0	0	0	0	0	24	0	0
08/27	Tue	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	6	0	0	1	0	0	0	0	0	7	0	0	0	0	0	14	0	0

08/28	Wed	Heavy police activity at the Greenwich Station with all 4 tracks blocked, causing delays.	0	0	0	0	0	0	16	0	0	11	0	0	0	0	0	27	0	0
08/29	Thr	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	3	0	0	4	0	0	0	0	0	7	0	0	0	0	0	14	0	0
08/30	Fri	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	24	0	0
08/31	Sat	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
TOTAL FOR MONTH			276	1	0	53	0	1	201	0	0	416	1	0	35	0	0	981	2	1
																		984		

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M2	120	80,000	67,560	6	8	82,217	94,466	115,396	9	123,417
	M4/M6	96	60,000	24,226	6	16	41,632	43,201	84,407	6	98,210
	M8	244	240,000	137,692	6	12	189,319	166,023	69,250	13	131,980
	M3	140	130,000	172,013	2	2	202,191	256,124	279,962	0	646,156
	M7	336	450,000	278,419	4	7	556,826	700,586	378,126	5	586,591
	Coach	213	290,000	354,267	5	4	358,781	387,646	276,561	5	368,480
	P-32	31	35,000	22,199	5	9	30,355	33,552	32,367	6	34,807
	BL-20	12	12,000	26,826	3	1	9,734	11,251	22,457	1	9,526
	Fleet	1192	155,000	110,459	37	59	146,835	152,365	138,118	45	168,967
	M2/4/6/8		120,000	71,678	18	36	97,923	95,737	87,331	28	118,734
	M3/7		310,000	254,773	6	9	445,370	565,315	434,118	5	593,739
	Diesel/Coach		120,000	117,406	13	14	124,759	137,711	133,289	12	126,498

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	August	YTD thru August	August	YTD thru August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	97.0%	96.9%	97.2%	97.3%	97.4%
		AM Peak	97.1%	97.4%	98.2%	98.1%	97.9%
		PM Peak	96.3%	96.2%	97.0%	96.0%	98.1%
		Total Peak		96.8%	97.7%	97.1%	98.0%
		Off Peak Weekday	97.1%	96.7%	96.8%	97.6%	97.4%
		Weekend	97.3%	97.4%	97.0%	97.0%	96.3%
	Pascack Line	Overall	97.6%	96.7%	97.5%	97.0%	98.3%
	Valley Line	AM Peak	97.8%	99.4%	98.7%	98.4%	98.8%
		PM Peak	97.3%	94.8%	97.5%	94.4%	98.4%
		Total Peak		97.3%	98.1%	96.5%	98.6%
		Off Peak Weekday	97.5%	95.5%	97.1%	97.4%	98.2%
		Weekend	97.8%	97.2%	97.2%	96.9%	97.8%
	Port Jervis Line	Overall	96.2%	97.1%	96.7%	97.7%	96.1%
		AM Peak	96.2%	94.7%	97.6%	97.8%	96.7%
		PM Peak	95.2%	97.7%	96.5%	97.8%	97.7%
		Total Peak		96.2%	97.1%	97.8%	97.2%
		Off Peak Weekday	96.5%	97.7%	96.4%	97.8%	96.2%
		Weekend	96.5%	97.6%	96.7%	97.3%	93.8%
Operating Statistics							
	Trains Scheduled			1,508	12,990	1,707	13,203
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.7	20.9	22.6	20.7
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	19	138	18	139
	Trains Canceled			3	27	1	11
	Trains Terminated			5	32	9	35
	Percent of Scheduled Trips Completed		99.8%	99.5%	99.5%	99.4%	99.7%

AUGUST 2013 STANDEE REPORT

East of Hudson

East of Hudson			AUGUST 2012	YTD 2012	AUGUST 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	2	0
		Total Standees	0	0	2	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	1	5	0	0
		Total Standees	1	5	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	10	17	23	26
		Total Standees	10	17	23	26
	EAST OF HUDSON TOTAL - AM PEAK			11	22	25
Daily Average PM 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	1	2	3
		Total Standees	0	1	2	3
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	23	8	11	17
		Total Standees	23	8	11	17
	EAST OF HUDSON TOTAL - PM PEAK			23	9	13

West of Hudson

West of Hudson			AUGUST 2012	YTD 2012	AUGUST 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	1	0	0	0
		Total Standees	1	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		1	0	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0

Definitions

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

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

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

Performance Summary			2013 Data			2012 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	91.7%	96.1%	96.7%	97.9%
		AM Peak	97.0%	86.8%	94.5%	97.5%	98.0%
		AM Reverse Peak	97.6%	94.9%	96.8%	97.5%	98.2%
		PM Peak	98.0%	93.1%	96.6%	95.2%	97.6%
		Total Peak		90.5%	95.6%	96.6%	97.9%
		Off Peak Weekday	97.9%	90.2%	95.7%	96.2%	97.7%
		Weekend	97.9%	96.0%	97.7%	97.6%	98.4%
	Hudson Line	Overall	98.2%	92.9%	97.3%	97.8%	98.4%
		AM Peak	98.0%	89.7%	96.6%	99.1%	99.1%
		AM Reverse Peak	98.5%	94.3%	97.8%	97.6%	98.4%
		PM Peak	98.4%	95.6%	97.7%	97.5%	98.5%
		Total Peak		92.8%	97.2%	98.3%	98.7%
		Off Peak Weekday	98.1%	91.3%	96.9%	97.2%	98.3%
		Weekend	98.2%	95.9%	97.9%	98.0%	98.1%
	Harlem Line	Overall	98.3%	93.7%	97.1%	97.3%	98.3%
		AM Peak	98.0%	90.6%	96.1%	98.6%	98.3%
		AM Reverse Peak	98.0%	96.0%	97.9%	98.6%	98.4%
		PM Peak	98.5%	94.0%	97.0%	95.9%	98.4%
		Total Peak		92.8%	96.7%	97.6%	98.4%
		Off Peak Weekday	98.4%	93.2%	97.0%	96.4%	98.1%
		Weekend	98.5%	96.2%	98.1%	98.2%	98.6%
	New Haven Line	Overall	97.2%	89.3%	94.6%	95.5%	97.3%
		AM Peak	95.7%	82.0%	91.9%	95.4%	97.0%
		AM Reverse Peak	96.8%	94.3%	95.3%	96.3%	97.9%
		PM Peak	97.5%	90.8%	95.5%	93.2%	96.4%
		Total Peak		87.4%	93.8%	94.6%	96.9%
		Off Peak Weekday	97.5%	87.2%	94.1%	95.6%	97.1%
		Weekend	97.4%	96.0%	97.2%	96.7%	98.4%
Operating Statistics			Trains Scheduled			18,138	124,499
			Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			11.2	12.2
			Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			158	634
			Trains Canceled			11	92
			Trains Terminated			23	127
			Percent of Scheduled Trips Completed			99.8%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.5%	99.7%	99.8%	99.8%
		AM Peak	99.8%	99.0%	99.4%	99.4%	99.6%
		AM Reverse Peak	99.8%	100.0%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.6%	99.6%	99.8%	99.9%
		Total Peak	99.8%	99.4%	99.6%	99.6%	99.7%
		Off Peak Weekday	99.8%	99.7%	99.8%	99.9%	99.9%
		Weekend	99.8%	99.4%	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%	99.8%	99.9%
	Harlem Line	AM Peak	99.8%	99.3%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.6%	99.8%	100.0%	99.9%
	New Haven Line	AM Peak	99.8%	98.3%	98.8%	98.6%	99.1%
		PM Peak	99.8%	99.3%	99.3%	99.6%	99.8%

Categories of Delay		2013 Data			2012 Data	
		June	July	YTD thru July	July	YTD thru July
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	1361	2216	4786	223	1147
	Capital Projects	62	4	79	17	90
	Maintenance of Equipment	256	328	1263	215	871
	Operations Services	40	34	197	25	114
	Police Incidents	67	88	351	50	248
	Other	62	4	79	17	90
	Customers	67	81	362	81	266
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	0	2	4	10	32
	Weather and Environmental	20	110	379	124	295

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
07/01	Mon	Congestion from CP1-CP3 due to track 2 out of service with a smoldering third rail bracket at 94th Street.	0	0	0	0	0	0	14	0	0	31	0	0	0	0	0	45	0	0
07/01	Mon	Speed restrictions due to various MoW activity on all three lines.	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	11	0	0
07/01	Mon	Speed restrictions due to various MoW activity from MP 21.3 - MP 53.5 on the New Haven line.	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	10	0	0
07/02	Tue	Scheduled track outage in the Bronx and other MoW activity delayed Harlem and New Haven service.	1	0	0	0	0	0	2	0	0	26	0	0	0	0	0	29	0	0
07/03	Wed	Congestion from CP1 - CP3 due to third rail burner at 96th Street on track 2.	0	0	0	0	0	0	1	0	0	31	0	0	0	0	0	32	0	0
07/04	Thr	MTA Police activity due to Train 9627 rear car on fire, 3rd Rail de-energized on all tracks from Melrose to Tremont.	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	21	0	1
07/08	Mon	Scheduled track outage in the Bronx and other MoW activity delayed Hudson, Harlem and New Haven service.	10	0	0	3	0	0	0	0	0	1	0	0	0	0	0	14	0	0
07/09	Tue	Scheduled track outage in the Bronx and other MoW activity delayed Hudson, Harlem and New Haven service.	5	0	0	2	0	0	0	0	0	7	0	0	0	0	0	14	0	0
07/11	Thr	Scheduled track outage in the Bronx and other MoW activity delayed Hudson, Harlem and New Haven service.	9	0	0	0	0	0	0	0	0	7	0	0	0	0	0	16	0	0
07/12	Fri	Scheduled track outage in the Bronx and other MoW activity delayed Hudson, Harlem and New Haven service.	6	0	0	0	0	0	0	0	0	8	0	0	0	0	0	14	0	0
07/15	Mon	Delays due to MoW work from CP1 through the Bronx on the Harlem line and various New Haven line locations.	19	0	0	0	0	0	0	0	0	3	0	0	0	0	0	22	0	0
07/16	Tue	Delays due to MoW work from CP1 through the Bronx on the Harlem line and various New Haven line locations.	3	0	0	1	0	0	0	0	0	15	0	0	0	0	0	19	0	0
07/16	Tue	Congestion due to track outages on all three lines.	3	0	0	1	0	0	0	0	0	6	0	0	0	0	0	10	0	0
07/17	Wed	Delays due to MoW work from CP1 through the Bronx on the Harlem line and various New Haven line locations.	3	0	0	0	0	0	0	0	0	12	0	0	0	0	0	15	0	0
07/18	Thr	Freight train Q704 derailed on track 2 between CP10 and CP11, disrupting Hudson line service.	0	0	0	0	0	0	0	0	1	0	8	13	0	0	0	0	8	14

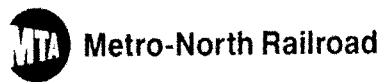
07/18	Thr	Delays on all three lines due to Level 5 Weather Restriction in effect.	0	0	0	0	0	0	4	0	0	10	0	0	0	0	0	14	0	0
07/18	Thr	Brake issues on trains 1536 at Fairfield Metro and 1538 at Tremont, causing delays.	0	0	0	0	0	0	2	0	0	12	0	0	0	0	0	14	0	0
07/19	Fri	Delays on all three lines due to Level 4 and 5 Weather Restrictions in effect.	3	0	0	0	0	0	5	0	0	16	0	0	0	0	0	24	0	0
07/19	Fri	Signals of trains on the Hudson and New Haven lines causing delays.	14	0	0	2	0	0	0	0	0	5	0	0	0	0	0	21	0	0
07/19	Fri	Residual service disruption on the Hudson line due to the derailment.	0	0	0	0	0	0	0	0	0	4	6	1	0	0	0	4	6	1
07/19	Fri	Residual service disruption on the New Haven line due to the transformer fire on 7/18 at Heanen Road, east of the Millford Station.	6	3	0	0	0	0	0	0	0	1	0	1	0	0	0	7	3	1
07/22	Mon	Delays due to MofW work from CP1 through the Bronx and from CP116-CP123 on the Harlem line and various New Haven line locations.	6	0	0	1	0	0	0	0	0	8	0	0	0	0	0	15	0	0
07/22	Mon	Residual service disruption on the Hudson line due to the derailment.	2	0	0	3	0	0	1	0	0	7	2	0	0	0	0	13	2	0
07/22	Mon	Speed restrictions due to various MofW activity on all three (3) lines.	6	0	0	0	0	0	0	0	0	5	0	0	0	0	0	11	0	0
07/23	Tue	Delays due to MofW work from CP1 through the Bronx and from CP116-CP123 on the Harlem line and various New Haven line locations.	21	0	0	1	0	0	1	0	0	12	0	0	0	0	0	35	0	0
07/23	Tue	Speed restrictions due to various MofW activity on all three (3) lines.	22	0	0	1	0	0	0	0	0	2	0	0	0	0	0	25	0	0
07/24	Wed	Delays due to MofW work from CP1 through the Bronx and from CP116-CP123 on the Harlem line and various New Haven line locations.	8	0	0	0	0	0	0	0	0	19	0	0	0	0	0	27	0	0
07/25	Thr	Delays due to MofW work from CP1 through the Bronx and from CP116-CP123 on the Harlem line and various New Haven line locations.	14	0	0	5	0	0	0	0	0	9	0	0	0	0	0	28	0	0
07/25	Thr	Broken track wire causing congestion from CP5 – CP1.	0	0	0	0	0	0	14	0	0	9	0	0	0	0	0	23	0	0
07/25	Thr	Speed restrictions due to various MofW activity on all three (3) lines.	2	0	0	0	0	0	0	0	0	15	0	0	0	0	0	17	0	0
07/25	Thr	Train 1327 operated as a failed train account a continuous audible indicator on the head car 9001 on track 1 south of 125th Street, causing delays.	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0
07/26	Fri	Delays due to MofW work from GCT through the Bronx and various locations on all three lines.	22	0	0	1	0	0	11	0	0	48	0	1	0	0	0	82	0	1
07/27	Sat	Speed restrictions due to various MofW activity on all three (3) lines.	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
07/29	Mon	Broken rail on track 3 between MP 6.2 and MP 6.3, causing congestion.	0	0	0	0	0	0	44	0	0	20	0	0	0	0	0	64	0	0

07/29	Mon	Delays due to MoFW work from GCT through the Bronx and various locations on all three lines.	27	0	0	3	0	0	0	0	0	16	0	0	0	0	0	46	0	0
07/29	Mon	Train 926 was disabled on track 2 near 59th Street, unable to take power.	16	0	0	0	0	0	0	0	0	2	0	0	0	0	0	18	0	0
07/30	Tue	Delays due to MoFW work from GCT through the Bronx and various locations on all three lines.	25	0	0	2	0	0	1	0	0	20	0	0	0	0	0	48	0	0
07/31	Wed	Delays due to MoFW work from GCT through the Bronx and various locations on all three lines.	14	0	0	1	0	0	1	0	0	22	0	0	0	0	0	38	0	0
TOTAL FOR MONTH			291	3	0	28	0	0	101	0	1	417	16	16	38	0	1	875	19	18
																				912



Metro-North Railroad

**Financial Report
September 2013**



FINANCIAL STATEMENTS
MONTH ENDED: JULY 31, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

July YTD financial results were favorable with a net operating deficit that was \$11.6 million or 5.9% lower than the Mid-Year Forecast. Operating Revenue was \$0.4 million lower than the Mid-Year Forecast primarily due to lower farebox revenue. Operating expenses were \$10.8 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies, partially offset by higher overtime costs. July results reflect the impact of the July 18th derailment of a CSX freight train on the Hudson Line near Spuyten Duyvil. Related operating costs of \$0.9 million were incurred for clean-up and repairs, and lost farebox revenues are also estimated at \$0.9 million resulting from approximately 90,000 fewer Hudson Line riders. Metro-North expects to be reimbursed by CSX for the cost of clearing the derailment wreckage and restoring the right-of-way. July also began the implementation of the Bronx Right-of-Way Improvement project undertaken to review the infrastructure to identify improvements and reduce operating risk. This program, as well as similar work that is underway in other segments of the railroad, will continue through the fall and will result in on-going overtime, material and track equipment costs until completed.

Capital program expenditures (and reimbursements) were \$8.6 million lower than Forecast due to revised timing of several projects (New Haven Line Grade Crossing Project, Cable Replacement Project and Track Program work).

Ridership

Total ridership was 7.3 million for July and 48.3 million YTD which was on target to the Mid-Year Forecast.

East of Hudson

- July ridership of 7.2 million was 0.8% below the Mid-Year Forecast and 1.1% lower than 2012 as a result of the CSX freight train derailment.
- YTD ridership of 47.4 million was on target to the Mid-Year Forecast and 0.5% lower than 2012.
- Commutation ridership was higher than the Mid-Year Forecast by 0.5% and 1.4%, respectively, YTD and for the month. Compared to 2012, YTD commutation was 0.3% higher.
- Non-commutation ridership for July was 3.7% lower than the Mid-Year Forecast and 3.9% lower than 2012 due to the CSX derailment; YTD ridership was 0.7% lower than forecast and 1.7% lower than 2012.

West of Hudson

- July ridership was higher than the Mid-Year Forecast (2.0% YTD and 3.9% for the month) reflecting higher commutation and non-commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$486.1 million through July was \$9 million, or 1.8% lower than the Mid-Year Forecast.

- Farebox Revenue of \$357.7 million was \$0.3 million lower than the Mid-Year Forecast primarily due to the lower ridership on the Hudson Line due to the CSX derailment partly offset by slightly higher ridership on the Harlem and New Haven Lines.
- Other Operating Revenue of \$40.3 million was on target to the Mid-Year Forecast.
- Capital and Other Reimbursements of \$88.1 million was \$8.6 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$853.9 million through July were \$19.4 million (2.2%) lower than the Mid-Year Forecast:

- \$17.8 million was attributable to lower non-labor costs. These were primarily driven by timing of contract service expenditures, lower electric power costs and timing of capital projects.
- Total Labor costs (operating and capital) were \$4.7 million (1.0%) above the Mid-Year Forecast due to higher overtime requirements related to the CSX freight train derailment, Maintenance of Way Infrastructure Improvement Program, coverage requirements, as well as accounting adjustments for retiree vacation and sick payouts, partly offset by vacancies. These increases were offset by lower straight-time costs due to vacancies associated with higher than projected attrition.

YTD Financial Performance Measures

- Adjusted Farebox Operating Ratio of 70.2% through July was 1.1 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.25 for the period was \$0.20 lower than the Forecast due also due to the overall lower expenses.
- Revenue per Passenger of \$7.63 for the period was on target to the Forecast.

**MTA METRO-NORTH RAILROAD
JULY 2013 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$9.0 million (1.8%) lower than the Mid-Year Forecast through July:

- **Farebox Revenue** – year-to-date and the month were lower than the Mid-Year Forecast by \$0.4 million and \$0.3 million, respectively reflecting lower ridership on the Hudson Line due to the CSX freight train derailment partly offset by slightly higher ridership on the Harlem and New Haven Lines.
- **Other Operating Revenue** – year-to-date was on target to the Mid-Year Forecast and \$0.4 million higher for the month due to higher net GCT retail revenue due to the timing of expenses and higher advertising revenue.
- **Capital and Other Reimbursements** – YTD versus the Mid-Year Forecast was \$8.6 million lower, and for the month \$2.5 million lower due to changes in the timing of several projects (New Haven Line Grade Crossing Project, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$853.9 million were \$19.4 million (2.2%) lower than the Mid-Year Forecast. For the month, expenses were \$2.5 million (1.9%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$486.8 million YTD. This was \$4.7 million (1.0%) above the Mid-Year Forecast due to higher overtime requirements related to the Maintenance of Way Infrastructure Improvement Program, clean-up and repair work for the CSX freight train derailment, as well as timing differences in recording accounting adjustments for retiree vacation and sick payouts. These increases were partly offset by favorable straight-time costs due to vacancies related to higher than projected attrition. For the month, labor expenses were \$3.3 million higher than the Mid-Year Forecast.

Non-Labor Expenses

YTD non-labor expenses were \$197.4 million, \$17.8 million lower than the Mid-Year Forecast and \$4.7 million lower for the month:

- **Electric Power** – \$2.7 million lower year-to-date due to lower rates and consumption. For the month, expenses were \$0.6 million lower than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$2.4 million lower YTD vs. the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs and utilities payments), partially offset by timing of reimbursable projects. For the month, these costs were \$1.5 million lower than the Mid-Year Forecast.
- **Professional Services** – \$7.2 million below the Mid-Year Forecast through July primarily due to the timing of expenses for IT related work, legal fees, advertising, and reimbursable projects. For the month, expenses were \$1.4 million lower than the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$5.7 million below the Mid-Year Forecast due to timing differences in the delivery of material for reimbursable capital projects including : Fiber Cable Replacement and several New haven Line projects. For the month, expenses were \$1.3 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – year-to-date expenditures were \$0.6 million below the Mid-Year Forecast due to lower NJT subsidy payments due to improved passenger receipts. For the month, expenses were on target to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$169.7 million year-to-date (\$23.8 million for the month), which was \$6.3 million lower than the Mid-Year Forecast primarily due to the timing of recording completed capital projects and fewer projects requiring environmental remediation.

CASH DEFICIT

The Cash Deficit through July was \$183.9 million, which is \$11.6 million favorable to the Mid-Year Forecast. This is essentially due to \$14.2 million in lower actual cash disbursements (a function of the overall lower expenses noted above) and \$1.6 million in higher operating revenue receipts partly offset by \$4.3 million in lower capital project reimbursements (due primarily to timing differences in project activity).

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
July 2013
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$55.015	\$54.615	(\$0.400)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$55.015	\$54.615	(\$0.400)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.992	4.430	0.438	11.0	0.000	0.000	0.000	-	3.992	4.430	0.438	11.0
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.931	6.427	(3.504)	(35.3)	9.931	6.427	(3.504)	(35.3)
CDOT	0.000	0.000	0.000	-	4.332	5.548	1.216	28.1	4.332	5.548	1.216	28.1
Other	0.000	0.000	0.000	-	1.519	1.324	(0.195)	(12.8)	1.519	1.324	(0.195)	(12.8)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.781	13.298	(2.483)	(15.7)	15.781	13.298	(2.483)	(15.7)
Total Revenue/Receipts	\$59.007	\$59.045	\$0.038	0.1	\$15.781	\$13.298	(\$2.483)	(15.7)	\$74.788	\$72.343	(\$2.445)	(3.3)
Expenses												
<i>Labor:</i>												
Payroll	\$36.827	\$37.364	(\$0.537)	(1.5)	\$3.553	\$3.443	\$0.110	3.1	\$40.380	\$40.807	(\$0.427)	(1.1)
Overtime	5.391	7.496	(2.105)	(39.0)	1.444	1.368	0.076	5.3	6.835	8.864	(2.029)	(29.7)
Health and Welfare	8.131	8.956	(0.825)	(10.1)	1.210	1.119	0.090	7.5	9.340	10.075	(0.735)	(7.9)
OPEB Current Payment	1.703	1.696	0.007	0.4	0.000	0.000	0.000	-	1.703	1.696	0.007	0.4
Pensions	6.689	6.922	(0.233)	(3.5)	0.753	0.700	0.053	7.0	7.442	7.622	(0.180)	(2.4)
Other Fringe Benefits	8.489	8.358	0.131	1.5	0.852	0.818	0.034	4.0	9.341	9.176	0.165	1.8
Reimbursable Overhead	(4.030)	(3.128)	(0.903)	(22.4)	3.854	3.059	0.795	20.6	(0.176)	(0.068)	(0.107)	(61.1)
Total Labor	\$63.200	\$67.665	(\$4.465)	(7.1)	\$11.666	\$10.508	\$1.158	9.9	\$74.866	\$78.173	(\$3.307)	(4.4)
<i>Non-Labor:</i>												
Electric Power	\$6.950	\$6.355	\$0.595	8.6	\$0.000	\$0.005	(\$0.005)	-	\$6.950	\$6.360	\$0.590	8.5
Fuel	2.102	2.346	(0.244)	(11.6)	0.000	0.000	(0.000)	-	2.102	2.347	(0.245)	(11.6)
Insurance	1.250	1.208	0.042	3.3	0.285	0.289	(0.003)	(1.1)	1.535	1.497	0.038	2.5
Claims	0.046	0.013	0.033	71.3	0.000	0.000	0.000	-	0.046	0.013	0.033	71.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.539	6.785	1.754	20.5	1.249	1.465	(0.216)	(17.3)	9.788	8.251	1.537	15.7
Professional Service Contracts	2.515	1.853	0.662	26.3	0.890	0.184	0.706	79.3	3.406	2.037	1.369	40.2
Materials & Supplies	5.119	4.664	0.455	8.9	1.655	0.797	0.858	51.9	6.774	5.461	1.313	19.4
Other Business Expenses	1.945	1.889	0.056	2.9	0.035	0.051	(0.016)	(44.4)	1.980	1.940	0.040	2.0
Total Non-Labor	\$28.467	\$25.115	\$3.352	11.8	\$4.115	\$2.791	\$1.325	32.2	\$32.582	\$27.906	\$4.677	14.4
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$91.668	\$92.780	(\$1.112)	(1.2)	\$15.781	\$13.299	\$2.482	15.7	\$107.449	\$106.079	\$1.370	1.3
Depreciation	20.182	19.048	1.134	5.6	0.000	0.000	0.000	-	20.182	19.048	1.134	5.6
OPEB Obligation	4.776	4.776	0.000	0.0	0.000	0.000	0.000	-	4.776	4.776	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$116.626	\$116.604	\$0.022	0.0	\$15.781	\$13.299	\$2.482	15.7	\$132.407	\$129.903	\$2.504	1.9
Net Surplus/(Deficit)	(\$57.619)	(\$57.559)	\$0.060	0.1	\$0.000	(\$0.000)	(\$0.000)	-	(\$57.619)	(\$57.559)	\$0.059	0.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	19.048	(1.134)	(5.6)	0.000	0.000	0.000	-	20.182	19.048	(1.134)	(5.6)
Operating/Capital	(5.313)	(3.526)	1.787	33.6	0.000	0.000	0.000	-	(5.313)	(3.526)	1.787	33.6
Other Cash Adjustments	9.125	(1.210)	(10.335)	*	0.000	0.000	0.000	-	9.125	(1.210)	(10.335)	*
Total Cash Conversion Adjustments	\$23.995	\$14.312	(\$9.682)	(40.4)	\$0.000	\$0.000	\$0.000	-	\$23.995	\$14.312	(\$9.682)	(40.4)
Net Cash Surplus/(Deficit)	(\$33.624)	(\$43.247)	(\$9.623)	(28.6)	\$0.000	(\$0.000)	(\$0.000)	-	(\$33.624)	(\$43.247)	(\$9.623)	(28.6)

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 July Year-To-Date
 (\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$357.984	\$357.647	(\$0.337)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$357.984	\$357.647	(\$0.337)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	40.384	40.323	(0.061)	(0.2)	0.000	0.000	0.000	-	40.384	40.323	(0.061)	(0.2)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	56.801	47.327	(9.474)	(16.7)	56.801	47.327	(9.474)	(16.7)
CDOT	0.000	0.000	0.000	-	32.049	34.989	2.940	9.2	32.049	34.989	2.940	9.2
Other	0.000	0.000	0.000	-	7.878	5.771	(2.106)	(26.7)	7.878	5.771	(2.106)	(26.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	96.727	88.087	(8.640)	(8.9)	96.727	88.087	(8.640)	(8.9)
Total Revenue/Receipts	\$398.368	\$397.971	(\$0.397)	(0.1)	\$96.727	\$88.087	(\$8.640)	(8.9)	\$495.095	\$486.058	(\$9.037)	(1.8)
Expenses												
<i>Labor:</i>												
Payroll	\$237.558	\$236.881	\$0.677	0.3	\$22.908	\$22.288	\$0.621	2.7	\$260.466	\$259.169	\$1.297	0.5
Overtime	32.575	36.383	(3.808)	(11.7)	9.548	10.125	(0.577)	(6.0)	42.124	46.508	(4.385)	(10.4)
Health and Welfare	53.575	55.336	(1.761)	(3.3)	7.632	7.429	0.203	2.7	61.207	62.765	(1.558)	(2.5)
OPEB Current Payment	11.450	11.502	(0.052)	(0.5)	0.000	0.000	0.000	-	11.450	11.502	(0.052)	(0.5)
Pensions	42.623	43.596	(0.973)	(2.3)	4.514	4.278	0.236	5.2	47.136	47.873	(0.737)	(1.6)
Other Fringe Benefits	54.612	53.592	1.021	1.9	5.800	5.876	(0.076)	(1.3)	60.412	59.467	0.944	1.6
Reimbursable Overhead	(23.987)	(21.226)	(2.761)	(11.5)	23.275	20.700	2.576	11.1	(0.712)	(0.526)	(0.185)	(26.0)
Total Labor	\$408.406	\$416.063	(\$7.657)	(1.9)	\$73.677	\$70.695	\$2.982	4.0	\$482.083	\$486.758	(\$4.675)	(1.0)
<i>Non-Labor:</i>												
Electric Power	\$47.673	\$44.944	\$2.729	5.7	\$0.000	\$0.031	(\$0.031)	-	\$47.673	\$44.975	\$2.698	5.7
Fuel	16.015	17.080	(1.065)	(6.7)	0.000	0.001	(0.001)	-	16.015	17.082	(1.067)	(6.7)
Insurance	7.633	7.538	0.095	1.3	1.867	1.893	(0.026)	(1.4)	9.501	9.431	0.070	0.7
Claims	0.214	0.073	0.142	66.1	0.000	0.000	0.000	-	0.214	0.073	0.142	66.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	52.570	48.350	4.219	8.0	5.897	7.682	(1.785)	(30.3)	58.467	56.033	2.434	4.2
Professional Service Contracts	14.518	9.801	4.717	32.5	4.651	2.177	2.474	53.2	19.169	11.978	7.191	37.5
Materials & Supplies	35.592	34.956	0.636	1.8	10.155	5.067	5.088	50.1	45.747	40.023	5.724	12.5
Other Business Expenses	17.947	17.251	0.696	3.9	0.480	0.541	(0.061)	(12.7)	18.427	17.792	0.635	3.4
Total Non-Labor	\$192.163	\$179.993	\$12.170	6.3	\$23.050	\$17.393	\$5.657	24.5	\$215.213	\$197.385	\$17.827	8.3
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adj.	\$600.569	\$596.056	\$4.513	0.8	\$96.727	\$88.087	\$8.640	8.9	\$697.296	\$684.144	\$13.152	1.9
Depreciation	136.230	131.027	5.204	3.8	0.000	0.000	0.000	-	136.230	131.027	5.204	3.8
OPEB Obligation	38.191	38.191	0.000	0.0	0.000	0.000	0.000	-	38.191	38.191	0.000	0.0
Environmental Remediation	1.587	0.517	1.070	67.4	0.000	0.000	0.000	-	1.587	0.517	1.070	67.4
Total Expenses	\$776.578	\$765.792	\$10.786	1.4	\$96.727	\$88.087	\$8.640	8.9	\$873.305	\$853.879	\$19.426	2.2
Net Surplus/(Deficit)	(\$378.210)	(\$367.821)	\$10.389	2.7	\$0.000	\$0.000	(\$0.000)	-	(\$378.210)	(\$367.821)	\$10.389	2.7
<i>Cash Conversion Adjustments:</i>												
Depreciation	136.230	131.027	(5.204)	(3.8)	0.000	0.000	0.000	-	136.230	131.027	(5.204)	(3.8)
Operating/Capital	(13.875)	(10.901)	2.974	21.4	0.000	0.000	0.000	-	(13.875)	(10.901)	2.974	21.4
Other Cash Adjustments	60.433	63.829	(3.396)	(5.6)	0.000	0.000	0.000	-	60.433	63.829	(3.396)	(5.6)
Total Cash Conversion Adjustments	\$182.788	\$183.955	\$1.167	0.6	\$0.000	\$0.000	\$0.000	-	\$182.788	\$183.955	\$1.167	0.6
Net Cash Surplus/(Deficit)	(\$195.422)	(\$183.866)	\$11.556	5.9	\$0.000	\$0.000	(\$0.000)	-	(\$195.422)	(\$183.866)	\$11.556	5.9

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

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.438	11.0%	Primarily reflects higher GCT net revenue due to the timing of expenses and higher advertising revenue.	(\$0.061)	(0.2%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.483)	(15.7%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$8.640)	(8.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
OVERTIME	Non-Reimb	(\$2.105)	(39.0%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment, higher than anticipated vacation rate, and timing differences related to payroll and calendar cutoff dates.	(\$3.808)	(11.7%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment, higher than anticipated vacation rate, and category reclassifications to reflect more accurate reporting.
	Reimb	\$0.076	5.3%	Reflects delays on the Mainline High Speed Turnouts, partially offset by higher than projected activity on the Replace/Repair Undergrade Bridge Program, NHL - Bridge Timber Replacement Program and the Danbury Branch Signal System.	(\$0.577)	(6.0%)	Reflects higher than projected activity on the Danbury Branch Signal System, Mainline High Speed Turnouts, CDOT Bridge and Catenary C1B Program and the NHL - Bridge Timbers and Mitre Rail project.
HEALTH AND WELFARE	Non-Reimb	(\$0.825)	(10.1%)	Reflects accounting adjustments for year-to-date retirement payouts.	(\$1.761)	(3.3%)	
	Reimb	\$0.090	7.5%	Reflects lower project activity.	\$0.203	2.7%	
PENSIONS	Reimb	\$0.053	7.0%	Reflects lower project activity.	\$0.236	5.2%	Reflects lower project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.903)	(22.4%)	Reflects lower capital project activity for the following projects: Overhead Bridge Program, NH Rail Yard Component Change Out Shop, Turnouts: Mainline/High Speed and NHL Fleet Replacement.	(\$2.761)	(11.5%)	Reflects lower capital project activity for the following projects: Cyclical Track Program, Overhead Bridge Program, NH Rail Yard Component Change Out Shop, NHL Fleet Replacement, NHL Branch Line Grade Crossing Improvement and Cable Replacement Project.
	Reimb	\$0.795	20.6%	Reflects lower project activity.	\$2.576	11.1%	Reflects lower project activity.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$0.595	8.6%	Primarily due to lower rates and consumption.	\$2.729	5.7%	Primarily due to lower rates and consumption.
FUEL	Non-Reimb	(\$0.244)	(11.6%)	Primarily due to higher rates and consumption on the New Haven Line.	(\$1.065)	(6.7%)	Reflects higher heating oil prices due to a colder than anticipated winter and higher rates and consumption on the New Haven Line.
CLAIMS	Non-Reimb	\$0.033	71.3%	Reflects lower expense for claims.	\$0.142	66.1%	Reflects lower expense for claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.754	20.5%	Reflects timing of expenses for maintenance contracts and GCT utilities.	\$4.219	8.0%	Reflects timing of expenses for maintenance contracts and GCT utilities.
	Reimb	(\$0.216)	(17.3%)	Reflects higher activity on the Cos Cob West Substation.	(\$1.785)	(30.3%)	Reflects higher activity on the Design Guard Booths @ Stamford and E. Bridgeport, NHL - C & S System Replacement Study and the NHL - Tree Removal Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.662	26.3%	Favorable variance reflects the timing of expenses for legal expenses, temporary services, bridge inspections, and outside training.	\$4.717	32.5%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, temporary services, medical services, and outside training.
	Reimb	\$0.706	79.3%	Reflects delays on Overhead Bridge Program - EOFH and NHL - Stamford Station Real-Time Info System and lower activity on the NHL - EMU Fleet Replacement - M8 Spec Develop.	\$2.474	53.2%	Reflects delay on the Overhead Bridge Program - EOFH and the Connecting Services - Marketing/Customer Support and lower activity on the NHL - EMU Fleet Replacement - M8 Spec Develop.
MATERIAL AND SUPPLIES	Non-Reimb	\$0.455	8.9%	Reflects favorable inventory valuation adjustment.	\$0.636	1.8%	
	Reimb	\$0.858	51.9%	Reflects delay on the NH Rail Yard - Component Change Out Shop, Bronx Stations Capacity and the Reconstruction of the Moses Wheeler Bridge.	\$5.088	50.1%	Reflects delay on the Replace Fiber/C&S Cables, Bronx Stations Capacity IMP, NH Branch Line Grade Xing Imp., NH Rail Yard - Component Change Out Shop, NHL - Bridge Timbers and Mitre Rail - Walk SAGA and the timing of expenses on the Cyclical Track Programs and the West Haven Station Project.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.056	2.9%		\$0.696	3.9%	Reflects lower NJT Subsidy payments due to higher than forecasted YTD passenger receipts.
	Reimb	(\$0.016)	(44.4%)	Reflects insignificant variances on several projects.	(\$0.061)	(12.7%)	Reflects insignificant variances on several projects.
DEPRECIATION	Non-Reimb	\$1.134	5.6%	Timing of capitalization of assets.	\$5.204	3.8%	Timing of capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%		\$1.070	67.4%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.787	33.6%	Reflects lower activity during the period on the Purchase of A Production Switch Tamper, 2013 Vehicle Replacement, Repair Third Rail Fire Alarm - Park Ave Tunnel and the Ticket Vending Machine partially offset by the GCT Escalators Heavy Repair And Maintenance.	\$2.974	21.4%	Reflects lower activity during the period on the Ticket Vending Machines Upgrade, Snowmelter Cabinets projects, Replace Railtop Culverts, Repair Boring Machines - Harmon Shop, Repair Third Rail Fire Alarm - Park Ave Tunnel, C&S Microcomputer Upgrade, Employee Welfare Facility Improvements and the Bridge Walkways Installation.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	44,887	\$2.5	50,198	\$2.63	(5,311)	(\$0.2)	287,862	\$15.5	299,356	\$15.83	(11,493)	(\$0.3)
					-11.8%	-6.0%					-4.0%	-2.0%
<u>Unscheduled Service</u>	0	\$0.0	1,358	\$0.1	(1,358)	(\$0.1)	0	\$0.0	3,295	\$0.2	(3,295)	(\$0.2)
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	29,050	\$1.5	43,782	\$2.04	(14,732)	(\$0.6)	123,405	\$5.9	172,241	\$8.23	(48,836)	(\$2.4)
					-50.7%	-38.2%					-39.6%	-40.4%
<u>Unscheduled Maintenance</u>	0	\$0.0	7,242	\$0.4	(7,242)	(\$0.4)	10,405	\$0.5	12,172	\$0.6	(1,767)	(\$0.1)
					-	-					-17.0%	-28.6%
<u>Vacancy/Absentee Coverage</u> ²	18,560	\$0.8	26,147	\$1.2	(7,587)	(\$0.4)	103,418	\$4.6	129,374	\$5.7	(25,956)	(\$1.2)
					-40.9%	-43.4%					-25.1%	-26.2%
<u>Weather Emergencies</u>	8,771	\$0.4	9,645	\$0.5	(875)	(\$0.0)	93,155	\$4.5	86,600	\$4.0	6,555	\$0.4
					-10.0%	-7.6%					7.0%	10.1%
<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	4,800	\$0.2	6,424	\$0.8	(1,623)	(\$0.6)	37,929	\$1.7	25,890	\$1.8	12,039	(\$0.1)
					-33.8%	-					31.7%	-4.3%
Subtotal	106,069	\$5.4	144,797	\$7.5	(38,728)	(\$2.1)	656,174	\$32.6	728,927	\$36.4	(72,754)	(\$3.8)
					-36.5%	-39.0%					-11.1%	-11.7%
REIMBURSABLE OVERTIME	27,901	\$1.4	23,147	\$1.4	4,754	\$0.1	191,147	\$9.5	213,375	\$10.1	(22,228)	(\$0.6)
					17.0%	5.3%					-11.6%	-6.0%
TOTAL OVERTIME	133,969	\$6.8	167,944	\$8.9	(33,975)	(\$2.0)	847,321	\$42.1	942,302	\$46.5	(94,981)	(\$4.4)
					-25.4%	-29.7%					-11.2%	-10.4%

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
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(5,311)	(\$0.2)	Overtime required for service coverage and to meet revenue collection requirements.	(11,493)	(\$0.3)	Overtime required for service coverage and to meet revenue collection requirements.
	-11.8%	-6.0%		-4.0%	-2.0%	
<u>Unscheduled Service</u>	(1,358)	(\$0.1)	Service restoration efforts for the CSX freight train derailment on the Hudson Line.	(3,295)	(\$0.2)	Service restoration efforts for the CSX freight train derailment on the Hudson Line in July in addition to the New Haven Line derailment in May.
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(14,732)	(\$0.6)	Reflects M of W Infrastructure Improvement Program to address and remediate areas of poor drainage along right-of-way.	(48,836)	(\$2.4)	Reflects M of W Infrastructure Improvement Program to address and remediate areas of poor drainage along right-of-way. M of E overtime reduction efforts have been delayed by incremental work required in association with the New Haven Line derailment cleanup.
	-50.7%	-38.2%		-39.6%	-40.4%	
<u>Unscheduled Maintenance</u>	(7,242)	(\$0.4)	Reflects the right-of-way cleanup of the CSX freight train derailment on the Hudson Line.	(1,767)	(\$0.1)	Reflects the right-of-way cleanup of the CSX freight train derailment on the Hudson Line in July (\$0.4 million) offset by lower than projected costs for the New Haven Line derailment in May.
	-	-		-17.0%	-28.6%	
<u>Vacancy/Absentee Coverage</u> ²	(7,587)	(\$0.4)	Primarily reflects absence coverage necessitated by M of E training.	(25,956)	(\$1.2)	Primarily reflects absence coverage necessitated by M of E training.
	-40.9%	-43.4%		-25.1%	-26.2%	
<u>Weather Emergencies</u>	(875)	(\$0.0)		6,555	\$0.4	
	-10.0%	-7.6%		7.0%	10.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	(1,623)	(\$0.6)	Reflects timing differences related to payroll and calendar cutoff dates.	12,039	(\$0.1)	Reflects timing differences related to payroll and calendar cutoff dates.
	-33.8%	-		31.7%	-4.3%	
Subtotal	(38,728)	(\$2.1)		(72,754)	(\$3.8)	
	-36.5%	-39.0%		-11.1%	-11.7%	
REIMBURSABLE OVERTIME						
	4,754	\$0.1		(22,228)	(\$0.6)	Reflects track availability constraints for turnout replacement/upgrades in GCT and on the main lines in New York, and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.
	17.0%	5.3%		-11.6%	-6.0%	
TOTAL OVERTIME	(33,975)	(\$2.0)		(94,981)	(\$4.4)	

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

⁴ 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.

⁵ Certain prior month cause category line items have been reclassified to conform to the current cause reporting classification.

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
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	July 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$55.545	\$58.261	\$2.716	4.9	\$362.594	\$364.156	\$1.562	0.4
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	4.781	3.486	(1.295)	(27.1)	49.346	49.383	0.037	0.1
Capital & Other Reimbursements:								
MTA	9.008	7.192	(1.816)	(20.2)	45.774	43.696	(2.078)	(4.5)
CDOT	4.714	4.032	(0.682)	(14.5)	30.743	28.328	(2.415)	(7.9)
Other	1.375	0.757	(0.618)	(44.9)	14.272	14.513	0.241	1.7
Total Capital and Other Reimbursements	15.097	11.981	(3.116)	(20.6)	90.789	86.537	(4.252)	(4.7)
Total Receipts	\$75.423	\$73.728	(\$1.695)	(2.2)	\$502.729	\$500.076	(\$2.653)	(0.5)
Expenditures								
Labor:								
Payroll	\$36.374	\$34.472	\$1.902	5.2	\$260.694	\$254.826	\$5.868	2.3
Overtime	5.647	7.211	(1.564)	(27.7)	42.909	45.852	(2.943)	(6.9)
Health and Welfare	12.838	13.814	(0.976)	(7.6)	60.192	60.403	(0.211)	(0.4)
OPEB Current Payment	1.703	2.055	(0.352)	(20.7)	11.450	11.289	0.161	1.4
Pensions	7.034	7.000	0.034	0.5	32.428	32.270	0.158	0.5
Other Fringe Benefits	9.133	8.469	0.664	7.3	64.185	62.808	1.377	2.1
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	\$72.729	\$73.021	(\$0.292)	(0.4)	\$471.858	\$467.448	\$4.410	0.9
Non-Labor:								
Electric Power	\$7.189	\$5.706	\$1.483	20.6	\$44.256	\$39.873	\$4.383	9.9
Fuel	1.802	1.609	0.193	10.7	14.331	13.982	0.349	2.4
Insurance	1.129	3.688	(2.559)	-	9.248	8.552	0.696	7.5
Claims	0.047	0.062	(0.015)	(31.9)	0.443	0.559	(0.116)	(26.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.666	12.885	(3.219)	(33.3)	59.580	53.302	6.278	10.5
Professional Service Contracts	3.291	2.421	0.870	26.4	19.461	14.254	5.207	26.8
Materials & Supplies	9.154	10.234	(1.080)	(11.8)	50.153	52.974	(2.821)	(5.6)
Other Business Expenditures	4.040	7.349	(3.309)	(81.9)	28.821	32.998	(4.177)	(14.5)
Total Non-Labor	\$36.318	\$43.954	(\$7.636)	(21.0)	\$226.293	\$216.494	\$9.799	4.3
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$109.047	\$116.975	(\$7.928)	(7.3)	\$698.151	\$683.942	\$14.209	2.0
Net Cash Deficit (excludes Opening Cash Balance)	(\$33.624)	(\$43.247)	(\$9.623)	(28.6)	(\$195.422)	(\$183.866)	\$11.556	5.9
Subsidies								
MTA	25.562	37.315	11.753	46.0	147.524	143.244	(4.280)	(2.9)
CDOT	8.062	11.381	3.319	41.2	47.038	46.535	(0.503)	(1.1)
Total Subsidies	\$33.624	\$48.696	\$15.072	44.8	\$194.562	\$189.779	(\$4.783)	(2.5)
Cash Timing and Availability Adjustment	\$0.000	(\$9.050)	(\$9.050)	-	\$0.777	(\$5.996)	(\$6.773)	*

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	July, 2013			Year-To-Date as of July 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FAREBOX RECEIPTS	2.716	4.9%	Primarily due to a timing difference in receipts.			
OTHER REVENUE	(1.295)	(27.1%)	Timing difference for net GCT retail revenue (lower expenses), partially offset by higher commuter parking and miscellaneous receipts in the month.			
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.816)	(20.2%)	Timing difference in receipts, and lower project activity.			
CDOT	(0.682)	(14.5%)	Timing difference in receipts, partially offset by higher activity.	(2.415)	(7.9%)	Primarily due to receipt timing difference.
OTHER	(0.618)	(44.9%)	Lower project activity, as well as receipt timing differences.			
PAYROLL	1.902	5.2%	Primarily due to timing difference in payments, as well as lower capital project activity.			
OVERTIME	(1.564)	(27.7%)	Higher overtime requirements resulting from Hudson Line derailment clean-up and repairs as well as Maintenance of Way Infrastructure Improvement program.	(2.943)	(6.9%)	Higher overtime requirements resulting from Hudson Line derailment clean-up and repairs as well as Maintenance of Way Infrastructure Improvement program.
HEALTH & WELFARE	(0.976)	(7.6%)	Higher NYSHIP/Empire Plan payments in the month (Timing).			
OPEB CURRENT PAYMENT	(0.352)	(20.7%)	Higher payment in the month			
OTHER FRINGE BENEFITS	0.664	7.3%	Lower payments for employee injury claims, and railroad retirement taxes.			
ELECTRIC POWER	1.483	20.6%	Primarily due to lower rates on the Harlem/Hudson, and lower usage on the New Haven line, payment timing differences and lower non-traction power costs, partially offset by higher usage on the Harlem/Hudson line.	4.383	9.9%	Lower rates on both Harlem/Hudson and New Haven lines, and payment timing differences, as well as lower non-traction power payments, partially offset by higher traction power usage.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	July, 2013			Year-To-Date as of July 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	0.193	10.7%	Nothing material to report.			
INSURANCE	(2.559)	*	Payment timing difference for force account and automobile premiums.	0.696	7.5%	Payment timing for all agency property and terrorism, partially offset by higher force account and automobile premiums.
CLAIMS	(0.015)	(31.9%)	Nothing material to report.	(0.116)	(26.2%)	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS	(3.219)	(33.3%)	Timing in payments for NHL police costs for 2012 true-up, GCT escalator maintenance, facility maintenance, real estate & other taxes, ferry service, and other various operating contract services.	6.278	10.5%	Timing in payments for NHL police costs, revenue vehicle maintenance, and other various operating contract services, partially offset by higher occupancy payments.
PROFESSIONAL SERVICE CONTRACTS	0.870	26.4%	Timing difference for capital project expenditures (EofH Overhead Bridge Program, NHL Fleet Replacement-M8 Specifications), I.T. service fees, and other professional services, partially offset by higher payments in the month for advertising/marketing, and medical services.	5.207	26.8%	Timing difference for NHL BSC services, I.T. hardware, outside training, audit services, legal fees, and other professional services, as well as lower capital project expenditures (EofH Overhead Bridge Program, NHL Fleet Replacement-M8 Specifications).
MATERIALS & SUPPLIES	(1.080)	(11.8%)	Payment timing difference for both operating and capital project material.	(2.821)	(5.6%)	Payment timing difference for both operating and capital project material.
OTHER BUSINESS EXPENSES	(3.309)	(81.9%)	Primarily due to a payment timing difference for NJT subsidy (Two payments made in the month).	(4.177)	(14.5%)	Primarily due to a payment timing difference for NJT subsidy, as well as other purchases ahead of forecast.
MTA SUBSIDY RECEIPTS	11.753	46.0%	Higher subsidy draw due a higher net cash deficit in the month and the change in available bank balance, partially offset by higher CDOT subsidy payments -Timing).	(4.280)	(2.9%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by the change in available bank balance and lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	3.319	41.2%	Primarily due to payment timing differences (received July and August).	(0.503)	(1.1%)	
TOTAL SUBSIDY RECEIPTS	15.072	44.8%		(4.783)	(2.5%)	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2013				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.530	\$3.646	\$3.116	*	\$4.610	\$6.509	\$1.899	41.2
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.789	(0.944)	(1.733)	*	8.962	9.060	0.098	1.1
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(0.923)	0.765	1.688	*	(11.027)	(3.631)	7.396	67.1
CDOT	0.382	(1.516)	(1.898)	*	(1.306)	(6.661)	(5.355)	*
Other	(0.144)	(0.567)	(0.423)	*	6.394	8.742	2.347	36.7
Total Capital and Other Reimbursements	(0.684)	(1.317)	(0.633)	(92.5)	(5.938)	(1.550)	4.388	73.9
Total Revenue/Receipts	\$0.635	\$1.385	\$0.750	*	\$7.634	\$14.018	\$6.384	83.6
Expenditures								
Labor:								
Payroll	\$4.006	\$6.335	\$2.329	58.1	(\$0.228)	\$4.343	\$4.571	*
Overtime	1.188	1.653	0.465	39.1	(0.785)	0.656	1.442	*
Health and Welfare	(3.498)	(3.739)	(0.241)	(6.9)	1.015	2.362	1.347	*
OPEB Current Payment	0.000	(0.359)	0.000		0.000	0.213	0.213	-
Pensions	0.408	0.622	0.214	52.5	14.708	15.603	0.895	6.1
Other Fringe Benefits	0.208	0.707	0.499	*	(3.773)	(3.341)	0.433	11.5
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.176)	(0.068)	0.107	61.1	(0.712)	(0.526)	0.185	26.0
Total Labor	\$2.137	\$5.152	\$3.015	*	\$10.225	\$19.310	\$9.085	88.8
Non-Labor:								
Electric Power	(\$0.239)	\$0.654	\$0.893	*	\$3.417	\$5.102	\$1.685	49.3
Fuel	0.300	0.738	0.438	*	1.684	3.100	1.416	84.1
Insurance	0.406	(2.191)	(2.598)	*	0.253	0.879	0.626	*
Claims	(0.001)	(0.049)	(0.048)	*	(0.229)	(0.486)	(0.258)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.122	(4.634)	(4.757)	*	(1.113)	2.731	3.844	*
Professional Service Contracts	0.115	(0.384)	(0.498)	*	(0.292)	(2.276)	(1.984)	*
Materials & Supplies	(2.380)	(4.773)	(2.393)	*	(4.406)	(12.951)	(8.545)	*
Other Business Expenses	(2.060)	(5.409)	(3.349)	*	(10.394)	(15.206)	(4.812)	(46.3)
Total Non-Labor	(\$3.736)	(\$16.048)	(\$12.313)	*	(\$11.080)	(\$19.109)	(\$8.028)	(72.5)
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.								
	(\$1.598)	(\$10.896)	(\$9.298)	*	(\$0.855)	\$0.202	\$1.057	*
Depreciation	20.182	19.048	(1.134)	(5.6)	136.230	131.027	(5.204)	(3.8)
OPEB Obligation	4.776	4.776	0.000	0.0	38.191	38.191	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	1.587	0.517	(1.070)	67.4
Total Expenditures Adjustments	\$23.360	\$12.928	(\$10.432)	(44.7)	\$175.154	\$169.937	(\$5.217)	(3.0)
Total Cash Conversion Adjustments	\$23.995	\$14.312	(\$9.682)	(40.4)	\$182.788	\$183.955	\$1.167	0.6

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of July		Variance		Year-to-Date July		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.474	\$16.642	\$0.168	1.0	\$107.683	\$107.919	\$0.236	0.2
Hudson Line	\$12.268	\$11.373	(\$0.896)	-7.3	\$78.334	\$77.590	(\$0.744)	-0.9
New Haven Line	\$26.235	\$26.560	\$0.326	1.2	\$171.695	\$171.865	\$0.170	0.1
Total Farebox Revenue	\$54.977	\$54.576 ⁽¹⁾	(\$0.401)	-0.7	\$357.712	\$357.374 ⁽¹⁾	(\$0.338)	-0.1
<u>Ridership</u>								
Harlem Line	2.321	2.330	0.009	0.4	15.584	15.613	0.029	0.2
Hudson Line	1.432	1.344	(0.088)	-6.1	9.243	9.185	(0.058)	-0.6
New Haven Line	3.465	3.482	0.017	0.5	22.606	22.623	0.017	0.1
Total Ridership East of Hudson	7.218	7.157	(0.061)	-0.8	47.433	47.421	(0.011)	0.0
West of Hudson	0.138	0.144	0.005	3.9	0.895	0.913	0.018	2.0
Total Ridership	7.356	7.300	(0.056)	-0.8	48.328	48.335	0.007	0.0

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.039 million for the month and \$0.273 million year-to-date.

East of Hudson:

Year-to-date ridership of 47.4 million was virtually on target to the Mid-Year Forecast and 0.5% lower than 2012. For the month, ridership of 7.2 million was 0.8% lower than the Mid-Year Forecast and 1.1% lower than July 2012. All lines but the Hudson registered an increase in the month due to the service disruption as a result of the CSX freight train derailment. The estimated ridership loss due to the incident was 90,000.

Commutation ridership was 0.5% higher year-to-date and 1.4% higher for the month vs. the Mid-Year Forecast. Compared to July 2012 year-to-date, commutation ridership was 0.3% higher. Non-commutation ridership was 0.7% below the Mid-Year Forecast year-to-date and 1.7% lower than 2012. For the month, non-commutation ridership was 3.7% lower than the Mid-Year Forecast and 3.9% lower than 2012.

West of Hudson:

West of Hudson ridership was 3.9% higher for the month and 2.0% higher year-to-date vs. 2013 Mid-Year Forecast reflecting both higher commutation and non-commutation ridership.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2013

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	8	7	1
Safety	21	19	2
COS/Corporate & Public Affairs	16	15	1
Legal	18	16	2
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	32	31	1
Training	45	45	0
Employee Relations & Diversity	5	5	1
VP Planning	2	1	1
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	13	13	0
Business Development, Facilities & Mktg (1)	21	21	-
Long Range Planning	7	7	-
VP Finance & Information Systems	1	1	0
Controller	77	75	3
Information Technology & Project Mgmt	81	78	3
Budget	17	18	(1)
Customer Service (2) (3)	41	44	(3)
Procurement & Material Mgmt (4)	30	30	1
Total Administration	481	470	12
Operations			
Operations Administration	49	46	2
Operations Services	1,777	1,712	64
Customer Service (2) (3)	232	223	9
Business Development, Facilities & Mktg (1)	38	35	3
Metro-North West	32	37	(5)
Total Operations	2,127	2,054	73
Maintenance			
GCT	352	345	7
Maintenance of Equipment	1,289	1,233	56
Maintenance of Way	1,680	1,657	23
Procurement & Material Mgmt (4)	130	125	5
Total Maintenance	3,451	3,360	91
Engineering/Capital			
Construction Management	37	36	1
Engineering & Design	60	55	6
Total Engineering/Capital	97	91	7
Total Positions	6,156	5,974	182
Non-Reimbursable	5,641	5,572	68
Reimbursable	516	402	114
Total Full-Time	6,155	5,973	182
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	165	159	6
Professional, Technical, Clerical	316	311	6
Operational Hourlies	-	-	-
Total Administration	481	470	12
Operations (1)			
Managers/Supervisors	143	132	12
Professional, Technical, Clerical	229	222	7
Operational Hourlies	1,756	1,701	55
Total Operations	2,127	2,054	73
Maintenance (1)			
Managers/Supervisors	494	480	14
Professional, Technical, Clerical	493	479	14
Operational Hourlies	2,464	2,401	63
Total Maintenance	3,451	3,360	91
Engineering/Capital			
Managers/Supervisors	40	35	5
Professional, Technical, Clerical	57	56	1
Operational Hourlies	-	-	-
Total Engineering/Capital	97	91	7
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	842	805	37
Professional, Technical, Clerical	1,095	1,067	28
Operational Hourlies	4,220	4,102	118
Total Positions	6,156	5,974	182

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 MID-YEAR FORECAST VS. ACTUALS**

July 31, 2013

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,127	2,054	73	Reflects vacancies in operation services staffing.
Maintenance (1)	3,451	3,360	91	Reflects vacancies in Maintenance of Way and Maintenance of Equipment positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces).
Administration (1)	481	470	12	Reflects timing differences in hiring IT personnel.
Engineering / Capital	97	91	7	
Total Agency-wide Headcount	6,156	5,974	182	
Non-Reimbursable	5,641	5,572	68	Reflects greater than anticipated attrition.
Reimbursable	516	402	114	

Notes

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JULY 2013

	MONTH			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	58.9%	58.7%	68.2%	0.2%	-9.3%
Adjusted ⁽²⁾	65.9%	65.3%	75.9%	0.6%	-10.0%
Cost per Passenger					
Standard ⁽¹⁾	\$13.12	\$13.13	\$10.81	\$0.01	(\$2.31)
Adjusted ⁽²⁾	\$12.94	\$12.93	\$10.62	(\$0.01)	(\$2.32)
Passenger Revenue/Passenger ⁽³⁾	\$7.72	\$7.70	\$7.37	\$0.02	\$0.35
	YEAR-TO-DATE			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	61.3%	60.3%	63.2%	1.0%	-1.9%
Adjusted ^{(2) (4)}	70.2%	69.1%	70.4%	1.1%	-0.2%
Cost per Passenger					
Standard ⁽¹⁾	\$12.44	\$12.66	\$11.44	\$0.22	(\$1.00)
Adjusted ⁽²⁾	\$12.25	\$12.45	\$11.26	\$0.20	(\$0.99)
Passenger Revenue/Passenger ⁽³⁾	\$7.63	\$7.63	\$7.23	\$0.00	\$0.40

(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.

(4) Actuals for the Adjusted Performance Indicator calculation include \$11.3 million in Hurricane Sandy revenue recoveries from the FTA. Excluding this adjustment the adjusted FOR would be 68.3% year-to-date.

* Includes East and West of Hudson revenues and expenses.



FINANCIAL STATEMENTS
MONTH ENDED: JUNE 30, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

June YTD financial results were favorable with a net operating deficit that was \$10.3 million or 3.2% lower than the Mid-Year Forecast that includes the initial stages of Metro-North's infrastructure improvement program to address areas of poor drainage that have caused premature deterioration of concrete ties and other track elements. This program will be in full production in July.

Through June, total Operating Revenue was \$0.4 million lower than the Mid-Year Forecast due to timing differences in advertising revenue. Operating expenses were \$10.8 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies partially offset by higher overtime costs related to the Infrastructure Improvement Program noted above. Capital program expenditures (and reimbursements) were \$6.2 million lower than Forecast also due to revised timing of several projects (New Haven Line Grade Crossing Project, Cable Replacement Project and Track Program work).

Ridership

Total ridership was 7.1 for June and 41 million YTD which was on target to the Mid-Year Forecast.

East of Hudson

- June ridership of 7.0 million was 0.7% above the Mid-Year Forecast and 0.2% higher than 2012.
- YTD ridership of 40.3 million was 0.1% above the Mid-Year Forecast and 0.4% lower than 2012.
- Commutation ridership was higher than the Mid-Year Forecast by 0.3% and 0.9%, respectively, YTD and for the month. Compared to 2012, YTD commutation was 0.2% higher.
- Non-commutation ridership for June was 0.4% higher than the Mid-Year Forecast but 0.2% lower than 2012.

West of Hudson

- June ridership was higher than the Mid-Year Forecast (1.7% YTD and 5.6% for the month) reflecting higher commutation and non-commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$413.7 million through June was \$6.6 million, or 1.6% lower than the Mid-Year Forecast.

- Farebox Revenue of \$303 million was on target to the Mid-Year Forecast.
- Other Operating Revenue of \$35.9 million was \$0.5 million lower than Mid-Year Forecast primarily due to timing differences in advertising revenue.
- Capital and Other Reimbursements of \$74.8 million was \$6.2 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$724 million through June were \$16.9 million (2.3%) lower than the Mid-Year Forecast:

- \$13.2 million was attributable to lower non-labor costs. These were primarily driven by timing of contract service expenditures, lower electric power costs and timing of capital projects.
- Total Labor costs (operating and capital) were \$1.4 million (0.3%) above the Mid-Year Forecast due to higher overtime requirements related to the acceleration of the Maintenance of Way Infrastructure Improvement Program and capital project activity as well as accounting adjustments for retiree vacation and sick payouts, partly offset by vacancies.

YTD Financial Performance Measures

- Adjusted Farebox Operating Ratio of 71% through June was 1.2 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.12 for the period was \$0.24 lower than the Forecast due also due to the overall lower expenses.
- Revenue per Passenger of \$7.61 for the period was on target to the Forecast.

**MTA METRO-NORTH RAILROAD
JUNE 2013 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$6.6 million (1.6%) lower than the Mid-Year Forecast through June:

- **Farebox Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$0.1 million and \$0.5 million, respectively.
- **Other Operating Revenue** – year-to-date was lower than the Mid-Year Forecast by \$0.5 million mainly due to seasonal timing differences in advertising revenue and \$0.3 million higher than the Mid-Year Forecast for the month due to higher net GCT revenues.
- **Capital and Other Reimbursements** – YTD versus the Mid-Year Forecast was \$6.2 million lower, and for the month \$2.4 million lower due to changes in the timing of several projects (New Haven Line Grade Crossing Project, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$724 million were \$16.9 million (2.3%) lower than the Mid-Year Forecast. For the month, expenses were 12.9 million (10.5%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$408.6 million YTD. This was \$1.4 million (0.3%) above the Mid-Year Forecast due to higher overtime requirements related to the Maintenance of Way Infrastructure Improvement Program and capital project activity, as well as accounting adjustments for retiree vacation and sick payouts. These were partly offset by vacancies. For the month, labor expenses were \$2.9 million lower than the Mid-Year Forecast due to vacancies.

Non-Labor Expenses

YTD non-labor expenses were \$169.5 million, \$13.2 million lower than the Mid-Year Forecast and \$4.4 million lower for the month:

- **Electric Power** – \$2.1 million lower year-to-date due to lower rates. For the month, expenses were \$0.7 million lower than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$0.9 million lower than the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs and utilities payments), partially offset by timing of reimbursable projects. For the month, these costs were \$0.2 million higher than the Mid-Year Forecast.
- **Professional Services** – \$5.8 million below the Mid-Year Forecast primarily due to the timing of expenses for IT related work, legal expense, advertising, bridge inspections and reimbursable projects. For the month, expenses were \$2.8 million lower than the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$4.4 million below the Mid-Year Forecast due to timing differences in the following reimbursable capital projects: Cyclical Track Program, West Haven Station Project, New Haven Line Grade Crossing Improvements, and Fiber Cable Replacement. For the month, expenses were \$0.4 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – YTD and the month, respectively, were \$0.6 million and \$0.7 million higher than the Mid-Year Forecast due to lower NJT subsidy payments due to improved revenue.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$145.9 million year-to-date (\$20.6 million for the month), which was \$5.1 million lower than the Mid-Year Forecast primarily due to the timing of recording completed capital projects and fewer projects requiring environmental remediation.

CASH DEFICIT

The Cash Deficit through June was \$140.6 million, which is \$21.2 million favorable to the Mid-Year Forecast. This is essentially due to \$22.1 million in lower actual cash disbursements (a function of the overall lower expenses) partly offset by \$1.0 million in lower operating revenue and capital project reimbursements.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
June 2013
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$54.527	\$54.988	\$0.461	0.8	\$0.000	\$0.000	\$0.000	-	\$54.527	\$54.988	\$0.461	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.936	4.270	0.334	8.5	0.000	0.000	0.000	-	3.936	4.270	0.334	8.5
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	8.984	6.168	(2.816)	(31.3)	8.984	6.168	(2.816)	(31.3)
CDOT	0.000	0.000	0.000	-	5.515	6.500	0.986	17.9	5.515	6.500	0.986	17.9
Other	0.000	0.000	0.000	-	1.474	0.886	(0.588)	(39.9)	1.474	0.886	(0.588)	(39.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.972	13.554	(2.418)	(15.1)	15.972	13.554	(2.418)	(15.1)
Total Revenue/Receipts	\$58.462	\$59.258	\$0.796	1.4	\$15.972	\$13.554	(\$2.418)	(15.1)	\$74.434	\$72.812	(\$1.622)	(2.2)
Expenses												
<i>Labor:</i>												
Payroll	\$31.348	\$29.948	\$1.400	4.5	\$3.833	\$3.153	\$0.681	17.8	\$35.182	\$33.100	\$2.081	5.9
Overtime	4.383	4.709	(0.326)	(7.4)	1.636	1.653	(0.016)	(1.0)	6.019	6.362	(0.342)	(5.7)
Health and Welfare	4.950	4.670	0.280	5.7	1.333	1.109	0.224	16.8	6.283	5.778	0.505	8.0
OPEB Current Payment	1.550	1.608	(0.058)	(3.8)	0.000	0.000	0.000	-	1.550	1.608	(0.058)	(3.8)
Pensions	5.738	5.673	0.065	1.1	0.819	0.689	0.130	15.8	6.557	6.362	0.194	3.0
Other Fringe Benefits	7.379	6.907	0.472	6.4	0.933	0.808	0.125	13.4	8.311	7.715	0.597	7.2
Reimbursable Overhead	(4.352)	(3.256)	(1.096)	(25.2)	4.189	3.140	1.049	25.0	(0.163)	(0.116)	(0.047)	(28.9)
Total Labor	\$50.996	\$50.258	\$0.737	1.4	\$12.743	\$10.551	\$2.192	17.2	\$63.739	\$60.810	\$2.929	4.6
<i>Non-Labor:</i>												
Electric Power	\$6.735	\$6.038	\$0.698	10.4	\$0.000	\$0.005	(\$0.005)	-	\$6.735	\$6.043	\$0.692	10.3
Fuel	2.196	2.141	0.056	2.5	0.000	0.000	(0.000)	-	2.196	2.141	0.056	2.5
Insurance	1.277	1.258	0.019	1.5	0.339	0.326	0.013	3.7	1.616	1.584	0.032	2.0
Claims	0.041	0.036	0.006	13.5	0.000	0.000	0.000	-	0.041	0.036	0.006	13.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.171	8.330	0.841	9.2	0.693	1.770	(1.077)	*	9.864	10.100	(0.236)	(2.4)
Professional Service Contracts	3.445	1.458	1.988	57.7	0.840	0.074	0.767	91.2	4.286	1.531	2.755	64.3
Materials & Supplies	4.965	5.115	(0.150)	(3.0)	1.304	0.764	0.540	41.4	6.269	5.879	0.390	6.2
Other Business Expenses	2.116	1.449	0.666	31.5	0.053	0.064	(0.011)	(20.8)	2.169	1.513	0.655	30.2
Total Non-Labor	\$29.948	\$25.824	\$4.124	13.8	\$3.229	\$3.003	\$0.226	7.0	\$33.177	\$28.828	\$4.350	13.1
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$80.944	\$76.083	\$4.861	6.0	\$15.972	\$13.554	\$2.418	15.1	\$96.916	\$89.637	\$7.279	7.5
Depreciation	20.182	18.728	1.455	7.2	0.000	0.000	0.000	-	20.182	18.728	1.455	7.2
OPEB Obligation	4.776	1.718	3.057	64.0	0.000	0.000	0.000	-	4.776	1.718	3.057	64.0
Environmental Remediation	1.184	0.114	1.070	90.4	0.000	0.000	0.000	-	1.184	0.114	1.070	90.4
Total Expenses	\$107.086	\$96.643	\$10.443	9.8	\$15.972	\$13.554	\$2.418	15.1	\$123.058	\$110.197	\$12.861	10.5
Net Surplus/(Deficit)	(\$48.623)	(\$37.385)	\$11.239	23.1	\$0.000	(\$0.000)	(\$0.000)	-	(\$48.623)	(\$37.385)	\$11.238	23.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	18.728	(1.455)	(7.2)	0.000	0.000	0.000	-	20.182	18.728	(1.455)	(7.2)
Operating/Capital	(2.907)	(2.631)	0.276	9.5	0.000	0.000	0.000	-	(2.907)	(2.631)	0.276	9.5
Other Cash Adjustments	(7.345)	(1.363)	5.982	81.4	0.000	0.000	0.000	-	(7.345)	(1.363)	5.982	81.4
Total Cash Conversion Adjustments	\$9.930	\$14.734	\$4.804	48.4	\$0.000	\$0.000	\$0.000	-	\$9.930	\$14.734	\$4.804	48.4
Net Cash Surplus/(Deficit)	(\$38.693)	(\$22.651)	\$16.042	41.5	\$0.000	(\$0.000)	(\$0.000)	-	(\$38.693)	(\$22.651)	\$16.042	41.5

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$302.969	\$303.032	\$0.063	0.0	\$0.000	\$0.000	\$0.000	-	\$302.969	\$303.032	\$0.063	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	36.392	35.894	(0.498)	(1.4)	0.000	0.000	0.000	-	36.392	35.894	(0.498)	(1.4)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	46.870	40.900	(5.970)	(12.7)	46.870	40.900	(5.970)	(12.7)
CDOT	0.000	0.000	0.000	-	27.717	29.441	1.724	6.2	27.717	29.441	1.724	6.2
Other	0.000	0.000	0.000	-	6.359	4.448	(1.911)	(30.1)	6.359	4.448	(1.911)	(30.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	80.946	74.789	(6.157)	(7.6)	80.946	74.789	(6.157)	(7.6)
Total Revenue/Receipts	\$339.361	\$338.926	(\$0.435)	(0.1)	\$80.946	\$74.789	(\$6.157)	(7.6)	\$420.307	\$413.715	(\$6.592)	(1.6)
Expenses												
<i>Labor:</i>												
Payroll	\$200.731	\$199.517	\$1.214	0.6	\$19.355	\$18.844	\$0.511	2.6	\$220.086	\$218.362	\$1.724	0.8
Overtime	27.184	28.887	(1.703)	(6.3)	8.104	8.757	(0.653)	(8.1)	35.288	37.644	(2.356)	(6.7)
Health and Welfare	45.444	46.380	(0.936)	(2.1)	6.423	6.310	0.113	1.8	51.866	52.690	(0.823)	(1.6)
OPEB Current Payment	9.747	9.806	(0.059)	(0.6)	0.000	0.000	0.000	-	9.747	9.806	(0.059)	(0.6)
Pensions	35.933	36.673	(0.740)	(2.1)	3.761	3.577	0.184	4.9	39.694	40.251	(0.556)	(1.4)
Other Fringe Benefits	46.123	45.233	0.890	1.9	4.948	5.058	(0.110)	(2.2)	51.071	50.291	0.780	1.5
Reimbursable Overhead	(19.957)	(18.098)	(1.858)	(9.3)	19.421	17.640	1.780	9.2	(0.536)	(0.458)	(0.078)	(14.5)
Total Labor	\$345.206	\$348.399	(\$3.193)	(0.9)	\$62.011	\$60.187	\$1.825	2.9	\$407.217	\$408.585	(\$1.368)	(0.3)
<i>Non-Labor:</i>												
Electric Power	\$40.723	\$38.589	\$2.134	5.2	\$0.000	\$0.027	(\$0.027)	-	\$40.723	\$38.615	\$2.107	5.2
Fuel	13.913	14.734	(0.821)	(5.9)	0.000	0.001	(0.001)	-	13.913	14.735	(0.822)	(5.9)
Insurance	6.383	6.330	0.054	0.8	1.582	1.605	(0.023)	(1.4)	7.965	7.934	0.031	0.4
Claims	0.168	0.059	0.109	64.7	0.000	0.000	0.000	-	0.168	0.059	0.109	64.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	44.030	41.565	2.466	5.6	4.648	6.217	(1.569)	(33.8)	48.678	47.782	0.896	1.8
Professional Service Contracts	12.003	7.948	4.055	33.8	3.761	1.993	1.768	47.0	15.764	9.941	5.823	36.9
Materials & Supplies	30.473	30.292	0.182	0.6	8.500	4.270	4.230	49.8	38.973	34.562	4.411	11.3
Other Business Expenses	16.002	15.362	0.640	4.0	0.445	0.490	(0.045)	(10.2)	16.447	15.851	0.595	3.6
Total Non-Labor	\$163.696	\$154.878	\$8.818	5.4	\$18.935	\$14.602	\$4.332	22.9	\$182.630	\$169.480	\$13.150	7.2
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adj.	\$508.902	\$503.276	\$5.625	1.1	\$80.946	\$74.789	\$6.157	7.6	\$589.847	\$578.065	\$11.782	2.0
Depreciation	116.048	111.979	4.069	3.5	0.000	0.000	0.000	-	116.048	111.979	4.069	3.5
OPEB Obligation	33.415	33.415	0.000	0.0	0.000	0.000	0.000	-	33.415	33.415	0.000	0.0
Environmental Remediation	1.587	0.517	1.070	67.4	0.000	0.000	0.000	-	1.587	0.517	1.070	67.4
Total Expenses	\$659.952	\$649.188	\$10.764	1.6	\$80.946	\$74.789	\$6.157	7.6	\$740.898	\$723.977	\$16.921	2.3
Net Surplus/(Deficit)	(\$320.591)	(\$310.262)	\$10.329	3.2	\$0.000	\$0.000	(\$0.000)	-	(\$320.591)	(\$310.262)	\$10.329	3.2
<i>Cash Conversion Adjustments:</i>												
Depreciation	116.048	111.979	(4.069)	(3.5)	0.000	0.000	0.000	-	116.048	111.979	(4.069)	(3.5)
Operating/Capital	(8.563)	(7.375)	1.188	13.9	0.000	0.000	0.000	-	(8.563)	(7.375)	1.188	13.9
Other Cash Adjustments	51.308	65.039	13.731	26.8	0.000	0.000	0.000	-	51.308	65.039	13.731	26.8
Total Cash Conversion Adjustments	\$158.793	\$169.643	\$10.850	6.8	\$0.000	\$0.000	\$0.000	-	\$158.793	\$169.643	\$10.850	6.8
Net Cash Surplus/(Deficit)	(\$161.798)	(\$140.619)	\$21.179	13.1	\$0.000	\$0.000	(\$0.000)	-	(\$161.798)	(\$140.619)	\$21.179	13.1

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
JUNE 2013
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.334	8.5%	Primarily reflects higher GCT net revenue due to the timing of expenses.	(\$0.498)	(1.4%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.418)	(15.1%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$6.157)	(7.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.681	17.8%	Reflects lower than projected activity on the C29, Cyclical Track Program, Cyclical Replace Insulated Joints and delays on Replace/Repair Undergrade Bridge Programs, Replace Timbers/Undergrade Bridge and the WOH Replace/Renew Undergrade.	\$0.511	2.6%	
OVERTIME	Non-Reimb	(\$0.326)	(7.4%)	Reflects the acceleration of the Maintenance of Way Infrastructure Improvement Program, due to areas of poor drainage along the right-of-way.	(\$1.703)	(6.3%)	Due to increased overtime requirements for the acceleration of the Maintenance of Way Infrastructure Improvement Program, NHL derailment and service investments
	Reimb	(\$0.016)	(1.0%)		(\$0.653)	(8.1%)	Reflects higher than projected activity on the Mainline High Speed Turnouts, Danbury Branch Signal System, 2012 Cyclical Track Program, and the CDOT Bridge and Catenary C1B Program.
HEALTH AND WELFARE	Non-Reimb	\$0.280	5.7%	Reflects accounting adjustments for year-to-date retirement payouts.	(\$0.936)	(2.1%)	
	Reimb	\$0.224	16.8%	Reflects lower project activity.	\$0.113	1.8%	
PENSIONS	Reimb	\$0.130	15.8%	Reflects lower project activity.	\$0.184	4.9%	
OTHER FRINGE BENEFITS	Non-Reimb	\$0.472	6.4%	Reflects accounting adjustments for year-to-date retirement payouts.	\$0.890	1.9%	
	Reimb	\$0.125	13.4%	Reflects rate differentials and project adjustments	(\$0.110)	(2.2%)	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
JUNE 2013
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.096)	(25.2%)	Reflects lower capital project activity for the following projects: Cyclical Track Program, Overhead Bridge Program, and NHL Branch Line Grade Crossing Improvement.	(\$1.858)	(9.3%)	Reflects lower capital project activity for the following projects: Cyclical Track Program, Overhead Bridge Program, Cable Replacement Project and NHL Branch Line Grade Crossing Improvement.
	Reimb	\$1.049	-25.0%	Reflects lower project activity.	\$1.780	9.2%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$0.698	10.4%	Primarily due to lower rates.	\$2.134	5.2%	Primarily due to lower rates.
FUEL	Non-Reimb	\$0.056	2.5%		(\$0.821)	(5.9%)	Due to higher heating oil prices and colder than anticipated winter.
CLAIMS	Non-Reimb	\$0.006	13.5%	Primarily due to the timing of claims expense.	\$0.109	64.7%	Primarily due to the timing of claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.841	9.2%	Reflects timing of expenses for maintenance contracts, ferry services, and GCT utilities.	\$2.466	5.6%	Reflects timing of expenses for maintenance contracts and GCT utilities.
	Reimb	(\$1.077)	*	Reflects higher activity on the NHL - C & S System Replacement Study, Replace Timbers Undergrade Bridge and the Cos Cob West Substation.	(\$1.569)	(33.8%)	Reflects higher activity on the Design Guard Booths @ Stamford and E. Bridgeport, NHL - C & S System Replacement Study and the Replace Timbers Undergrade Bridge Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.988	57.7%	Favorable variance reflects the timing of expenses for IT costs, audit services, legal expenses, bridge inspections, and outside training.	\$4.055	33.8%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, temporary services, medical services, and outside training.
	Reimb	\$0.767	91.2%	Reflects delays on Overhead Bridge Program - EOFH and NHL - Stamford Station Real-Time Info System and lower activity on the NHL - EMU Fleet Replacement - M8 Spec Develop.	\$1.768	47.0%	Reflects delay on the Overhead Bridge Program - EOFH and the Connecting Services - Marketing/Customer Support and lower activity on the NHL - EMU Fleet Replacement - M8 Spec Develop.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
JUNE 2013
(\$ In millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Reimb	\$0.540	41.4%	Reflects delay on the NHL Branch Line Grade Xing Imp, Bronx Stations Capacity and the timing of expenses on the Cyclical Track Program and GCT Fire Life Safety Program.	\$4.230	49.8%	Reflects delay on the Replace Fiber/C&S Cables, Bronx Stations Capacity IMP, NH Branch Line Grade Xing Imp., NHL - Bridge Timbers and Mitre Rail - Walk SAGA, 1060 & 1086 Subs and UI Supply and the timing of expenses on the Cyclical Track Programs and the West Haven Station Project.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.666	31.5%	Reflects lower NJT Subsidy payments due to an accrual adjustment for higher than forecasted YTD revenue.	\$0.640	4.0%	
	Reimb	(\$0.011)	(20.8%)	Reflects insignificant variances on several projects.	(\$0.045)	(10.2%)	Reflects insignificant variances on several projects.
DEPRECIATION	Non-Reimb	\$1.455	7.2%	Timing of capitalization of assets.	\$4.069	3.5%	Timing of capitalization of assets.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$3.057	64.0%	Reflects accounting adjustment for the latest actuarial estimate.	\$0.000	0.0%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$1.070	90.4%	Primarily due to fewer projects requiring remediation.	\$1.070	67.4%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$0.276	9.5%	Reflects lower activity during the period on the GCT Escalators Heavy Repair And Maintenance, Purchase a HI Rail Bucket Truck, C&S Microcomputer Upgrade, and Snowmelter Cabinets projects, partially offset by the Purchase of A Production Switch Tamper.	\$1.188	13.9%	Reflects lower activity during the period on the GCT Escalators Heavy Repair And Maintenance, Purchase A HI Rail Bucket Truck, Repair Boring Machines - Harmon Shop, C&S Microcomputer Upgrade, Replace Railtop Culverts, Ticket Vending Machines Upgrade, and Snowmelter Cabinets projects, partially offset by the Purchase of A Production Switch Tamper.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	36,164	\$2.0	36,619	\$2.1	(455)	(\$0.0)	242,975	\$13.0	253,396	\$13.3	(10,421)	(\$0.3)
					-1.3%	-0.3%					-4.3%	-2.3%
<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>	19,338	\$0.9	25,781	\$1.3	(6,442)	(\$0.4)	94,354	\$4.4	117,722	\$5.7	(23,368)	(\$1.3)
					-33.3%	-40.8%					-24.8%	-29.7%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	10,405	\$0.5	6,286	\$0.3	4,119	\$0.2
					-	-					39.6%	35.4%
<u>Vacancy/Absentee Coverage</u> ²	18,213	\$0.8	18,331	\$0.9	(119)	(\$0.1)	84,858	\$3.7	93,370	\$3.9	(8,512)	(\$0.1)
					-0.7%	-9.0%					-10.0%	-3.8%
<u>Weather Emergencies</u>	9,865	\$0.5	9,539	\$0.5	326	\$0.0	84,384	\$4.1	92,879	\$4.1	(8,495)	(\$0.1)
					3.3%	2.7%					-10.1%	-2.1%
<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	4,727	\$0.2	3,110	\$0.1	1,617	\$0.1	33,129	\$1.5	31,695	\$1.5	1,433	(\$0.0)
					34.2%	52.2%					4.3%	-3.1%
Subtotal	88,307	\$4.4	93,380	\$4.7	(5,074)	(\$0.3)	550,105	\$27.2	595,349	\$28.9	(45,244)	(\$1.7)
					-5.7%	-7.4%					-8.2%	-6.3%
REIMBURSABLE OVERTIME	31,298	\$1.6	33,848	\$1.7	(2,549)	(\$0.0)	163,246	\$8.1	179,349	\$8.8	(16,102)	(\$0.7)
					-8.1%	-1.0%					-9.9%	-8.1%
TOTAL OVERTIME	119,605	\$6.0	127,228	\$6.4	(7,623)	(\$0.3)	713,351	\$35.3	774,698	\$37.6	(61,347)	(\$2.4)
					-6.4%	-5.6%					-8.6%	-6.7%

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
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(455)	(\$0.0)		(10,421)	(\$0.3)	Increased overtime required for service coverage in April due to service investment and for New Haven Line derailment service restoration in May.
	-1.3%	-0.3%		-4.3%	-2.3%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(6,442)	(\$0.4)	Acceleration of M of W Infrastructure Improvement Program, due to areas of poor drainage along right-of-way.	(23,368)	(\$1.3)	Acceleration of M of W Infrastructure Improvement Program, due to areas of poor drainage along right-of-way. M of E overtime reduction efforts were delayed by the New Haven Line derailment cleanup.
	-33.3%	-40.8%		-24.8%	-29.7%	
<u>Unscheduled Maintenance</u>	0	\$0.0		4,119	\$0.2	
	-	-		39.6%	35.4%	
<u>Vacancy/Absentee Coverage</u> ²	(119)	(\$0.1)		(8,512)	(\$0.1)	
	-0.7%	-9.0%		-10.0%	-3.8%	
<u>Weather Emergencies</u>	326	\$0.0		(8,495)	(\$0.1)	
	3.3%	2.7%		-10.1%	-2.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	1,617	\$0.1	Reflects timing differences related to payroll and calendar cutoff dates.	1,433	(\$0.0)	Reflects timing differences related to payroll and calendar cutoff dates.
	34.2%	52.2%		4.3%	-3.1%	
Subtotal	(5,074)	(\$0.3)		(45,244)	(\$1.7)	
	-5.7%	-7.4%		-8.2%	-6.3%	
REIMBURSABLE OVERTIME	(2,549)	(\$0.0)		(16,102)	(\$0.7)	Reflects track availability constraints for turnout replacement/upgrades in GCT and on the main lines in New York, and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.
	-8.1%	-1.0%		-9.9%	-8.1%	
TOTAL OVERTIME	(7,623)	(\$0.3)		(61,347)	(\$2.4)	

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
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
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	June 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$55.096	\$51.725	(\$3.371)	(6.1)	\$307.049	\$305.895	(\$1.154)	(0.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	4.762	5.880	1.118	23.5	44.565	45.797	1.232	2.8
<i>Capital & Other Reimbursements:</i>								
MTA	5.539	7.243	1.704	30.8	36.786	36.504	(0.282)	(0.7)
CDOT	5.378	6.018	0.640	11.9	26.029	24.296	(1.733)	(6.7)
Other	0.869	0.717	(0.152)	(17.5)	12.897	13.856	0.959	7.4
Total Capital and Other Reimbursements	11.786	13.978	2.192	18.6	75.692	74.656	(1.036)	(1.4)
Total Receipts	\$71.644	\$71.583	(\$0.061)	(0.1)	\$427.306	\$426.348	(\$0.958)	(0.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$36.383	\$34.580	\$1.803	5.0	\$224.320	\$220.354	\$3.966	1.8
Overtime	5.604	6.327	(0.723)	(12.9)	37.262	38.641	(1.379)	(3.7)
Health and Welfare	7.118	6.534	0.584	8.2	47.354	46.589	0.765	1.6
OPEB Current Payment	1.550	1.432	0.118	7.6	9.747	9.234	0.513	5.3
Pensions	7.034	6.972	0.062	0.9	25.394	25.270	0.124	0.5
Other Fringe Benefits	9.034	8.505	0.529	5.9	55.052	54.339	0.713	1.3
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	\$66.723	\$64.350	\$2.373	3.6	\$399.129	\$394.427	\$4.702	1.2
<i>Non-Labor:</i>								
Electric Power	\$7.494	\$5.934	\$1.560	20.8	\$37.067	\$34.167	\$2.900	7.8
Fuel	1.897	1.860	0.037	2.0	12.529	12.373	0.156	1.2
Insurance	2.938	0.159	2.779	94.6	8.119	4.864	3.255	40.1
Claims	0.048	0.042	0.006	12.5	0.396	0.497	(0.101)	(25.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.415	5.705	9.710	63.0	49.914	40.417	9.497	19.0
Professional Service Contracts	4.925	1.508	3.417	69.4	16.170	11.833	4.337	26.8
Materials & Supplies	6.708	7.984	(1.276)	(19.1)	40.999	42.740	(1.741)	(4.2)
Other Business Expenditures	4.191	6.692	(2.501)	(59.7)	24.781	25.649	(0.868)	(3.5)
Total Non-Labor	\$43.614	\$29.884	\$13.730	31.5	\$189.975	\$172.540	\$17.435	9.2
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$110.337	\$94.234	\$16.103	14.6	\$589.104	\$566.967	\$22.137	3.8
Net Cash Deficit (excludes Opening Cash Balance)	(\$38.693)	(\$22.651)	\$16.042	41.5	(\$161.798)	(\$140.619)	\$21.179	13.1
Subsidies								
MTA	35.886	19.764	(16.122)	(44.9)	121.962	105.929	(16.033)	(13.1)
CDOT	2.807	4.211	1.404	50.0	38.976	35.154	(3.822)	(9.8)
Total Subsidies	\$38.693	\$23.975	(\$14.718)	(38.0)	\$160.938	\$141.083	(\$19.855)	(12.3)
Cash Timing and Availability Adjustment	\$0.000	\$2.277	\$2.277	-	\$0.777	\$3.054	\$2.277	*

- Results are preliminary and subject to audit review.

- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	June, 2013			Year-To-Date as of June 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FAREBOX RECEIPTS	(3.371)	(6.1%)	Primarily due to a timing difference in receipts.			
OTHER REVENUE	1.118	23.5%	Primarily due to timing difference for GCT LaSalle payments.			
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.704	30.8%	Timing difference in receipts.			
CDOT	0.640	11.9%	Higher activity, partially offset by receipt timing differences.	(1.733)	(6.7%)	Primarily due to receipt timing difference.
OTHER	(0.152)	(17.5%)	Receipt timing difference.	0.959	7.4%	Primarily due to timing difference for advances (GCT Vault).
PAYROLL	1.803	5.0%	Timing in payment for non-agreement buy-back, higher vacancies, as well as lower capital project activity, partially offset by higher retiree payouts.			
OVERTIME	(0.723)	(12.9%)	Higher overtime requirements primarily in Maintenance of Way - Track for areas of poor drainage repair, as well as payment of overtime for May derailment repairs.			
HEALTH & WELFARE	0.584	8.2%	Lower NYSHIP/Empire Plan payments.			
OPEB CURRENT PAYMENT	0.118	7.6%	Lower payment in the month	0.513	5.3%	Lower payments for the period.
OTHER FRINGE BENEFITS	0.529	5.9%	Lower payments for employee injury claims, and railroad retirement taxes.			
ELECTRIC POWER	1.560	20.8%	Primarily due to lower rates on the Harlem/Hudson, and lower usage on the New Haven line, payment timing differences and lower non-traction power costs, partially offset by higher usage on the Harlem Hudson line.	2.900	7.8%	Lower rates on both Harlem/Hudson and New Haven lines, and payment timing differences, as well as lower non-traction power payments, partially offset by higher traction power usage.
INSURANCE	2.779	94.6%	Payment timing for all agency property, terrorism, and force account premiums.	3.255	40.1%	Payment timing for all agency property, terrorism, automobile, and force account premiums.
CLAIMS	0.006	12.5%	Nothing material to report.	(0.101)	(25.5%)	Nothing material to report.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	June, 2013			Year-To-Date as of June 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	9.710	63.0%	Timing in payments for NHL police costs, occupancy expenses, revenue vehicle maintenance, and other various operating contract services, as well as capital project expenses.	9.497	19.0%	Timing in payments for NHL police costs, revenue vehicle maintenance, bus & transfer services, and other various operating contract services, as well as capital project activity.
PROFESSIONAL SERVICE CONTRACTS	3.417	69.4%	Timing difference for NHL BSC services, I.T. service fees, audit fees, advertising/marketing payments, engineering services, other professional services, and capital project expenditures (EotH Overhead Bridge Program, NHL Fleet Replacement-M8 Specifications).	4.337	26.8%	Timing difference for NHL BSC services, I.T. hardware, outside training, legal fees, medical services, and other professional services, as well as lower capital project expenditures (EotH Overhead Bridge Program, NHL Fleet Replacement-M8 Specifications).
MATERIALS & SUPPLIES	(1.278)	(19.1%)	Payment timing difference for both operating and capital project material.			
OTHER BUSINESS EXPENSES	(2.501)	(59.7%)	Primarily due to a payment timing difference for NJT subsidy. (Two payments made in the month).			
MTA SUBSIDY RECEIPTS	(16.122)	(44.9%)	Lower subsidy draw due a lower net cash deficit in the month.	(16.033)	(13.1%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by lower CDOT subsidy payments, and the change in available bank balance.
CDOT SUBSIDY RECEIPTS	1.404	50.0%	Primarily due to payment timing differences for administrative assets.	(3.822)	(9.8%)	Lower payments primarily due a credit for actual to estimate billing for the month of March.
TOTAL SUBSIDY RECEIPTS	(14.718)	(38.0%)		(19.855)	(12.3%)	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2013				Year-to-Date			
	<div><div>Favorable (Unfavorable)</div></div>				<div><div>Favorable (Unfavorable)</div></div>			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.569	(\$3.263)	(\$3.832)	*	\$4.080	\$2.863	(\$1.217)	(29.8)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.826	1.610	0.784	94.8	8.173	9.903	1.730	21.2
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(3.445)	1.075	4.520	*	(10.104)	(4.396)	5.708	56.5
CDOT	(0.137)	(0.482)	(0.346)	*	(1.688)	(5.145)	(3.457)	*
Other	(0.605)	(0.169)	0.436	72.0	6.538	9.408	2.870	43.9
Total Capital and Other Reimbursements	(4.186)	0.424	4.610	*	(5.254)	(0.133)	5.121	97.5
Total Revenue/Receipts	(\$2.790)	(\$1.229)	\$1.561	56.0	\$6.999	\$12.633	\$5.634	80.5
Expenditures								
Labor:								
Payroll	(\$1.201)	(\$1.480)	(\$0.278)	(23.1)	(\$4.234)	(\$1.992)	\$2.242	52.9
Overtime	0.415	0.035	(0.381)	(91.6)	(1.974)	(0.997)	0.977	49.5
Health and Welfare	(0.835)	(0.756)	0.079	9.5	4.512	6.101	1.588	35.2
OPEB Current Payment	0.000	0.176	0.000		0.000	0.572	0.572	-
Pensions	(0.477)	(0.610)	(0.132)	(27.7)	14.300	14.981	0.680	4.8
Other Fringe Benefits	(0.723)	(0.790)	(0.068)	(9.4)	(3.981)	(4.048)	(0.067)	(1.7)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.163)	(0.116)	0.047	28.9	(0.536)	(0.458)	0.078	14.5
Total Labor	(\$2.984)	(\$3.540)	(\$0.556)	(18.6)	\$8.088	\$14.158	\$6.070	75.1
Non-Labor:								
Electric Power	(\$0.759)	\$0.109	\$0.868	*	\$3.656	\$4.448	\$0.793	21.7
Fuel	0.299	0.281	(0.019)	(6.2)	1.384	2.362	0.978	70.7
Insurance	(1.322)	1.425	2.747	*	(0.154)	3.070	3.224	*
Claims	(0.007)	(0.006)	0.000	6.0	(0.228)	(0.438)	(0.210)	(91.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(5.551)	4.395	9.946	*	(1.236)	7.365	8.601	*
Professional Service Contracts	(0.639)	0.023	0.662	*	(0.406)	(1.892)	(1.486)	*
Materials & Supplies	(0.437)	(2.105)	(1.668)	*	(2.026)	(8.178)	(6.152)	*
Other Business Expenses	(2.022)	(5.179)	(3.156)	*	(8.334)	(9.798)	(1.463)	(17.6)
Total Non-Labor	(\$10.437)	(\$1.056)	\$9.380	89.9	(\$7.345)	(\$3.060)	\$4.285	58.3
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.								
	(\$13.421)	(\$4.597)	\$8.824	65.7	\$0.743	\$11.098	\$10.355	*
Depreciation	20.182	18.728	(1.455)	(7.2)	116.048	111.979	(4.069)	(3.5)
OPEB Obligation	4.776	1.718	(3.057)	64.0	33.415	33.415	0.000	0.0
Environmental Remediation	1.184	0.114	(1.070)	(90.4)	1.587	0.517	(1.070)	67.4
Total Expenditures Adjustments	\$12.721	\$15.963	\$3.242	25.5	\$151.794	\$157.010	\$5.216	3.4
Total Cash Conversion Adjustments	\$9.930	\$14.734	\$4.804	48.4	\$158.793	\$169.643	\$10.850	6.8

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
UTILIZATION
(In millions)

	Month of June		Variance		Year-to-Date June		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.525	\$16.462	(\$0.063)	-0.4	\$91.209	\$91.276	\$0.067	0.1
Hudson Line	\$11.969	\$12.092	\$0.124	1.0	\$66.066	\$66.218	\$0.152	0.2
New Haven Line	\$25.995	\$26.393	\$0.399	1.5	\$145.461	\$145.305	(\$0.156)	-0.1
Total Farebox Revenue	\$54.488	\$54.947 ⁽¹⁾	\$0.460	0.8	\$302.735	\$302.799 ⁽¹⁾	\$0.063	0.0
<u>Ridership</u>								
Harlem Line	2.246	2.245	(0.001)	-0.1	13.263	13.283	0.020	0.1
Hudson Line	1.351	1.370	0.019	1.4	7.811	7.841	0.030	0.4
New Haven Line	3.315	3.344	0.029	0.9	19.142	19.142	(0.000)	0.0
Total Ridership East of Hudson	6.912	6.959	0.047	0.7	40.215	40.265	0.050	0.1
West of Hudson	0.129	0.136	0.007	5.6	0.757	0.770	0.013	1.7
Total Ridership	7.041	7.096	0.054	0.8	40.972	41.035	0.062	0.2

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.041 million for the month and \$0.234 million year-to-date.

East of Hudson:

Year-to-date ridership was 40.3 million, 0.1% higher than the Mid-Year Forecast and 0.4% lower than 2012. For the month, ridership of 7.0 million was 0.7% higher than the Mid-Year Forecast and 0.2% higher than June 2012.

Commutation ridership was 0.3% higher year-to-date and 0.9% higher for the month vs. the Mid-Year Forecast. Compared to 2012 June year-to-date, commutation ridership was 0.2% higher. Non-commutation ridership was 0.1% below the Mid-Year Forecast year-to-date and 1.3% lower than 2012. For the month, non-commutation ridership was 0.4% higher than the Mid-Year Forecast and 0.2% lower than 2012.

West of Hudson:

West of Hudson ridership was 5.6% higher for the month and 1.7% higher year-to-date vs. 2013 Mid-Year Forecast reflecting both higher commutation and non-commutation ridership.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2013

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	8	8	0
Safety	21	20	1
COS/Corporate & Public Affairs	16	15	1
Legal	18	17	1
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	31	31	1
Training	45	45	0
Employee Relations & Diversity	5	4	1
VP Planning	1	1	-
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	13	13	0
Business Development, Facilities & Mktg (1)	21	21	-
Long Range Planning	6	7	(1)
VP Finance & Information Systems	1	1	0
Controller	77	77	0
Information Technology & Project Mgmt	82	80	2
Budget	17	18	(1)
Customer Service (2) (3)	43	43	0
Procurement & Material Mgmt (4)	30	30	0
Total Administration	480	474	6
Operations			
Operations Administration	50	46	4
Operations Services	1,755	1,736	19
Customer Service (2) (3)	228	226	1
Business Development, Facilities & Mktg (1)	36	36	1
Metro-North West	33	35	(2)
Total Operations	2,102	2,079	23
Maintenance			
GCT	352	352	0
Maintenance of Equipment	1,255	1,250	6
Maintenance of Way	1,687	1,648	39
Procurement & Material Mgmt (4)	126	126	1
Total Maintenance	3,420	3,375	45
Engineering/Capital			
Construction Management	37	35	2
Engineering & Design	60	57	3
Total Engineering/Capital	97	92	5
Total Positions	6,099	6,020	79
Non-Reimbursable	5,532	5,548	(16)
Reimbursable	567	472	96
Total Full-Time	6,098	6,019	79
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(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 includes maintenance positions for material distribution/storeroom functions and administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	164	161	3
Professional, Technical, Clerical	316	313	3
Operational Hourlies	-	-	-
Total Administration	480	474	6
Operations (1)			
Managers/Supervisors	142	133	9
Professional, Technical, Clerical	226	223	2
Operational Hourlies	1,734	1,722	12
Total Operations	2,102	2,079	23
Maintenance (1)			
Managers/Supervisors	489	482	7
Professional, Technical, Clerical	489	482	7
Operational Hourlies	2,442	2,411	31
Total Maintenance	3,420	3,375	45
Engineering/Capital			
Managers/Supervisors	40	36	5
Professional, Technical, Clerical	57	57	0
Operational Hourlies	-	-	-
Total Engineering/Capital	97	92	5
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	836	812	24
Professional, Technical, Clerical	1,087	1,075	13
Operational Hourlies	4,176	4,133	43
Total Positions	6,099	6,020	79

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 MID-YEAR FORECAST VS. ACTUALS**

June 30, 2013

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,102	2,079	23	Reflects vacancies in operation services staffing.
Maintenance (1)	3,420	3,375	45	Reflects vacancies in Maintenance of Way positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces).
Administration (1)	480	474	6	Reflects timing differences in hiring IT personnel.
Engineering / Capital	97	92	5	
Total Agency-wide Headcount	6,099	6,020	79	
Non-Reimbursable	5,532	5,548	(16)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	567	472	96	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work as well as vacant reimbursable positions.

Notes

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

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JUNE 2013**

	MONTH			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	72.7%	68.5%	69.5%	4.2%	3.2%
Adjusted ⁽²⁾	81.3%	76.5%	77.5%	4.8%	3.8%
Cost per Passenger					
Standard ⁽¹⁾	\$10.99	\$11.64	\$10.51	\$0.65	(\$0.48)
Adjusted ⁽²⁾	\$10.81	\$11.41	\$10.33	\$0.60	(\$0.48)
Passenger Revenue/Passenger ⁽³⁾	\$7.99	\$7.98	\$7.31	\$0.01	\$0.68
	YEAR-TO-DATE			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	61.8%	60.6%	62.4%	1.2%	-0.6%
Adjusted ^{(2) (4)}	71.0%	69.8%	69.6%	1.2%	1.4%
Cost per Passenger					
Standard ⁽¹⁾	\$12.32	\$12.58	\$11.55	\$0.26	(\$0.77)
Adjusted ⁽²⁾	\$12.12	\$12.36	\$11.37	\$0.24	(\$0.75)
Passenger Revenue/Passenger ⁽³⁾	\$7.61	\$7.62	\$7.20	(\$0.01)	\$0.41

(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.

(4) Actuals for the Adjusted Performance Indicator calculation include \$11.3 million in Hurricane Sandy revenue recoveries from the FTA that were budgeted later in the year. Excluding this adjustment the adjusted FOR would be 68.8% year-to-date.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

**Ridership Report
September 2013**

JULY 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

July

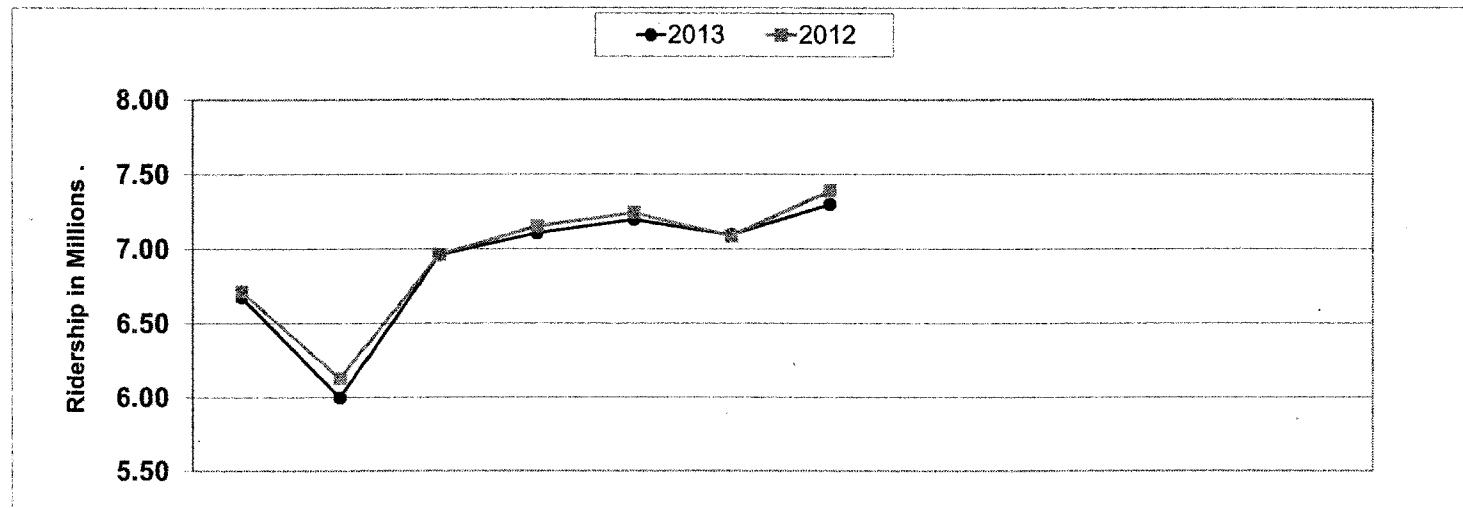
- July 2013 **Total MNR System Ridership** was 7.346 million vs. 7.439 million in July 2012, a decrease of 92,959 passengers (-1.2%).
- July 2013 **Total Rail Ridership** was 7.300 million vs. 7.393 million in July 2012, a decrease of 92,389 passengers (-1.2%).
 - **Rail Commutation Ridership** was (+0.9%) vs. 2012
 - **Rail Non-commutation Ridership** was (-4.0%) vs. 2012
- July 2013 **East of Hudson Ridership** was 7.157 million vs. 7.235 million in July 2012, a decrease of 78,800 passengers (-1.1%).
- July 2013 **West of Hudson Ridership** was 0.144 million vs. 0.157 million in July 2012, a decrease of 13,589 passengers (-8.6%).
- July 2013 **Connecting Services Ridership** was 0.045 million vs. 0.046 million in July 2012, a decrease of 570 passengers (-1.2%).
- July 2013 **Rail Revenue** was \$55.8 million vs. \$52.6 million in July 2012, an increase of \$3,148,685 (+6.0%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.7% below 2012 and unchanged vs. forecast.
- 2013 YTD **Total Rail Ridership** was 0.7% below 2012 and unchanged vs. forecast.
- 2013 YTD **East of Hudson Ridership** was 0.5% below 2012 and unchanged vs. forecast.
- 2013 YTD **West of Hudson ridership** was 8.6% below 2012 and 2.0% above forecast.
- 2013 YTD **Connecting Services Ridership** was 3.0% below 2012 and 5.8% below forecast.
- 2013 YTD **Rail Revenue** was 4.7% above 2012 and unchanged vs. forecast.

JULY RAIL RIDERSHIP ⁽¹⁾

- JULY's Total Rail Ridership was 1.2% below 2012 and 0.8% below forecast.

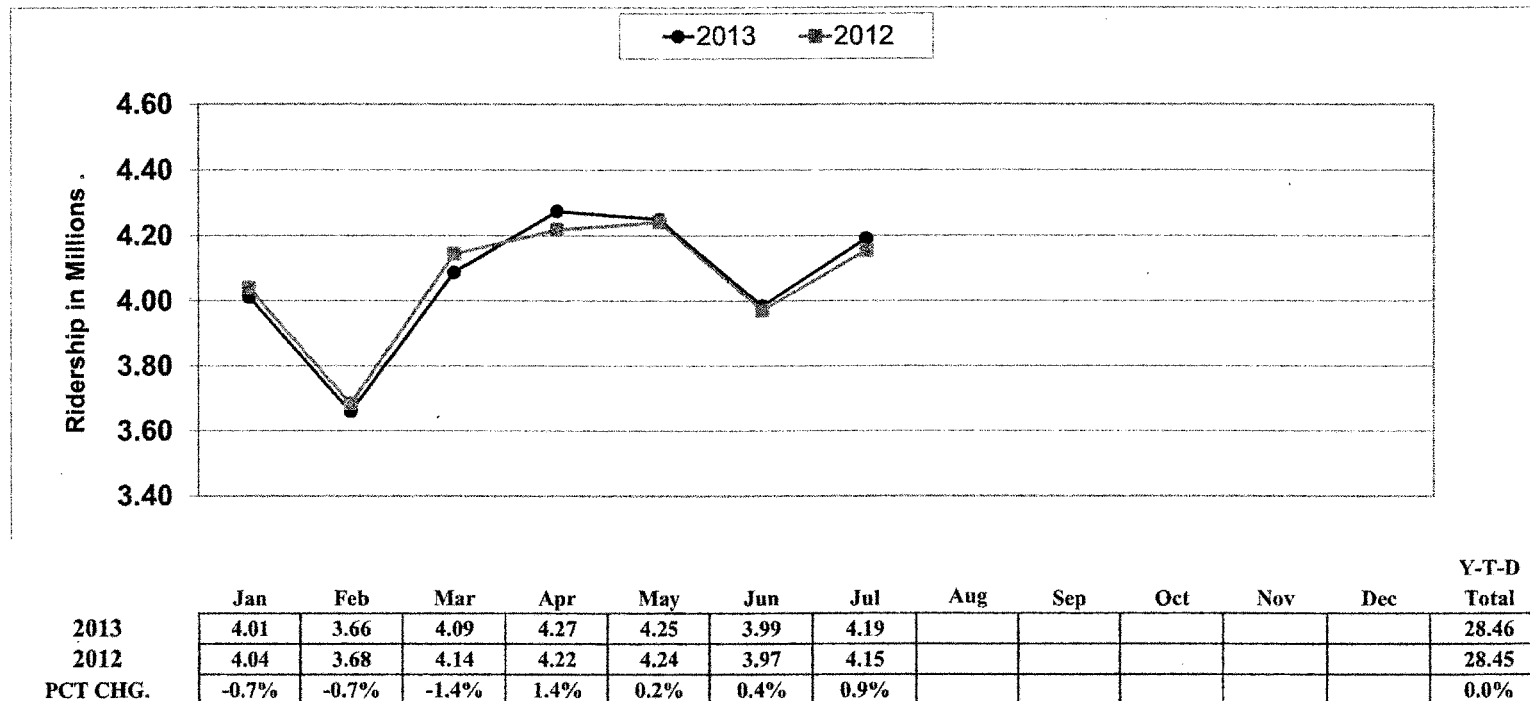


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30						48.33
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39						48.68
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%						-0.7%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

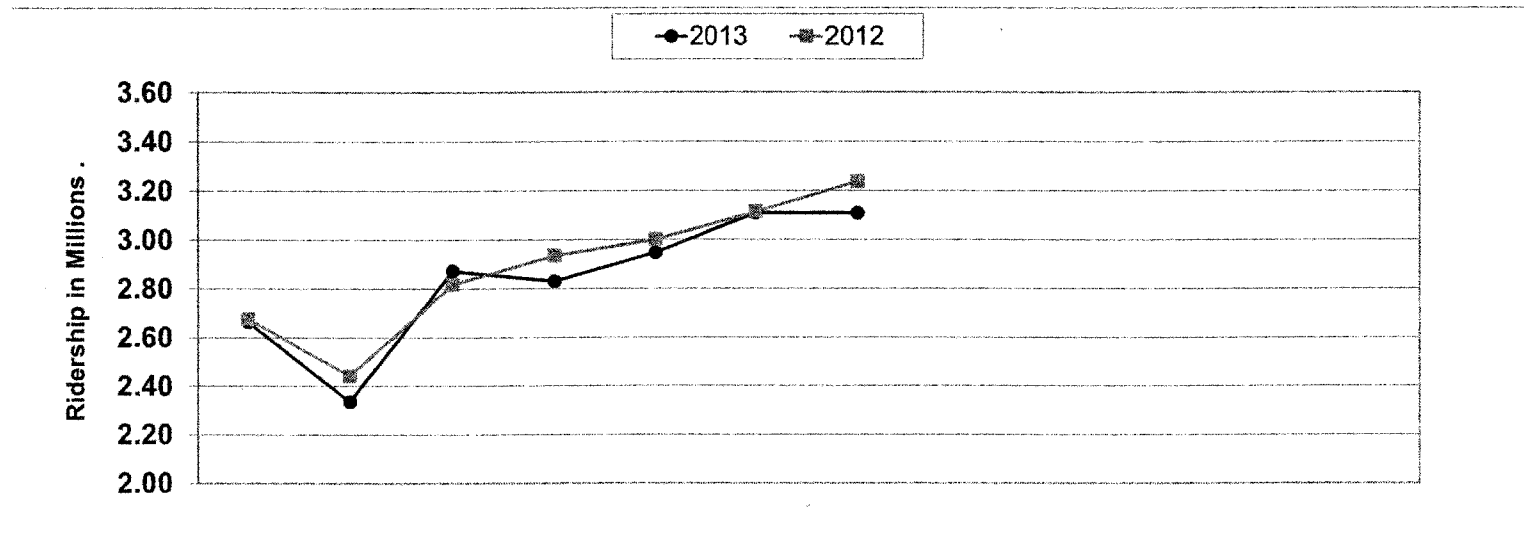
- JULY's Rail Commutation Ridership was 0.9% above 2012 and 1.5% above forecast.



1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- JULY's Rail Non-Commutation Ridership was 4.0% below 2012 and 3.6% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11	3.11						19.87
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24						20.23
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%						-1.8%

¹⁾ Includes East and West of Hudson.

JULY RAIL REVENUE⁽¹⁾

- JULY's Total Rail Revenue was 6.0% above 2012 and 0.6% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1	\$55.8						\$364.8
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6						\$348.5
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%						4.7%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JULY 2013**

TICKET TYPE/SERVICE	JULY 2013	JULY 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,111,872	4,067,481	44,391	1.1%
West of Hudson	79,484	86,942	(7,458)	-8.6%
Total Rail Commutation Ridership	4,191,356	4,154,423	36,933	0.9%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,044,656	3,167,847	(123,191)	-3.9%
West of Hudson	64,156	70,287	(6,131)	-8.7%
Total Rail Non-Commutation Ridership	3,108,812	3,238,134	(129,322)	-4.0%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,156,528	7,235,328	(78,800)	-1.1%
West of Hudson	143,640	157,229	(13,589)	-8.6%
TOTAL RAIL RIDERSHIP	7,300,168	7,392,557	(92,389)	-1.2%
CONNECTING SERVICES RIDERSHIP (2)	45,768	46,338	(570)	-1.2%
TOTAL MNR SYSTEM RIDERSHIP	7,345,936	7,438,895	(92,959)	-1.2%

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	27,935,727	27,853,588	82,139	0.3%
West of Hudson	527,182	600,705	(73,523)	-12.2%
Total Rail Commutation Ridership	28,462,909	28,454,293	8,616	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	19,485,753	19,827,250	(341,497)	-1.7%
West of Hudson	386,048	398,628	(12,580)	-3.2%
Total Rail Non-Commutation Ridership	19,871,801	20,225,878	(354,077)	-1.8%
TOTAL RAIL RIDERSHIP				
East of Hudson	47,421,480	47,680,838	(259,358)	-0.5%
West of Hudson	913,230	999,333	(86,103)	-8.6%
TOTAL RAIL RIDERSHIP	48,334,710	48,680,171	(345,461)	-0.7%
CONNECTING SERVICES RIDERSHIP (2)	319,972	329,733	(9,761)	-3.0%
TOTAL MNR SYSTEM RIDERSHIP	48,654,682	49,009,904	(355,222)	-0.7%

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
JULY 2013**

LINE	JULY 2013 ACTUAL	JULY 2013 FORECAST	VARIANCE VS. FORECAST		JULY 2012 RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,330,442	2,321,101	9,341	0.4%	2,331,966	(1,524)	-0.1%
Hudson Line	1,344,284	1,432,042	(87,758)	-6.1%	1,434,603	(90,319)	-6.3%
New Haven Line	3,481,802	3,464,530	17,272	0.5%	3,468,759	13,043	0.4%
Total East of Hudson	7,156,528	7,217,673	(61,145)	-0.8%	7,235,328	(78,800)	-1.1%
WEST OF HUDSON							
Port Jervis Line	91,288	89,547	1,741	1.9%	101,000	(9,712)	-9.6%
Pascack Valley Line	52,352	48,664	3,688	7.6%	56,229	(3,877)	-6.9%
Total West of Hudson	143,640	138,211	5,429	3.9%	157,229	(13,589)	-8.6%
TOTAL RAIL RIDERSHIP	7,300,168	7,355,884	(55,716)	-0.8%	7,392,557	(92,389)	-1.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	28,600	30,544	(1,944)	-6.4%	29,654	(1,054)	-3.6%
Haverstraw-Ossining Ferry	11,510	11,013	497	4.5%	10,692	818	7.7%
Newburgh-Beacon Ferry	5,658	6,172	(514)	-8.3%	5,992	(334)	-5.6%
Total Connecting Services	45,768	47,729	(1,961)	-4.1%	46,338	(570)	-1.2%
TOTAL MNR SYSTEM	7,345,936	7,403,613	(57,677)	-0.8%	7,438,895	(92,959)	-1.2%

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 FORECAST	VARIANCE VS. FORECAST		2012 YTD RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	15,613,035	15,584,097	28,938	0.2%	15,638,909	(25,874)	-0.2%
Hudson Line	9,185,019	9,242,681	(57,662)	-0.6%	9,284,496	(99,477)	-1.1%
New Haven Line	22,623,426	22,606,196	17,230	0.1%	22,757,433	(134,007)	-0.6%
Total East of Hudson	47,421,480	47,432,974	(11,494)	0.0%	47,680,838	(259,358)	-0.5%
WEST OF HUDSON							
Port Jervis Line	567,952	563,613	4,339	0.8%	630,256	(62,304)	-9.9%
Pascack Valley Line	345,278	331,545	13,733	4.1%	369,077	(23,799)	-6.4%
Total West of Hudson	913,230	895,158	18,072	2.0%	999,333	(86,103)	-8.6%
TOTAL RAIL RIDERSHIP	48,334,710	48,328,132	6,578	0.0%	48,680,171	(345,461)	-0.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	207,768	217,928	(10,160)	-4.7%	211,580	(3,812)	-1.8%
Haverstraw-Ossining Ferry	74,601	72,758	1,843	2.5%	70,639	3,962	5.6%
Newburgh-Beacon Ferry	37,603	48,939	(11,336)	-23.2%	47,514	(9,911)	-20.9%
Total Connecting Services	319,972	339,625	(19,653)	-5.8%	329,733	(9,761)	-3.0%
TOTAL MNR SYSTEM	48,654,682	48,667,757	(13,075)	0.0%	49,009,904	(355,222)	-0.7%

Notes:

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

JUNE 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

June

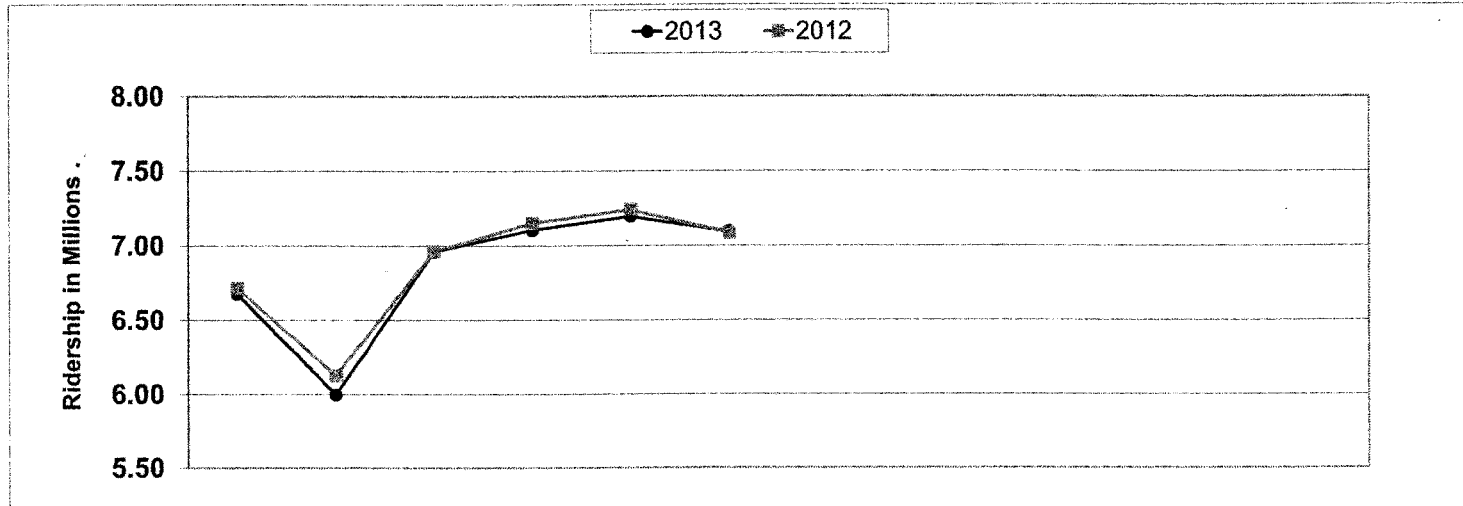
- June 2013 **Total MNR System Ridership** was 7.141 million vs. 7.132 million in June 2012, an increase of 8,927 passengers (+0.1%).
- June 2013 **Total Rail Ridership** was 7.096 million vs. 7.086 million in June 2012, an increase of 9,625 passengers (+0.1%).
 - **Rail Commutation Ridership** was +0.4% vs. 2012
 - **Rail Non-commutation Ridership** was -0.2% vs. 2012
- June 2013 **East of Hudson Ridership** was 6.959 million vs. 6.943 million in June 2012, an increase of 16,458 passengers (+0.2%).
- June 2013 **West of Hudson Ridership** was 0.136 million vs. 0.143 million in June 2012, a decrease of 6,833 passengers (-4.8%).
- June 2013 **Connecting Services Ridership** was 0.045 million vs. 0.046 million in June 2012, a decrease of 698 passengers (-1.5%).
- June 2013 **Rail Revenue** was \$56.1 million vs. \$52.5 million in June 2012, an increase of \$3,576,941 (+6.8%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.6% below 2012 and 0.1% above forecast.
- 2013 YTD **Total Rail Ridership** was 0.6% below 2012 and 0.2% above forecast.
- 2013 YTD **East of Hudson Ridership** was 0.4% below 2012 and 0.1% above forecast.
- 2013 YTD **West of Hudson ridership** was 8.6% below 2012 and 1.7% above forecast.
- 2013 YTD **Connecting Services Ridership** was 3.2% below 2012 and 6.1% below forecast.
- 2013 YTD **Rail Revenue** was 4.5% above 2012 and 0.1% above forecast.

JUNE RAIL RIDERSHIP ⁽¹⁾

- JUNE's Total Rail Ridership was 0.1% above 2012 and 0.8% above forecast.

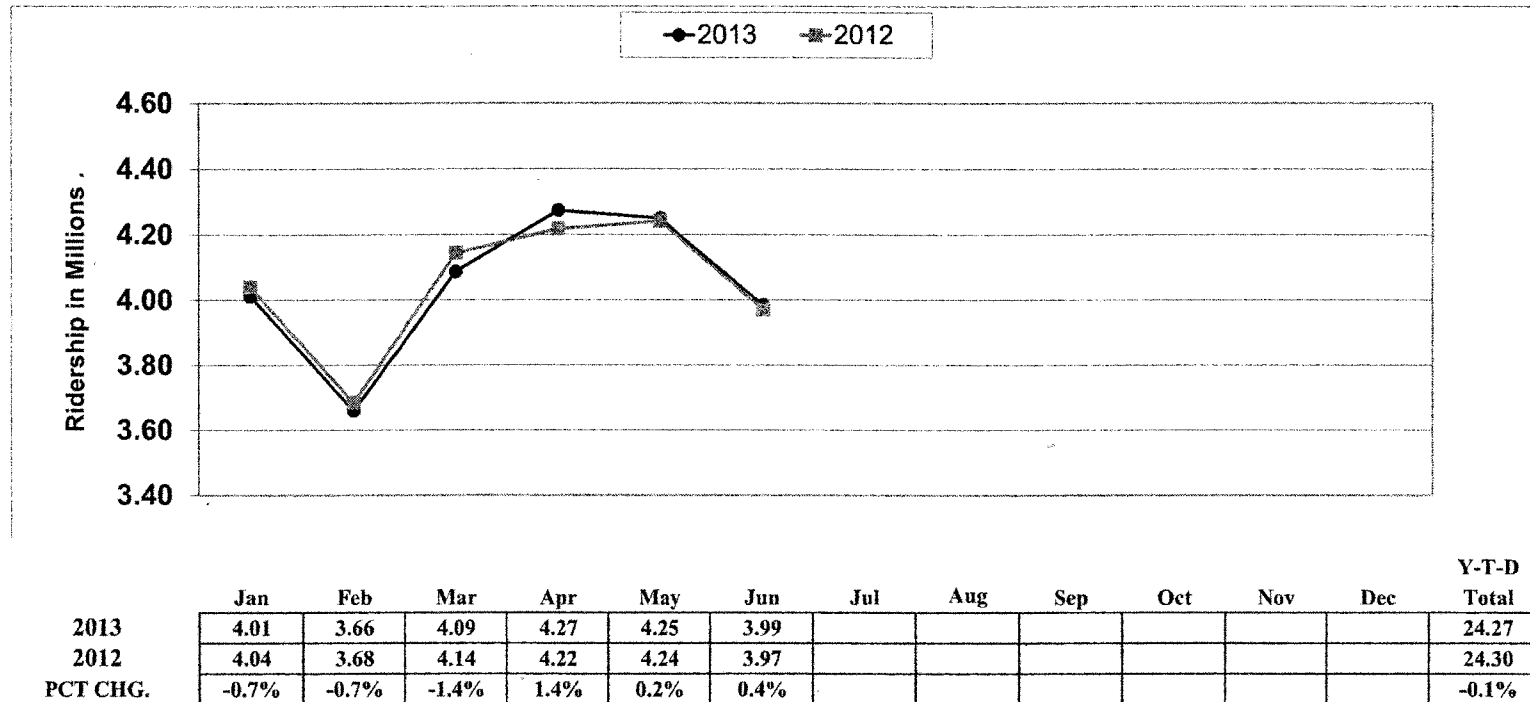


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10							41.03
2012	6.72	6.13	6.96	7.15	7.24	7.09							41.29
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%							-0.6%

1) Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP ⁽¹⁾

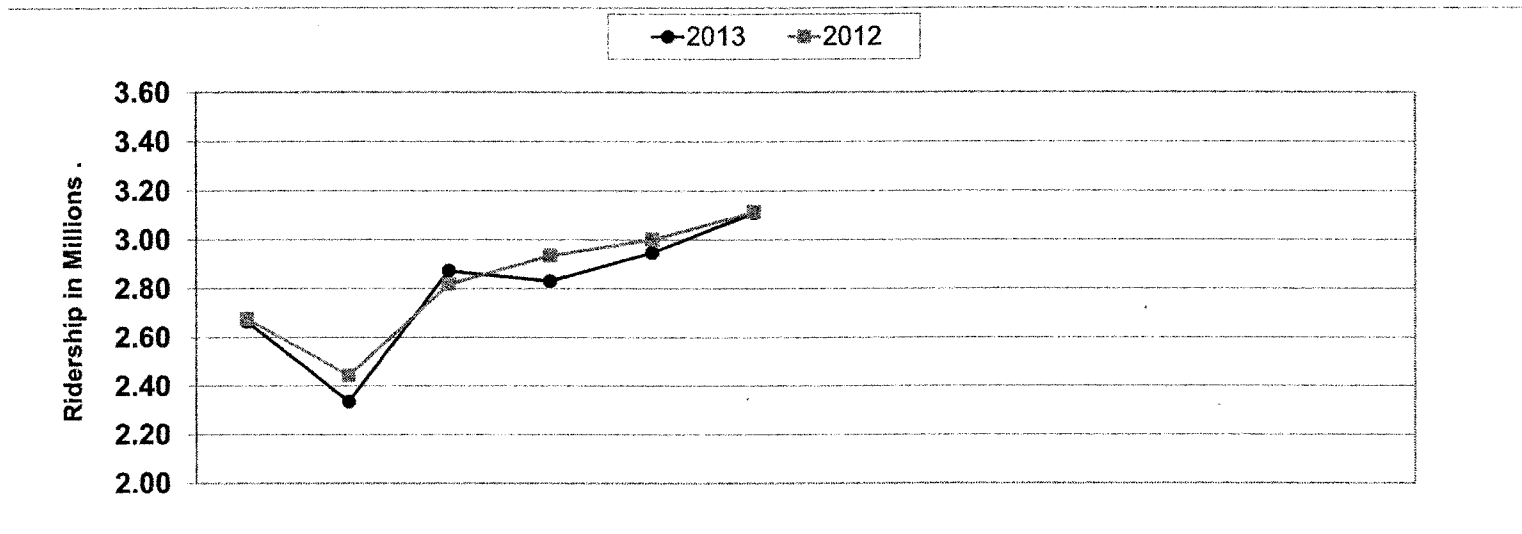
- JUNE's Rail Commutation Ridership was 0.4% above 2012 and 0.9% above forecast.



1) Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- JUNE's Rail Non-Commutation Ridership was 0.2% below 2012 and 0.5% above forecast.

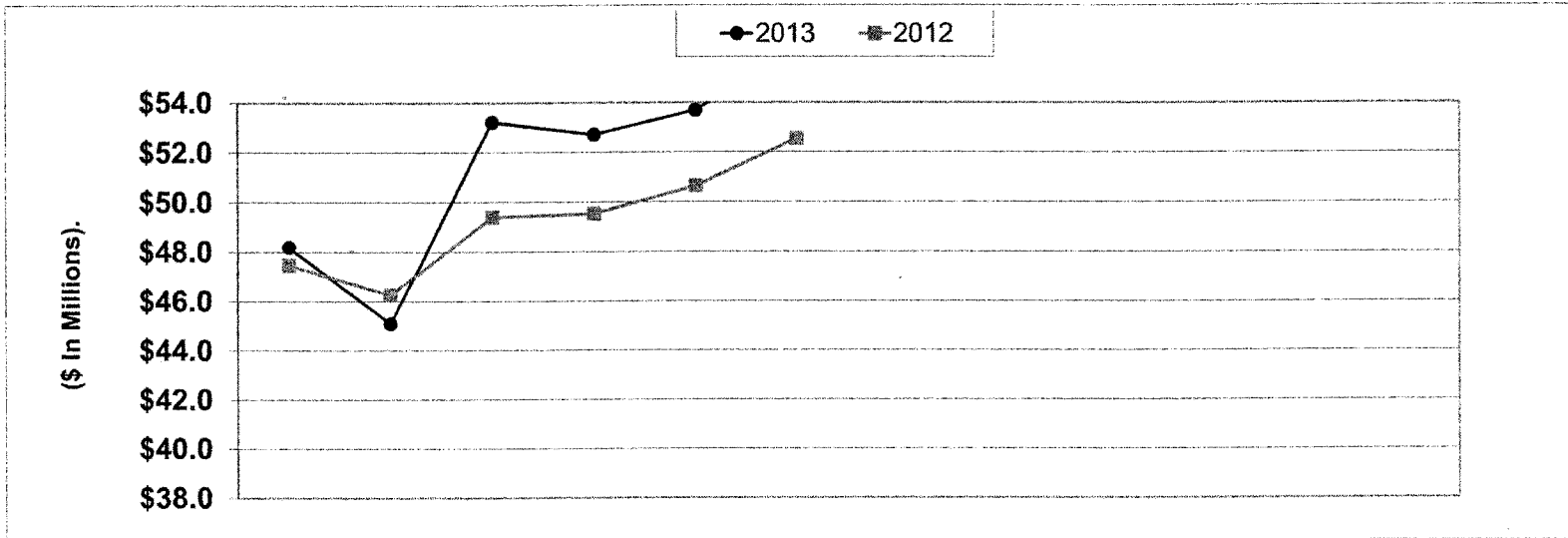


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11							16.76
2012	2.68	2.44	2.82	2.93	3.00	3.11							16.99
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%							-1.3%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE ⁽¹⁾

- JUNE's Total Rail Revenue was 6.8% above 2012 and 1.0% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1							\$309.1
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5							\$295.9
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%							4.5%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JUNE 2013**

TICKET TYPE/SERVICE	JUNE 2013	JUNE 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,911,400	3,888,027	23,373	0.6%
West of Hudson	74,090	83,130	(9,040)	-10.9%
Total Rail Commutation Ridership	3,985,490	3,971,157	14,333	0.4%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,048,029	3,054,944	(6,915)	-0.2%
West of Hudson	61,981	59,774	2,207	3.7%
Total Rail Non-Commutation Ridership	3,110,010	3,114,718	(4,708)	-0.2%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,959,429	6,942,971	16,458	0.2%
West of Hudson	136,071	142,904	(6,833)	-4.8%
TOTAL RAIL RIDERSHIP	7,095,500	7,085,875	9,625	0.1%
CONNECTING SERVICES RIDERSHIP (2)	45,191	45,889	(698)	-1.5%
TOTAL MNR SYSTEM RIDERSHIP	7,140,691	7,131,764	8,927	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	23,823,855	23,786,107	37,748	0.2%
West of Hudson	447,698	513,763	(66,065)	-12.9%
Total Rail Commutation Ridership	24,271,553	24,299,870	(28,317)	-0.1%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	16,441,097	16,659,403	(218,306)	-1.3%
West of Hudson	321,892	328,341	(6,449)	-2.0%
Total Rail Non-Commutation Ridership	16,762,989	16,987,744	(224,755)	-1.3%
TOTAL RAIL RIDERSHIP				
East of Hudson	40,264,952	40,445,510	(180,558)	-0.4%
West of Hudson	769,590	842,104	(72,514)	-8.6%
TOTAL RAIL RIDERSHIP	41,034,542	41,287,614	(253,072)	-0.6%
CONNECTING SERVICES RIDERSHIP (2)	274,204	283,395	(9,191)	-3.2%
TOTAL MNR SYSTEM RIDERSHIP	41,308,746	41,571,009	(262,263)	-0.6%

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
JUNE 2013

LINE	JUNE 2013 ACTUAL	JUNE 2013 FORECAST	VARIANCE VS. FORECAST		JUNE 2012 RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,244,617	2,245,995	(1,378)	-0.1%	2,258,225	(13,608)	-0.6%
Hudson Line	1,370,358	1,351,217	19,141	1.4%	1,359,445	10,913	0.8%
New Haven Line	3,344,454	3,315,242	29,212	0.9%	3,325,301	19,153	0.6%
Total East of Hudson	6,959,429	6,912,454	46,975	0.7%	6,942,971	16,458	0.2%
WEST OF HUDSON							
Port Jervis Line	83,426	82,274	1,152	1.4%	90,657	(7,231)	-8.0%
Pascack Valley Line	52,645	46,637	6,008	12.9%	52,247	398	0.8%
Total West of Hudson	136,071	128,911	7,160	5.6%	142,904	(6,833)	-4.8%
TOTAL RAIL RIDERSHIP	7,095,500	7,041,365	54,135	0.8%	7,085,875	9,625	0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	29,551	29,854	(303)	-1.0%	28,985	566	2.0%
Haverstraw-Ossining Ferry	10,679	9,881	798	8.1%	9,593	1,086	11.3%
Newburgh-Beacon Ferry	4,961	7,531	(2,570)	-34.1%	7,311	(2,350)	-32.1%
Total Connecting Services	45,191	47,266	(2,075)	-4.4%	45,889	(698)	-1.5%
TOTAL MNR SYSTEM	7,140,691	7,088,631	52,060	0.7%	7,131,764	8,927	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 FORECAST	VARIANCE VS. FORECAST		2012 YTD RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	13,282,593	13,262,996	19,597	0.1%	13,306,943	(24,350)	-0.2%
Hudson Line	7,840,735	7,810,639	30,096	0.4%	7,849,893	(9,158)	-0.1%
New Haven Line	19,141,624	19,141,666	(42)	0.0%	19,288,674	(147,050)	-0.8%
Total East of Hudson	40,264,952	40,215,301	49,651	0.1%	40,445,510	(180,558)	-0.4%
WEST OF HUDSON							
Port Jervis Line	476,664	474,066	2,598	0.5%	529,256	(52,592)	-9.9%
Pascack Valley Line	292,926	282,881	10,045	3.6%	312,848	(19,922)	-6.4%
Total West of Hudson	769,590	756,947	12,643	1.7%	842,104	(72,514)	-8.6%
TOTAL RAIL RIDERSHIP	41,034,542	40,972,248	62,294	0.2%	41,287,614	(253,072)	-0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	179,168	187,384	(8,216)	-4.4%	181,926	(2,758)	-1.5%
Haverstraw-Ossining Ferry	63,091	61,745	1,346	2.2%	59,947	3,144	5.2%
Newburgh-Beacon Ferry	31,945	42,767	(10,822)	-25.3%	41,522	(9,577)	-23.1%
Total Connecting Services	274,204	291,896	(17,692)	-6.1%	283,395	(9,191)	-3.2%
TOTAL MNR SYSTEM	41,308,746	41,264,144	44,602	0.1%	41,571,009	(262,263)	-0.6%

Notes:

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



Metro-North Railroad

Capital Program Report

September 2013

CAPITAL PROGRAM

HIGHLIGHTS

September 16, 2013

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

Kickoff of Project with Design-Build team is anticipated for early September 2013.

Poughkeepsie Station Improvements

Proposals were received and are currently under review for a consultant to design specific station building elements.

New Haven Line Station Improvements

Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations improvements includes: platform superstructure rehabilitation, and electrical upgrades. Track outage related work activities are complete at the first three stations and non-track outage work continues. Work activities have commenced at the remaining three stations under a new Track 3 outage.

- *Guardrail Replacement at Mamaroneck and Harrison (performed by Contractor under the Small Business Mentoring Program): Closeout process is underway.*

Kicked-off two projects under the Small Business Mentoring Program:

- *Pelham-New Rochelle Platform Guardrail Replacement & Pelham Bike Parking Larchmont Platform, ramp, stairs, and guardrail.*
- *Larchmont platform, ramp, stairs and guardrail replacement.*

Park Avenue Tunnel Renewal

Park Avenue Tunnel Rehabilitation Project/Priority Repairs: Masonry repairs on all 4 tracks are nearing completion. The epoxy grout fill in the tunnel walls is complete. Repairs to the damaged roof beams in the Track 1 and 2 tunnels have been completed, except for painting.

Fordham Station Improvements

Procurement Process is underway with advertisement issued on August 28, 2013 and Contract Bid Opening Scheduled for October 4, 2013.

POWER

Substation Replacement Bridge-23

Fabrication of long lead equipment is in progress. Relay interconnection wiring between all system components continues. Pelham excavation for the new foundation is ongoing, with switchgear delivery in September. Cut-over of Phase 1 west switchgear is planned for September 2013

Harlem River Lift Bridge-Cable Replacement/Control System

Notice of Award was issued for Construction on July 31, 2013. Construction kick-off meeting is scheduled for September 2013.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Work has been completed on the Upper Harlem Line, Dover Plains to Wassaic and has commenced on the Hudson Line.

Rehabilitation - Woodbury Viaduct

Contractor has completed mobilization at the site and shop drawings are being submitted for review. Fabrication of pre-cast abutments are complete, excavation for scour repairs continues.

Rebuild Retaining Walls – Embankment Stabilization at Milepost 43.8 (North of Peekskill)

Fabrication and delivery of drilled shaft casings and core beams are progressing. Shaft drilling and rock socket installation has commenced.

Rehabilitate Catenary Structures

Steel and concrete repair work is advancing and painting has commenced on Track No. 3 side.

Undergrade Bridges – East of Hudson

Painting of select undergrade bridges – Contractor is preparing to mobilize for the painting of HA 36.14 (over Kisco River) and has submitted proposed abatement and staging plans for surface preparation and painting of HU 50.90.

HU 32.81 Track 4 over Croton River – Submittal process is ongoing. Fabrication of the new superstructure is complete. Contractor will commence with demolition, via barge, in early September 2013.

Design of 5 Undergrade Bridges – Design consultant incorporating MNR comments in the 30% design for NH 25.74 & the 60% design for HU 3.41.

Undergrade Bridges – West of Hudson

Consultant submitted to MNR for its review the preliminary design of JS 51.00; Final Plans for the bridges allotted for repair by MNR's internal forces were submitted and accepted.

Otisville Tunnel Repairs

Tunnel washing, rock scaling and the installation of strip and rock drains are complete. Installation of light fixtures in the tunnel continues. Shotcrete application commenced.

Overhead Bridges – East of Hudson

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

Bridge Street Poughkeepsie – The temporary water main located on the utility bridge is in service. Demolition of the existing bridge is complete. Contractor commenced with excavation of the west abutment.

Drainage and Undercutting Program

Sing-Sing Creek Project has achieved substantial completion.

Mott Haven to Fordham Phase II Project – Submittal process continues.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V Stage I preliminary design work is continuing. MNR provided comments on the 10% design documents for incorporation by the designer. The procurement process to hire a Value Engineering firm to assess the project is underway. Services for the Stage I Preliminary Design. Construction work under the Phase V Pre-Construction Contract is continuing.

Employee Welfare & Storage Facilities

North White Plains Roofs: Project is anticipated to be advertised in September 2013.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Work on Track No. 1 and 2 in the tunnel is continuing to progress with masonry repairs nearing completion on both tracks. The consultant continued work on the train shed and platform design. 90% completion plans for the platform edge repair were submitted for review. 60% plans for the train shed repairs were submitted in August and are under review. Design of the ESA concourse repairs are complete with final changes made to the specifications. The train shed repair effectiveness study is ongoing.

GCT Elevator Rehabilitation Phase 4

Thirty percent design was submitted by Consultant. MNR comments by reviewers have been returned, and the consultant is incorporating comments into the 60% design package.

GCT Utilities – Domestic Water System

Bids were received and are under evaluation. .

ROLLING STOCK

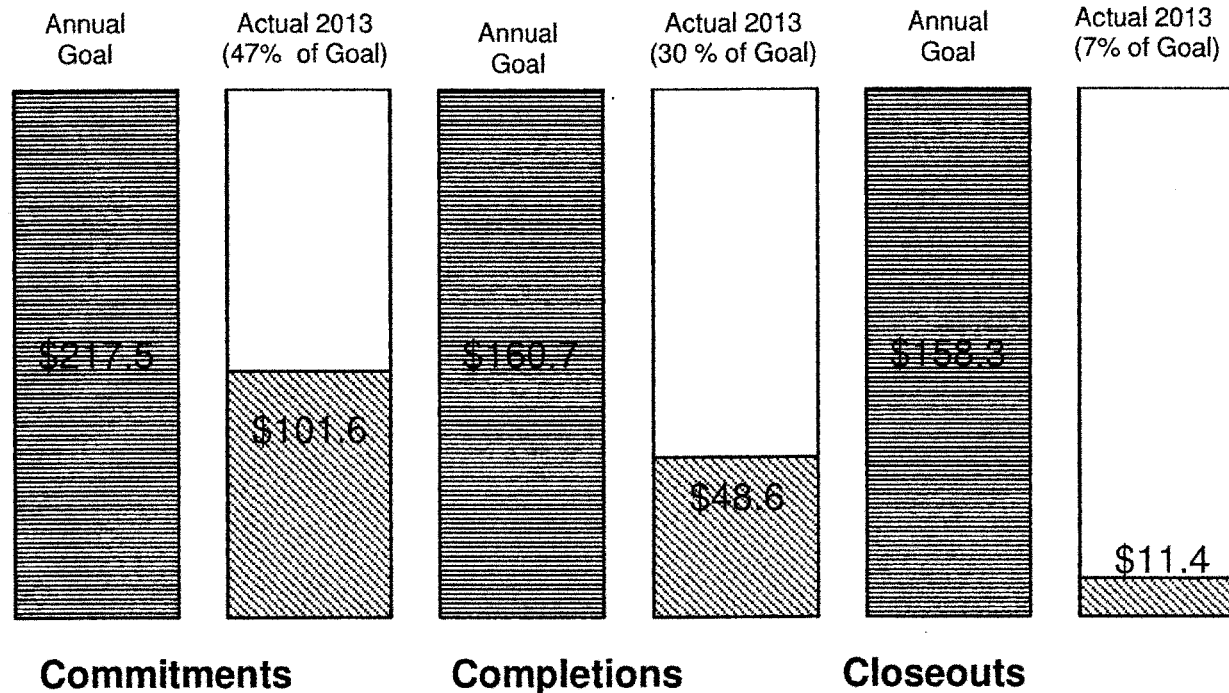
M-8 Car Program

As of the end of July 2013, 242 cars have been conditionally accepted and placed into revenue service.

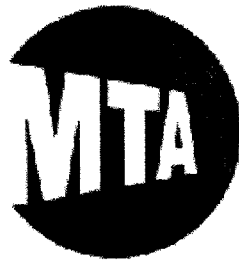
2013 MNR Capital Program Goals

As of August 31, 2013

In Millions



■ 2013 Goals ▨ Actual as of August 2013 □ Forecast September - December 2013



Police Report September 2013



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	4	0	4	100%
Burglary	0	2	-2	-100%
Grand Larceny	23	15	8	53%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	31	22	9	41%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	0	1	100%
Robbery	29	37	-8	-22%
Felony Assault	23	23	0	0%
Burglary	7	13	-6	-46%
Grand Larceny	158	157	1	1%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	223	233	-10	-4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	2	0	2	100%
Burglary	0	2	-2	-100%
Grand Larceny	10	3	7	233%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	6	6	100%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	13	-4	-31%
Felony Assault	9	6	3	50%
Burglary	4	12	-8	-67%
Grand Larceny	66	65	1	2%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	93	99	-6	-6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
August 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	1	1	0	0
Rape	0	0	0	0
Robbery	3	3	0	0
Fel. Assault	4	2	2	0
Burglary	0	0	0	0
Grand Larceny	23	11	10	2
GLA	0	0	0	0
Total	31	17	12	2
Crimes Per Day	1.00	0.55	0.39	0.06



MTA Police Department
Arrest Summary: Department Totals

9/9/2013
8:47:17AM

1/1/2013 to 8/31/2013

Arrest Classification	Total Arrests
Murder	1
Robbery	31
Felony Assault	30
Burglary	8
Grand Larceny	53
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	42
Assault-Misdemeanor	50
Breach of Peace	6
Child Endangerment	3
Conspiracy	12
Criminal Contempt	4
Criminal Impersonation	8
Criminal Mischief	34
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	27
Disorderly Conduct	9
Drug Offenses	17
DUI Offenses	13
Falsely Reporting an Incident	6
Forgery	13
Fraud	7
Graffiti	2
Harassment	4
Identity Theft	1
Menacing	9
Obstruct Government	9
Petit Larceny	61
Public Lewdness	18
Reckless Endangerment	6
Resisting Arrest	53
Sex Offenses	7
Stalking	1
Theft of Services	63
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	3
Warrant Arrest	28
Weapons Offenses	2

Arrest Totals

Page 1568



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	0	0	0%
Burglary	1	1	0	0%
Grand Larceny	12	11	1	9%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	14	15	-1	-7%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	12	-3	-25%
Felony Assault	7	6	1	17%
Burglary	4	10	-6	-60%
Grand Larceny	56	62	-6	-10%
Grand Larceny Auto	5	3	2	67%
Total Major Felonies	82	93	-11	-12%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
July 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	3	3	0	0
Burglary	2	1	1	0
Grand Larceny	23	10	12	1
GLA	1	0	1	0
Total	31	16	14	1
Crimes Per Day	1.00	0.52	0.45	0.03



MTA Police Department
Arrest Summary: Department Totals

1/1/2013 to 7/31/2013

8/8/2013
8:43:37AM

Arrest Classification	Total Arrests
Robbery	20
Felony Assault	23
Burglary	6
Grand Larceny	49
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	26
Assault-Misdemeanor	43
Breach of Peace	5
Child Endangerment	3
Conspiracy	12
Criminal Contempt	2
Criminal Impersonation	9
Criminal Mischief	29
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	24
Disorderly Conduct	9
Drug Offenses	12
DUI Offenses	12
Falsely Reporting an Incident	6
Forgery	11
Fraud	7
Grocery	2
Harassment	3
Identity Theft	1
Misleading	8
Obstruct Government	9
Public Larceny	53
Public Lewdness	17
Reckless Endangerment	6
Resisting Arrest	45
Sex Offenses	5
Theft of Services	80
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	3
Warrant Arrest	25
Weapons Offenses	4
Arrest Totals	679