



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

December 2013

Members

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



Metropolitan Transportation Authority

MEETING AGENDA

METRO-NORTH RAILROAD COMMITTEE

December 16, 2013 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, January 27, 2014 at 8:30 AM**

Minutes of the Regular Meeting
Metro-North Committee
Tuesday, November 12, 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. Ira R. Greenberg
Hon. John J. Molloy
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David A. Paterson
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

Not Present:

Hon. Norman Brown
Hon. Andrew M. Saul
Hon. Jeffrey A. Kay

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
Susan Doering – Vice President-Customer Service & Stations
John Kesich – Acting Senior Vice President - Operations, Maintenance of Equipment
Timothy McCarthy – Senior Director, Capital Programs
Kim Porcelain – Vice President - Finance and Information Systems
Robert Rodriguez – Director – Diversity and EEO
Michael Shiffer – Vice President – Operations Planning

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

There were two public speakers.

Orrin Getz of Rockland County commented on west- of- Hudson matters. He expressed his opinion that marketing is needed to increase ridership that he believes was lost as a result of the continuation of bus service until October on the Pascack Valley Line. He discussed schedule gaps on the Pascack Valley and Pt. Jervis lines and the need for power redundancy.

Murray Bodin of Concerned Grandparents noted his attendance at the "Blumenthal" hearing in Bridgeport on October 28, 2013. He expressed his opinion that there is no need to blow train horns at stations. Board Member Blair noted that sounding of horns is a valuable safety addition to the railroad as trains enter the station area quietly and the blowing of horns causes passengers to move further back on the platform. President Permut discussed redundancy of power sources along different train lines.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of September 16, 2013. Vice Chairman Ferrer and Board Member Moerdler were not present for the vote.

Co-Chairman Sedore stated that there were no changes to the work plan.

MTA METRO-NORTH RAILROAD

President Permut recognized Metro-North Custodian John Crawford, who saved a customer's life on May 30, 2013 at Croton-Harmon Station by assisting him after he had fallen onto the track. President Permut also recognized Ticket Agent Debbie Kerkes whose observations and quick actions led to the apprehension of a "person of interest" in connection with an unspecified bomb threat at New Haven's Union Station.

President Permut announced the promotion of John Kesich from Acting Senior Vice President to the position of Senior Vice President – Operations. He said that as Acting Senior Vice President, Mr. Kesich did an excellent job managing some of the most difficult challenges faced by Metro-North, exhibiting a keen understanding of the importance of safety in the workplace and for our customers and providing leadership to the Metro-North team.

President Permut noted that Metro-North has been working to reach its goal of providing customers with safe and reliable service and providing a safe working environment for our employees. Metro-North has re-organized and expanded the role of the Safety Department and included additional resources in the Financial Plan to conduct all incident investigations and systemic root cause analyses. He noted that, by the end of 2013, the Employee Electronic Protection System (EEEPs) will be instituted. EEEPs will provide much greater safety redundancy as all roadway workers will participate in the removal of track blocks. Metro-North will be working to develop programs to improve communication so that corporate safety messages are reaching through the entire organization.

President Permut noted that key elements of the Bronx right-of-way infrastructure improvement project will be completed. This will allow Metro-North to operate at increased speeds in the Bronx, leading to improved reliability. Metro-North will continue to work to repair track defects. This work may result in temporary customer impacts but none as severe as those experienced during the work in the Bronx.

President Permut reported on the organizational changes taking place in the Maintenance of Way Department, noting that additional resources have been included in the Financial Plan to add critically needed functions and increase the number of managers required to oversee a dispersed work force.

President Permut reported that TCCI will be completing its work to inventory Metro-North's track structure and the condition of the right-of-way in approximately one month. President Permut reported that Metro-North will be participating in the MTA Blue Ribbon Panel.

President Permut summarized the two-day public hearing before the NTSB which was conducted as part of the NTSB investigative process. He noted that a final report will be issued in approximately six months. A link to view the hearing is on the website. President Permut and Co-Chairman Sedore cited the opening and closing comments by NTSB Chairwoman Deborah Hersman acknowledging the amount of work that Metro-North has undertaken in the short time period since the events in May.

Board Member Blair asked whether the additional Maintenance of Way managers are a result of transfers from other departments and will result in shortages of managers in those departments; he asked if there is sufficient money in the budget to backfill positions. President Permut stated that there are sufficient resources in the budget for hiring Maintenance of Way employees. He noted that there was no negative impact from transferring employees to Maintenance of Way as these employees were not taken from critical operations.

Board Member Blair asked whether the scope of track work to be done has been expanded due to the TCCI right-of-way surveys. President Permut discussed the three additional locations that will require work as a result of the TCCI surveys.

President Permut reported that the September 2013 year-to-date financial results were favorable with a net operating deficit that was 2.6% lower than the Mid-Year Forecast. Operating revenue was \$0.6 million lower than the Mid-Year Forecast, primarily due to lower farebox revenue as a result of the CSX derailment and Con Edison power failure. Operating expenses were \$13.3 million lower than the Mid-Year Forecast, primarily due to timing in non-payroll expenditures and vacancies partially offset by the higher overtime costs required to support the Right-of-Way infrastructure improvement program. The Farebox Operating Ratio of 69.9% was 1.7 percentage points better than forecast.

The estimated total financial impact of the Con Edison power failure that occurred on the New Haven Line during the time period from September 25 through October 6, 2013, is \$8-12 million from farebox revenue losses, customer fare credits and alternate service expenses. In October, the MTA Board authorized Metro-North to credit a future ticket purchase for New Haven Line customers holding monthly or weekly tickets valid for travel during the 12-day service disruption. The credit can be applied between now and March 31, 2014. Mail & Ride customers will

have the credit automatically deducted from the price of their December monthly ticket. Through November 5, Metro-North has processed over 70% of credits to New Haven Line monthly and weekly ticketholders. Metro-North is working with Con Edison to identify approaches for additional redundancy. Con Edison is also cooperating with the Public Service Commission's investigation into the event. In response to a question by Board Member Ballan, President Permut noted that the credit program was proceeding well and that Metro-North is tracking all costs and expenses resulting from the event and keeping all options open.

President Permut reported that ridership during the month of September 2013 was 1.9% less than in the comparable period of 2012. He noted that ridership would have been flat if not for the events that disrupted Metro-North's service. Year-to-date total rail ridership in September was 0.9% lower than in 2012.

President Permut reported that bids for the Fordham Station improvements are currently being reviewed and an award is expected shortly on a capital project to widen the northbound platform. The project will improve pedestrian access, address platform crowding and provide a better environment for the large reverse commutation market.

President Permut reported that Grand Central Terminal was designated as one of the American Planning Association's 10 Great Public Spaces for 2013. This designation exemplifies the exceptional character of Grand Central Terminal and highlights the role that planning and planners play in adding value to communities, including fostering economic growth and jobs. President Permut noted that Metro-North is grateful for receiving this honor, and thanked all Metro-North employees who are vital in making the Terminal operate so efficiently every day.

President Permut reported that Metro-North is partnering with New York State's "I Love New York" fall/winter campaign that will feature train/subway car "wraps" to promote the easy accessibility of Hudson Valley and Long Island tourism destinations. The "I Love New York" campaign will be expanded to include posters on platforms and trains and digital billboards in Grand Central Terminal.

Metro-North is completing the 2013 Station Enhancement Program. This is multi-department effort provides a complete improvement to stations, with work underway at the last five Harlem Line stations (Pleasantville, Hawthorne, Valhalla, NWP and Crestwood) and one Port Jervis Line station (Sloatsburg).

In response to questions from Board Members Ballan and Greenberg concerning on-time performance, delays and standees, Mr. Kesich noted that the September 2013 on-time performance and delay statistics took the impact of the Con Edison outage into account and are based on the modified schedule. However, the New Haven Line year-to-date September 2013 standee statistics are through September 24 due to the September 25 Con Edison failure and do not reflect standees between September 26 to September 30 which will be available at a later date.

MTA LONG ISLAND RAIL ROAD

President Williams reported on identity theft attempts that occurred at Long Island Rail Road and Metro-North stations, the actions taken by the MTA Police Department and communications with customers regarding the actions they may take to protect themselves from identity theft. She noted that

the Long Island Rail Road is working closely with Metro-North to identify track and safety improvements that may be useful to the Long Island Rail Road and plans on working with TCCI in the future. The remaining comments by President Williams and Board Members are contained in the minutes of the Long Island Rail Road held this day.

MTA CAPITAL CONSTRUCTION

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

MTA POLICE DEPARTMENT

Chief Coan thanked Metro-North and Long Island Rail Road for cooperating with the police investigation into the identity theft cases at station Ticket Vending Machines. He discussed the September 2013 crime statistics. Chief Coan thanked Co-chairman Sedore and Board Member Wortendyke for their support with respect to the new canine facility that is being constructed, noting that the facility is one of the only canine facilities for a transportation police department. He discussed the apprehension of an individual in connection with an unspecified bomb threat at New Haven's Union Station, noting that it illustrates the importance of the "see something, say something" campaign. The details of the MTA Police Department report are contained in a report filed with the records of this meeting.

MTA Metro-North Railroad Information Items

- 2014 Preliminary Budget (Public Comment) – President Permut noted that this item provides an opportunity for the public to comment on the preliminary budget that was presented at the July MTA Board meeting and is available on the website.
- Annual Committee Charter Review
- Customer Satisfaction Survey – President Permut reported on the results of the most recent customer service satisfaction survey, noting that overall ratings remained high despite the derailment near Bridgeport that occurred five weeks before the survey was conducted and the system-wide fare increase in March 2013. Results illustrate the positive impacts of the M-8 fleet which, at the time of the survey, accounted for more than half of all cars in service on the New Haven Line. New Haven Line. Customers riding on M-8s were significantly more satisfied with Metro-North than those riding older equipment. Board Member Blair would be interested in researching the slight decline of 'very satisfied' ratings in some areas.
- Diversity/EEO Report – 3rd Quarter 2013 – President Permut noted that the report is contained in the agenda and will be discussed in greater detail at the Diversity Committee Meeting. The workforce analysis report shows improvement in female representation in several areas, including the Administrator and Professional job categories. There has also been an improvement in job categories that have historically shown underutilization of female and minorities, including technical staff and skilled trades. In response to a question by Vice Chairman Ferrer regarding the impact of attrition and retirement on the statistics, President Permut noted that new hires have made the workforce more diverse in many areas. An analysis will be conducted to address improvements that have been made in certain 'stubborn' categories, such as female technicians.

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

Long Island Rail Road Information Items

The details of President Williams' report and Board Members' comments are contained in the minutes of the Long Island Rail Road held this day.

Procurements:

MTA Metro-North Railroad

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

There was one competitive procurement this month: a request for permission to use the Request for Proposal ("RFP") process to solicit and evaluate proposals from a prospective team of Architects/Engineers/Contractors to design and construct improvements as part of the Harmon Shop Replacement Program. The RFP is for Phase V, Stage 1; it is the first stage of the new Harmon EMU Shop and will provide a consist-based maintenance facility. Design/build teams will be evaluated on their technical ability, past performance, organizational resources and cost.

There were three ratifications this month that support the work being performed by Metro-North's Maintenance of Way Division. The ratifications were as follows: (1) a miscellaneous service contract with Loram Rail Services, LLC ("LORAM") for track rail vacuuming machines to excavate ballast along Metro-North's east-of-Hudson Rights-of-Way to ensure that any fouled ballast in poor drainage areas in the track bed is corrected; (2) a contract for the use of a LORAM rail vacuuming operations trainer to instruct Metro-North employees in the operation of rail vacuuming equipment to ensure adequate and future qualified Metro-North operators; and (3) a negotiated long-term agreement with LORAM that to ensure continued access to a rail vacuuming machine for up to a five-year period (three-year base plus two optional years) with the same contractual terms and conditions as the recently Board-approved Long Island Rail Road agreement with LORAM.

Long Island Rail Road

The Committee voted on Long Island Rail Road procurements. Among the items forwarded to the Board for approval on behalf of Long Island Rail Road and Metro-North were: (1) a competitive contract to a joint venture of Bombardier Transportation/Siemens Rail (formerly known as Invensys Rail) to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations under the Federal Rail Safety Improvement Act and implementing FRA regulations and to authorize the railroads to exercise respective phases and options consistent with approved capital funding in 2015-2019; and (2) to award a competitively negotiated public works contract to Nouveau Elevator Industries, Inc. (Nouveau) to provide full-time, on-site maintenance teams.

In response to a question by Board Member Moerdler, President Williams noted that the vote on the Bombardier Transportation/Siemens Rail contract was withdrawn in September to address questions from the Chairman aimed at ensuring that the vendor team would honor aftermarket support once system was installed. The contract includes a commitment to provide

parts for a period of 20 years and four five-year options for software and hardware maintenance. Board Member Moerdler noted that he keeps seeing Bombardier and Kawasaki in every important bid. He further noted that while Bombardier has received close to \$2 billion in contracts, they have only produced 490 jobs. President Williams noted that New York funded contracts can look at local content but federally funded contracts, such as PTC, cannot. Board Member Moerdler asked President Permut and President Williams to continue to take a close look at job creation in large contracts. Co-Chairman Pally suggested that a report be done on job creation for these projects and how to improve it.

Board Member Moerdler discussed the proposed contract with Nouveau, noting that no MBE or WBE Goals were assigned to the contract due to the unavailability of qualified MWBEs, expressing his opinion that there is an obligation to foster mentoring to create qualified MWBEs. Vice Chairman Ferrer agreed with the comments made by Board Member Moerdler.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Board Member Ballan abstained from the vote on item one; Board Member Moerdler voted in opposition to items one and two. Details of the above items are set forth in the staff summaries and other materials filed with the records of this meeting.

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

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

Adjournment

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

Respectfully submitted,



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

December 2013

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

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

DECEMBER 2013

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.

Elevator & Escalator Service Report- 3rd Quarter 2013

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



Metro-North Railroad

Action Item December 2013



Staff Summary

Subject MNR 2014 Budget and 2014-2017 Financial Plan Adoption	Date December 5, 2013
Department Budget	Vendor Name
Department Head Name Joseph Pavone <i>Joseph Pavone</i>	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name	Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg	12/17			
2	MTA Fin. Comm.	12/17			
3	MTA Board Mtg	12/19			

Internal Approvals			
Order	Approval	Order	Approval
3 <i>JP</i>	President		Budget
	VP Operations		VP Capital Programs
2 <i>JP</i>	VP Finance & IT		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Planning & Development		Corporate & Public Affairs		Labor Relations		General Counsel
	Press		VP Human Resources		Human Resources		Other

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan 2014-2017.

Discussion:

The November 2014-2017 Financial Plan includes the resources to support Metro-North's mission to provide safe, secure and reliable transportation service to its customers and incorporates several strategic investments that will enable the Railroad to achieve its core performance goals and reduce operating risk. These investments address strategic priorities to improve safety and create a culture of safe work, continue Maintenance of Way infrastructure improvements, institute a Maintenance of Way organizational change, reorganize forces to improve customer service and facility maintenance at GCT and outlying locations, and invest in resources to hire and train all new employees company wide. In addition to these areas of focus, the Financial Plan incorporates programs that improve service reliability, and enhance customer service delivery, convenience and communication. (Cost projections do not include the estimated impacts from additional service investments in New York State which will be presented as part of MTA consolidated materials).

2013 November Forecast-Baseline

The 2013 non-reimbursable forecast reflects revenues totaling \$693.6 million, including \$621.3 million of farebox revenues and \$72.3 million in other operating revenue. Total operating expense projections of \$1,373.4 million consist of labor costs of \$731.8 million, non-labor costs of \$351.9 million and non-cash accruals of \$289.8 million for Depreciation (\$224.8 million), Other Post-Employment Benefits (\$62.1 million) and Environmental Remediation (\$2.9 million). After including additional cash adjustment requirements of \$12.9 million, the projected net cash deficit is \$402.9 million of which \$306.6 million represents the MTA share and \$96.3 million the ConnDOT share. Projected reimbursable expenses of \$164.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,478 and include 5,900 non-reimbursable positions and 578 reimbursable positions.

2014 Final Proposed Budget-Baseline

The 2014 final proposed non-reimbursable budget reflects revenues totaling \$716.5 million. Farebox Revenue of \$660.1 million is supported by ridership growth of 1.6% (85.9 million total riders) and a State of Connecticut fare increase of

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

5.04% in 2013, and 1.0% in 2015 through 2018. Other Operating Revenue of \$56.4 million reflects GCT net retail revenues, advertising, commissary operations and outlying station & parking revenue. Total Operating Expense projections of \$1,421.4 million consist of labor costs of \$758.5 million, non-labor costs of \$366.8 million and non-cash accruals of \$296.1 million which are comprised of: Depreciation (\$227.2 million), Other Post-Employment Benefits (\$65.1 million) and Environmental Remediation (\$3.8 million). After additional cash adjustments of \$60.3 million, the projected net cash deficit is \$469.1 million of which \$372.0 million represents the MTA share and \$97.1 million the ConnDOT share. Projected reimbursable expenses of \$190.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,583 and include 6,005 non-reimbursable positions and 578 reimbursable positions.

Major Programmatic Initiatives

Improve Safety and Create a Culture of Safe Work – by improving operational and employee safety, and continuing efforts to create a culture of safe work:

- Improve roadway worker protection with state of the art Enhanced Employee Protection System (EEPS)
- Staff an incident investigation team that will have responsibility over operational incidents and close calls
- Develop a more structured risk assessment program that will conduct root cause analysis
- Increase Safety and Security Dept. field support for operating districts

Continue Maintenance of Way Infrastructure Improvement Program

- Right-of-Way Track Improvement Program includes in-depth testing and inspection, track and drainage improvements, tie replacement, and fencing repairs for Metro-North's entire territory
- Maintenance of Way Track Maintenance and Inspection Program
- Re-organization Strategy for Grand Central Terminal and Maintenance of Way Facilities

Training

Invest additional resources to hire and train all new employees companywide to meet higher levels of attrition, ensure a properly trained workforce, support expanded MofW training and efforts to enhance the diversity of the workforce

Ridership

2014-2017 ridership is projected to grow approximately 1.6% annually with growth across all commuter lines and assumes no fare increase in New York State, and an approved fare increases in the State of Connecticut of 5.04% in 2014, with annual increases of 1.0% in 2015 through 2018.

Improved Service Reliability with new M8's

Through 2013, approximately 300 of the 405 new M-8 cars will be in service with the remaining cars arriving in 2014. Includes the resources necessary to support them, and the effect of the retirement of the old NHL electric cars.

On-going Infrastructure Improvements and Maintenance Programs

Includes improvements in snow removal capability, additional Hot Bearing/Wheel Impact Load Detection systems, emergency generators, the continuation of locomotive overhauls, and IT Infrastructure updates.

Customer Service Initiatives are underway that improve customer communication and convenience

Cyclical station inspection, maintenance and enhancement programs; joint commuter railroad replacement of on-board Ticket Issuing Machines (TIMs) that support credit/debit payment; customer information monitors and platform signage at New York State outlying stations; improvements to the Public Address Systems including a new system at New Haven station and; improvements to the Integrated Voice Response Customer Call-in System with enhanced call routing

2013 Budget Reduction Initiatives were enacted that will continue in the 2014 Budget and 2014-2017 Financial Plan. These initiatives average \$8 million in annual savings starting in 2014 and include lower consumption of inventory and supplies, increase in GCT retail revenue, and a reduction of contract service costs.

Impact on Funding: The 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017, which are presented in the attached schedules, are consistent with the proposed MTA Financial Plan

Recommendation: It is recommended that the MTA Board adopt MTA Metro-North Railroad's 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Operating Revenue						
Farebox Revenue	\$587.493	\$621.318	\$680.112	\$673.953	\$685.453	\$696.281
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	51.428	72.322	58.389	54.173	54.772	56.473
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$638.921	\$693.640	\$716.501	\$728.126	\$740.226	\$752.753
Operating Expenses						
Labor:						
Payroll	\$393.854	\$412.986	\$431.522	\$441.131	\$446.587	\$455.364
Overtime	55.224	62.620	60.376	58.950	56.086	57.146
Health and Welfare	81.664	96.604	106.748	112.373	116.509	123.318
OPEB Current Payment	19.456	21.000	22.049	22.877	24.169	25.538
Pensions	67.126	75.972	75.961	77.027	76.872	77.775
Other Fringe Benefits	92.904	98.582	102.307	106.609	108.291	111.052
Reimbursable Overhead	(33.434)	(35.949)	(40.514)	(40.136)	(40.863)	(41.640)
Total Labor	\$676.793	\$731.815	\$758.450	\$778.832	\$787.632	\$808.551
Non-Labor:						
Electric Power	\$69.985	\$77.901	\$86.801	\$92.079	\$98.011	\$103.915
Fuel	28.789	29.073	26.607	25.756	25.918	26.660
Insurance	10.790	14.802	18.313	21.124	24.217	27.835
Claims	0.356	0.393	0.535	0.535	0.535	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	89.262	98.732	107.353	110.283	108.073	109.085
Professional Service Contracts	24.083	27.973	28.940	28.019	29.201	28.963
Materials & Supplies	62.520	71.135	72.718	72.212	73.935	74.113
Other Business Expenses	17.957	31.848	25.548	27.203	29.333	30.965
Total Non-Labor	\$303.742	\$361.857	\$386.814	\$377.211	\$389.223	\$402.071
Other Expenses Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$980.535	\$1,093.673	\$1,125.265	\$1,156.043	\$1,176.855	\$1,210.622
Depreciation	\$223.143	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	56.244	62.070	65.088	67.542	71.356	75.392
Environmental Remediation	0.130	2.885	3.800	3.800	3.800	3.800
Total Expenses	\$1,260.052	\$1,373.399	\$1,421.400	\$1,452.872	\$1,479.498	\$1,519.301
Baseline Surplus/(Deficit)	(\$621.131)	(\$679.759)	(\$704.899)	(\$724.746)	(\$739.273)	(\$766.548)
Cash Conversion Adjustments:						
Depreciation	\$223.143	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
Operating/Capital	(16.264)	(31.537)	(43.007)	(30.151)	(17.000)	(17.000)
Other Cash Adjustments	105.224	83.624	51.550	70.038	65.019	65.398
Total Cash Conversion Adjustments	\$312.103	\$276.858	\$235.780	\$265.374	\$275.506	\$277.885
Baseline Cash Surplus/(Deficit)	(\$309.028)	(\$402.901)	(\$469.119)	(\$459.372)	(\$463.766)	(\$488.663)

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	83.828	86.168	113.125	116.679	119.424	122.085
MNR - CDOT	77.499	68.887	61.342	78.402	86.283	93.466
MNR - Other	10.870	9.747	16.278	16.621	16.976	17.312
Capital and Other Reimbursements	172.197	164.802	190.745	211.703	222.683	232.863
Total Revenue	\$172.197	\$164.802	\$190.745	\$211.703	\$222.683	\$232.863
Expenses						
Labor:						
Payroll	\$39.719	\$36.548	\$44.707	\$45.569	\$46.420	\$47.292
Overtime	18.005	16.330	15.862	16.170	16.474	16.782
Health and Welfare	11.757	12.296	15.025	15.444	16.148	16.761
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	6.731	7.364	8.904	8.399	8.235	8.037
Other Fringe Benefits	10.970	9.312	10.370	11.187	11.502	11.815
Reimbursable Overhead	34.815	34.892	38.836	39.580	40.320	41.069
Total Labor	\$121.997	\$116.742	\$133.705	\$136.348	\$139.098	\$141.755
Non-Labor:						
Electric Power	\$0.300	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.000	0.000	0.000	0.000	0.000
Insurance	3.876	2.918	3.818	3.929	4.003	4.078
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	19.380	23.832	12.010	20.564	27.022	31.638
Professional Service Contracts	9.106	5.592	19.629	28.307	28.959	30.793
Materials & Supplies	16.565	14.846	20.945	21.906	22.940	23.929
Other Business Expenses	0.972	0.871	0.638	0.649	0.661	0.671
Total Non-Labor	\$50.200	\$48.060	\$57.040	\$75.355	\$83.584	\$91.108
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 Expenses before Depreciation	\$172.197	\$164.802	\$190.745	\$211.703	\$222.683	\$232.863
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$172.197	\$164.802	\$190.745	\$211.703	\$222.683	\$232.863
Baseline Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Cash Conversion Adjustments:						
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2012	2013	2014			
	Actual	Forecast	Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$587,493	\$621,318	\$680,112	\$673,953	\$685,453	\$696,281
Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	51,428	72,322	56,389	54,173	54,772	56,473
MNR - MTA	83,828	86,168	113,125	116,679	119,424	122,085
MNR - CDOT	77,499	68,887	61,342	78,402	86,283	93,466
MNR - Other	10,870	9,747	16,278	16,621	16,976	17,312
Capital and Other Reimbursements	172,197	164,802	190,745	211,703	222,683	232,883
Total Revenue	\$811,118	\$858,442	\$907,247	\$939,829	\$962,908	\$985,616
Expenses						
Labor:						
Payroll	\$433,573	\$449,533	\$476,229	\$486,700	\$493,007	\$502,856
Overtime	73,229	78,951	76,239	75,120	72,560	73,928
Health and Welfare	93,421	108,900	121,774	127,818	132,658	140,079
OPEB Current Payment	19,456	21,000	22,049	22,877	24,169	25,536
Pensions	73,857	83,336	84,865	85,426	85,108	85,812
Other Fringe Benefits	103,873	107,894	112,678	117,795	119,793	122,866
Reimbursable Overhead	1,381	(1,057)	(1,678)	(0,556)	(0,564)	(0,571)
Total Labor	\$798,790	\$848,557	\$892,155	\$915,180	\$926,730	\$950,306
Non-Labor:						
Electric Power	\$70,285	\$77,901	\$86,801	\$92,079	\$98,011	\$103,915
Fuel	28,791	29,073	26,607	25,756	25,918	26,860
Insurance	14,666	17,720	22,131	25,053	28,220	31,913
Claims	0,356	0,393	0,535	0,535	0,535	0,535
Peritransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	108,642	122,564	119,363	130,847	135,095	140,723
Professional Service Contracts	33,189	33,565	48,570	56,326	58,160	59,756
Materials & Supplies	79,085	85,982	93,662	94,118	96,875	98,042
Other Business Expenses	18,929	32,720	26,187	27,852	29,994	31,636
Total Non-Labor	\$363,942	\$399,917	\$423,855	\$452,565	\$472,808	\$493,180
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 Expenses before Depreciation and GASB Adj.	\$1,152,732	\$1,248,475	\$1,316,010	\$1,367,746	\$1,399,538	\$1,443,485
Depreciation	\$223,143	\$224,771	\$227,237	\$225,487	\$227,487	\$229,487
OPEB Obligation	56,244	62,070	65,098	67,542	71,356	75,392
Environmental Remediation	0,130	2,885	3,800	3,800	3,800	3,800
Total Expenses	\$1,432,249	\$1,538,201	\$1,612,146	\$1,664,575	\$1,702,181	\$1,752,165
Baseline Surplus/(Deficit)	(\$621,131)	(\$679,759)	(\$704,899)	(\$724,746)	(\$739,273)	(\$766,548)
Cash Conversion Adjustments:						
Depreciation	\$223,143	\$224,771	\$227,237	\$225,487	\$227,487	\$229,487
Operating/Capital	(16,264)	(31,537)	(43,007)	(30,151)	(17,000)	(17,000)
Other Cash Adjustments	105,224	83,624	51,550	70,038	85,019	65,398
Total Cash Conversion Adjustments	\$312,103	\$276,858	\$235,780	\$265,374	\$275,506	\$277,885
Baseline Cash Surplus/(Deficit)	(\$309,028)	(\$402,901)	(\$469,119)	(\$459,372)	(\$463,766)	(\$488,663)

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$593.830	\$627.245	\$666.414	\$680.953	\$692.953	\$704.781
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	77.864	85.091	71.957	70.444	71.154	72.068
MNR - MTA	135.587	80.462	112.376	118.068	120.765	123.277
MNR - CDOT	97.795	68.627	64.076	80.307	86.275	93.458
MNR - Other	19.269	20.938	16.707	16.983	17.771	17.237
Capital and Other Reimbursements	252.651	170.027	193.159	215.358	224.811	233.972
Total Receipts	\$924.345	\$882.383	\$931.530	\$966.755	\$988.918	\$1,010.821
Expenditures						
Labor:						
Payroll	\$432.215	\$456.525	\$487.892	\$488.518	\$490.761	\$502.255
Overtime	73.162	79.302	78.852	75.675	73.131	74.881
Health and Welfare	98.906	109.088	126.105	132.425	137.405	144.967
OPEB Current Payment	19.456	21.000	22.049	22.877	24.169	25.536
Pensions	76.168	67.940	85.856	86.316	85.504	86.211
Other Fringe Benefits	98.524	103.903	114.252	119.113	118.626	122.167
GASB Account	24.869	0.000	8.917	9.105	9.291	9.474
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$823.300	\$837.758	\$923.923	\$934.029	\$938.887	\$965.491
Non-Labor:						
Electric Power	\$75.243	\$79.914	\$88.795	\$93.875	\$99.861	\$105.821
Fuel	22.004	25.473	23.007	22.156	22.318	23.060
Insurance	17.221	18.765	22.406	26.250	28.514	32.306
Claims	1.434	1.039	0.681	0.681	0.681	0.681
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	118.509	135.137	119.979	128.565	144.514	149.587
Professional Service Contracts	36.013	36.491	59.681	62.981	61.025	62.549
Materials & Supplies	90.334	101.003	111.723	104.815	101.863	101.865
Other Business Expenses	49.315	49.683	50.454	52.775	55.020	58.124
Total Non-Labor	\$410.073	\$447.605	\$476.725	\$492.098	\$513.796	\$533.993
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustmen	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	\$1,233.373	\$1,285.263	\$1,400.648	\$1,426.127	\$1,452.683	\$1,499.484
Baseline Cash Deficit	(\$309.028)	(\$402.900)	(\$469.118)	(\$459.372)	(\$463.765)	(\$488.663)
Subsidies						
MTA	\$229.158	\$306.640	\$371.950	\$383.410	\$369.309	\$390.381
CDOT	80.718	96.260	97.168	95.962	94.456	98.282
Total Subsidies	\$309.876	\$402.900	\$469.118	\$459.372	\$463.765	\$488.663

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$6,337	\$5,927	\$6,302	\$7,000	\$7,500	\$8,500
Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	26,436	12,770	15,569	16,272	16,382	15,596
MNR - MTA	51,759	(5,706)	(0,749)	1,389	1,341	1,192
MNR - CDOT	20,296	(0,260)	2,734	1,905	(0,008)	(0,008)
MNR - Other	8,399	11,191	0,429	0,362	0,795	(0,075)
Capital and Other Reimbursements	80,454	5,225	2,414	3,655	2,128	1,109
Total Receipts	\$113,227	\$23,921	\$24,284	\$26,927	\$26,910	\$25,205
Expenditures						
Labor:						
Payroll	\$1,358	(\$6,992)	(\$11,663)	(\$1,818)	\$2,245	\$0,401
Overtime	0,067	(0,351)	(2,613)	(0,555)	(0,571)	(0,953)
Health and Welfare	(5,485)	(0,188)	(4,331)	(4,607)	(4,747)	(4,888)
OPEB Current Payment	0,000	0,000	0,000	0,000	0,000	0,000
Pensions	(2,311)	15,396	(0,991)	(0,890)	(0,396)	(0,399)
Other Fringe Benefits	5,349	3,991	(1,574)	(1,318)	1,167	0,699
GASB Account	(24,869)	0,000	(8,917)	(9,105)	(9,291)	(9,474)
Reimbursable Overhead	1,381	(1,057)	(1,678)	(0,556)	(0,564)	(0,571)
Total Labor	(\$24,510)	\$10,799	(\$31,768)	(\$18,849)	(\$12,157)	(\$15,185)
Non-Labor:						
Electric Power	(\$4,958)	(\$2,013)	(\$1,994)	(\$1,796)	(\$1,850)	(\$1,906)
Fuel	6,787	3,600	3,600	3,600	3,600	3,600
Insurance	(2,555)	(1,045)	(0,275)	(1,197)	(0,294)	(0,393)
Claims	(1,078)	(0,646)	(0,146)	(0,146)	(0,146)	(0,146)
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	(9,867)	(12,573)	(0,616)	2,282	(9,419)	(8,864)
Professional Service Contracts	(2,824)	(2,825)	(11,111)	(6,555)	(2,865)	(2,793)
Materials & Supplies	(11,249)	(15,021)	(18,081)	(10,697)	(4,988)	(3,823)
Other Business Expenditures	(30,386)	(16,984)	(24,268)	(24,924)	(25,026)	(26,489)
Total Non-Labor	(\$56,131)	(\$47,588)	(\$52,871)	(\$39,533)	(\$40,988)	(\$40,814)
Other Adjustments:						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expenditure Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$32,586	(\$12,867)	(\$60,355)	(\$31,455)	(\$27,136)	(\$30,794)
Depreciation Adjustment	\$223,143	\$224,771	\$227,237	\$225,487	\$227,487	\$229,487
OPEB Obligation	56,244	52,070	65,098	67,542	71,356	75,392
Environmental Remediation	0,130	2,885	3,800	3,800	3,800	3,800
Baseline Total Cash Conversion Adjustments	\$312,103	\$276,859	\$235,781	\$265,374	\$275,508	\$277,885

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
Ridership (Utilization) *
(in millions)

	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
<u>Ridership</u>						
Harlem Line	26.648	27.065	27.768	28.322	28.765	29.131
Hudson Line	15.853	16.016	16.401	16.682	16.935	17.173
New Haven Line	38.840	39.331	40.081	40.633	41.062	41.511
Baseline Total Ridership	81.341	82.412	84.249	85.636	86.763	87.815
West of Hudson	1.612	1.605	1.623	1.650	1.679	1.693
Total Ridership - All MNR Lines	82.954	84.018	85.873	87.287	88.441	89.507
<u>Farebox Revenue</u>						
Harlem Line	\$174.927	\$189.307	\$197.487	\$201.889	\$205.379	\$208.143
Hudson Line	127.698	137.572	142.990	145.627	148.060	150.304
New Haven Line	284.313	293.958	319.144	325.935	331.504	337.319
West of Hudson Mail & Ride	0.555	0.481	0.492	0.501	0.510	0.514
Baseline Total Farebox Revenue	\$587.493	\$621.318	\$680.112	\$673.953	\$685.453	\$696.281

* Reflects East of Hudson Service

MTA Metro-North Railroad
November Financial Plan 2014 - 2017
2013 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Review and Monitor Contract Services	-	0.600	-	0.600	-	0.600	-	0.600	-	0.600
Reduce Rolling Stock Material Usage	-	1.259	-	5.249	-	4.801	-	4.912	-	6.512
Subtotal Maintenance	-	1.859	-	5.849	-	5.401	-	5.512	-	7.112
<u>Revenue Enhancement</u>										
Increase Non-Passenger Revenue	-	0.802	-	2.168	-	2.909	-	2.613	-	2.916
Subtotal Revenue Enhancement	-	0.802	-	2.168	-	2.909	-	2.613	-	2.916
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$2.661	-	\$8.017	-	\$8.310	-	\$8.125	-	\$10.028

MTA METRO-NORTH RAILROAD
November Financial Plan 2014 - 2017
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2012 Actual	2013	2014	2015	2016	2017
		November Forecast	Final Proposed Budget			
Administration						
President	3	3	3	3	3	3
Labor Relations	7	9	9	9	9	9
Safety	17	22	33	33	33	33
COS/ Corporate & Public Affairs	16	16	16	16	16	16
Customer Service	39	48	48	48	48	48
Legal	16	18	18	18	18	18
Claims	12	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3
VP Human Resources	3	7	7	7	7	7
Human Resources & Diversity	26	28	28	28	28	28
Training	45	50	58	58	58	58
Employee Relations & Diversity	2	5	5	5	5	5
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	16	18	18	18	18	18
Capital Planning & Programming	13	16	16	16	16	16
Business Development Facilities & Mktg	22	24	24	24	24	24
Long Range Planning	7	8	8	8	8	8
VP Finance & Info Systems	1	1	1	1	1	1
Controller	79	80	81	81	81	81
Information Technology & Project Mgmt	82	124	125	125	125	125
Budget	17	20	20	20	20	20
Procurement & Material Management	34	46	46	46	46	46
Corporate	0	0	0	0	0	0
Total Administration	469	569	590	590	590	590
Operations						
Operations Administration	49	61	61	61	61	61
Operations Services ⁽¹⁾	1,749	1,798	1,457	1,471	1,477	1,489
Customer Service	219	239	240	240	240	240
Business Development Facilities & Mktg	32	38	38	38	38	38
Metro-North West	30	27	34	34	34	34
Total Operations	2,079	2,163	1,830	1,844	1,850	1,862
Maintenance						
GCT	357	389	389	389	389	389
Maintenance of Equipment ⁽¹⁾	1,252	1,351	1,735	1,735	1,745	1,745
Maintenance of Way	1,637	1,776	1,809	1,809	1,792	1,787
Procurement & Material Management	118	120	120	120	120	120
Total Maintenance	3,364	3,636	4,053	4,053	4,046	4,041
Engineering/Capital						
Construction Management	35	42	42	42	42	42
Engineering & Design	55	68	68	68	68	68
Total Engineering/Capital	90	110	110	110	110	110
Baseline Total Positions	6,002	6,478	6,583	6,597	6,596	6,603
Non-Reimbursable	5,592	5,900	6,005	5,982	5,971	5,978
Reimbursable	410	578	578	615	625	625
Total Full-Time	6,001	6,477	6,582	6,596	6,595	6,602
Total Full-Time-Equivalents	1	1	1	1	1	1

⁽¹⁾Reflects the January 2014 transfer of the Car Appearance Unit (370 positions) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

MTA METRO-NORTH RAILROAD
November Financial Plan 2014 - 2017
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2012	2013	2014	2015	2016	2017
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	165	192	193	193	193	193
Professional, Technical, Clerical	304	377	397	397	397	397
Operational Hourlies	-	-	-	-	-	-
Total Administration	469	569	590	590	590	590
Operations						
Managers/Supervisors ⁽¹⁾	149	156	149	149	149	149
Professional, Technical, Clerical	224	238	239	239	239	239
Operational Hourlies ⁽¹⁾	1,706	1,770	1,443	1,457	1,463	1,475
Total Operations	2,079	2,163	1,830	1,844	1,850	1,862
Maintenance						
Managers/Supervisors ⁽¹⁾	502	541	548	548	548	548
Professional, Technical, Clerical	466	502	519	519	519	519
Operational Hourlies ⁽¹⁾	2,396	2,594	2,987	2,987	2,980	2,975
Total Maintenance	3,364	3,636	4,053	4,053	4,046	4,041
Engineering/Capital						
Managers/Supervisors	43	49	49	49	49	49
Professional, Technical, Clerical	47	61	61	61	61	61
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	90	110	110	110	110	110
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	859	938	939	939	939	939
Professional, Technical, Clerical	1,041	1,177	1,215	1,215	1,215	1,215
Operational Hourlies	4,102	4,363	4,429	4,443	4,442	4,449
Total Baseline Positions	6,002	6,478	6,583	6,597	6,596	6,603

⁽¹⁾Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).



Metro-North Railroad

Information Items

December 2013

Proposed 2014 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2014 Committee Work Plan	Committee Chairs & Members
Information Items (if any)	
Action Items (if any)	
Procurements	
President's Report	President/Senior Staff
Safety	
Operations	
Financial	
Ridership	
Capital Program	
MTA Police Report	

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2014

Approval of 2014 Committee Work Plan	Committee Chairs & Members
Elevator & Escalator Service Report—4 th Quarter 2013	Operations
Diversity/EEO Report – 4 th Quarter 2013	Diversity and EEO

February 2014

Adopted Budget/Financial Plan 2014	Finance
2013 Annual Operating & Safety Results	Operations/Safety & Security
Annual Strategic Investments & Planning Study	Capital Planning

March 2014

2013 Annual Ridership/Marketing Plan Report	Operations Planning & Analysis
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
Elevator & Escalator Service Report—1 st Quarter 2014	Operations
Diversity/EEO Report – 1 st Quarter 2014	Diversity and EEO

May 2014

RCM Fleet Maintenance	Operations
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June 2014

Positive Train Control	Presidents
------------------------	------------

Grand Central Terminal Retail Development

MTA Real Estate

July 2014

Environmental Audit

Environmental Compliance

Elevator & Escalator Service Report–2nd Quarter 2014

Operations

Diversity/EEO Report – 2nd Quarter 2014

Diversity and EEO

September 2014

2014 Final Mid-Year Forecast

Finance

2015 Preliminary Operating Budget

Finance

2014 Fall Schedule Change

Operations Planning & Analysis

October 2014

2015 Preliminary Budget (Public Comment)

Finance

Elevator & Escalator Service Report–3rd Quarter 2014

Operations

Diversity/EEO Report – 3rd Quarter 2014

Diversity and EEO

November 2014 (Joint meeting with LIRR)

2015 Preliminary Budget (Public Comment)

Finance

Annual Committee Charter Review

Committee Chairs & Members

Holiday Schedule

Operations Planning & Analysis

December 2014

2015 Final Proposed Budget

Finance

2015 Proposed Committee Work Plan

Committee Chairs & Members

METRO-NORTH AND LONG ISLAND 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.

2014 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.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. 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. In addition, each quarter a status report will be provided on inventory activity and balances.

Police Activity Report

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

Report on Operations

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

Monthly Financial Report

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. It will also include a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

JANUARY 2014

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

Elevator & Escalator Service Report – 4th Quarter 2013

Quarterly report 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 on diversity initiatives.

FEBRUARY 2014

Adopted Budget/Financial Plan 2014

The Agency will present its revised 2014 Financial Plan. These plans will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget.

2013 Annual Operating Results

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

Annual Strategic Investments & Planning Study

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

2013 Annual Ridership/Marketing Plan 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.

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 MNR)

Final Review of 2013 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

Elevator & Escalator Service Report – 1st Quarter 2014

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

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 on diversity initiatives.

MAY 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.

JUNE 2014

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided. 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.

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.

JULY 2014

Environmental Audit Report

The Committee will be briefed on the results of the 2014 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.

Elevator & Escalator Service Report – 2nd Quarter 2014

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

Diversity & EEO Report– 2nd 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 on diversity initiatives.

SEPTEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

2014 Final Mid-Year Forecast

The agency will provide the 2014 Mid-Year Forecast financial information for revenue and expense by month.

2014 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 for the Fall of 2014.

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

Elevator & Escalator Service Report – 3rd Quarter 2014

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

Diversity & EEO Report– 3rd Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR'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 on diversity initiatives.

NOVEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

Review Committee Charter

Annual review of MNR Committee Charter for Committee revision/approval.

Holiday Schedule

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

DECEMBER 2014

2015 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2015.

Proposed 2015 Committee Work Plan

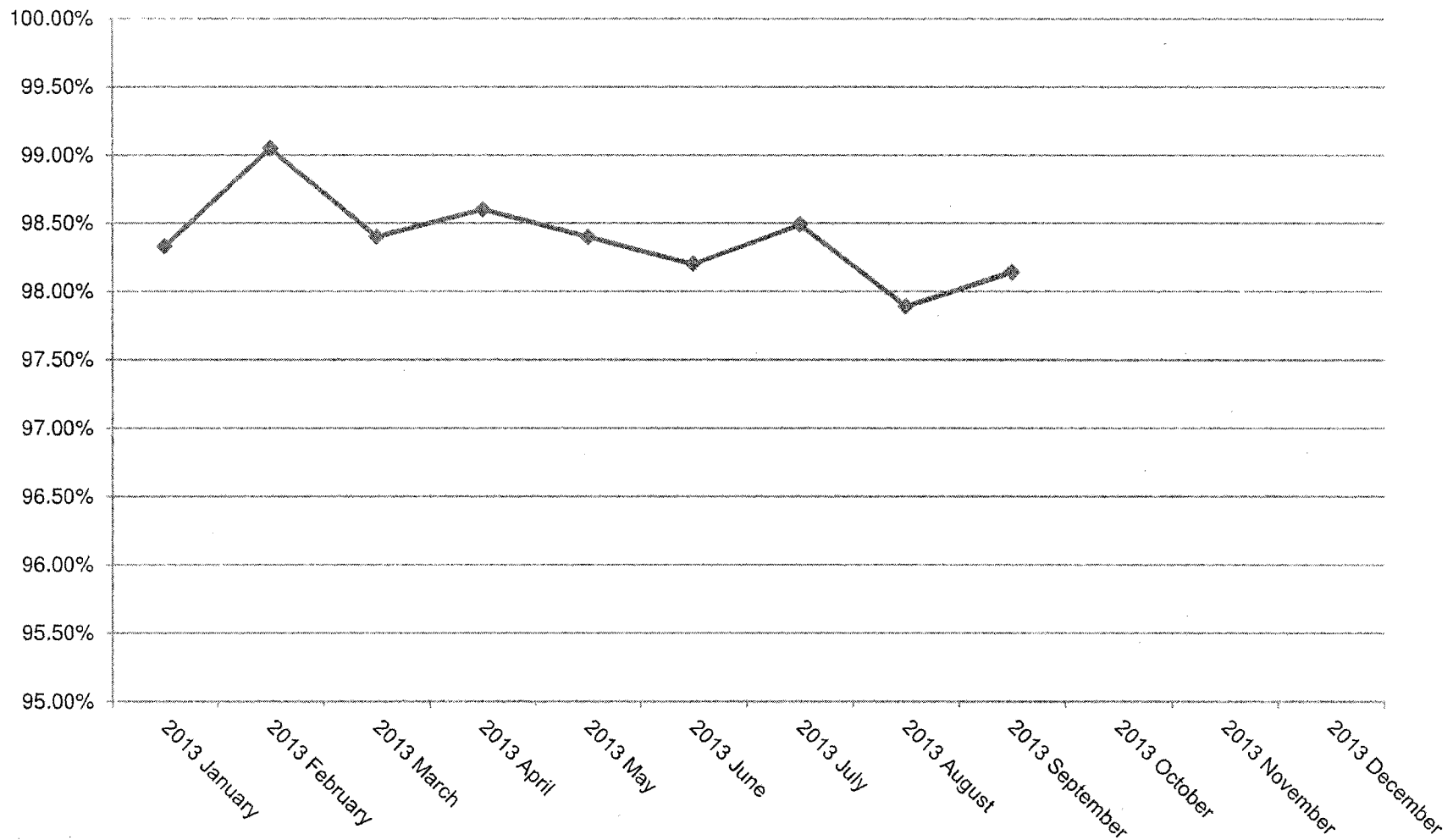
The Committee Chair will present a draft Metro-North Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

Metro-North Railroad Elevator/Escalator

3rd Quarter Report
2013



Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service as of 7:00 AM daily.

MTA Metro-North Railroad

2013 3rd 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	99%	HARLEM 125th	002S	100%
ARDSLEY-ON-HUDSON	026S	100%	HASTINGS-ON-HUDSON	022N	100%
BEACON	056I	100%	HASTINGS-ON-HUDSON	022S	100%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-10	98%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-11	82%
CORTLANDT	043P	98%	GRAND CENTRAL TERMINAL	T-12	93%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-18	100%
CORTLANDT	043PW	100%	GRAND CENTRAL TERMINAL	T-19	100%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	T-20	100%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL	T-6	78%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL	T-7	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL	T-8	100%
DOBBS FERRY	024N	99%	GRAND CENTRAL TERMINAL	T-9	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL	WCL	100%
GARRISON	050N	99%	GRAND CENTRAL TERMINAL NORTH	NE-1	100%
GARRISON	050S	100%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
GLENWOOD	018N	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
GLENWOOD	018S	100%	GRAND CENTRAL TERMINAL NORTH	NE-4	0% (a)
GREYSTONE	020N	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GREYSTONE	020S	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
HARLEM 125th	002N	100%			

Note:

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

2013 3rd 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	100%	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	100%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	100%
POUGHKEEPSIE	058S	100%	YONKERS	016N	100%
			YONKERS	016S	100%

2013 3rd 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	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	100%
BREWSTER	162I	99%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	98%	PURDYS	158P	99%
CROTON FALLS	160I	99%	PURDYS	158I	100%
FLEETWOOD	120N	100%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	100%	WHITE PLAINS	132I	100%

2013 3rd Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)
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 3rd Quarter Escalator Availability

Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	98%	NE-8	47th ST Cross Passage to East Spine	100%
2	West Side near Transit Museum	98%	NE-9	East spine to 48th ST and Park	99%
3	East Side near Market	95%	NE-10	45th ST Cross Passage to West Spine	99%(a)
4	East Side near Market	100%	NE-11	47th ST Cross Passage to 47th and Madison	100% (b)
5	East Side near Market	100%	NE-12	245 Park Ave	100% (c)
6	East Side near Market	99%	N	White Plains	100%
NE-7	45th ST Cross Passage to East Spine	99%	S	White Plains	100%

GCT Escalator Summary:

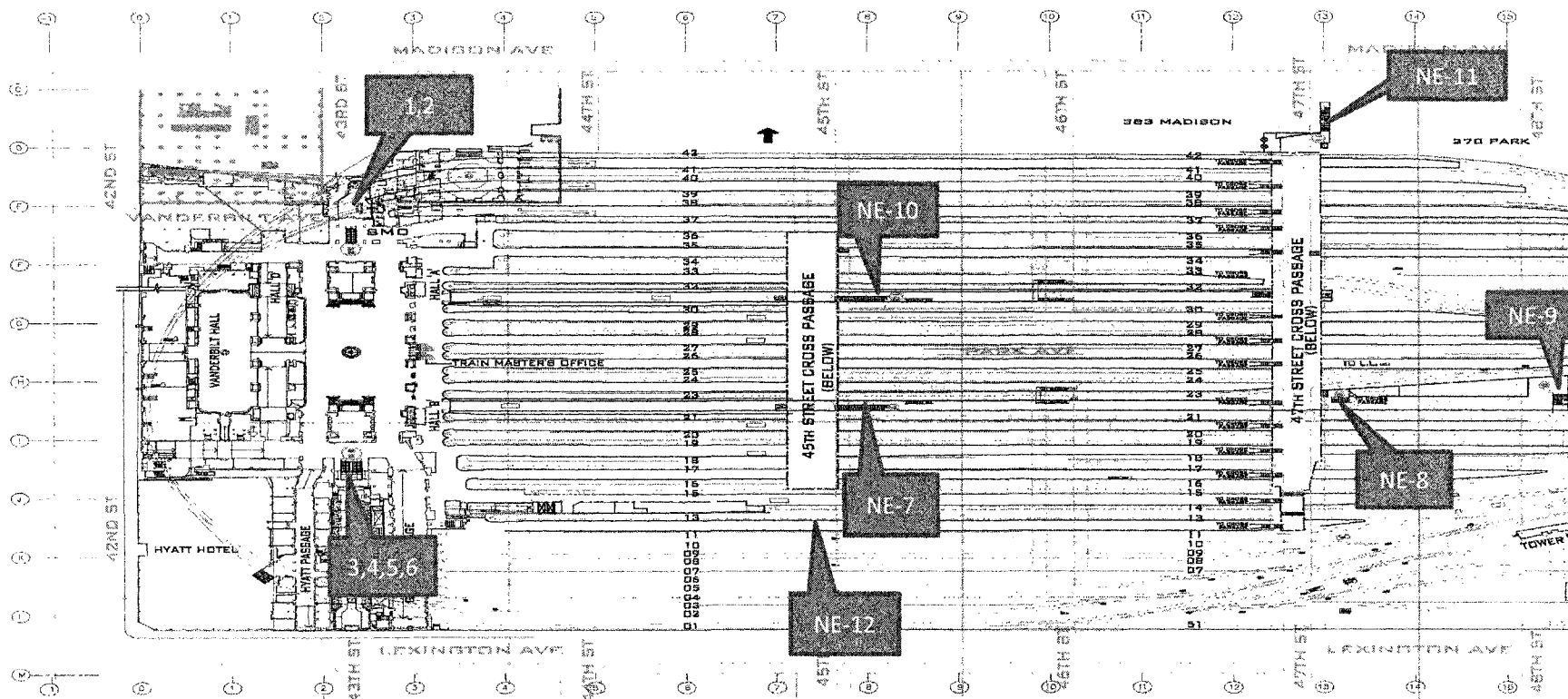
Metro-North has begun a systematic maintenance/rehabilitation program for the 11 original escalators within Grand Central Terminal. Ten of those escalators have already been rehabilitated and returned to service. Escalator 9 (GCT North) will be taken out of service and rehabilitated at the start of 2014. Exact schedule TBD.

Notes:

- (a) Underwent major repairs and put back into service on 7/8/13
- (b) Undergoing repairs, put back into service on 10/7/13
- (c) Placed into service October 21, 2013

Availability percentages exclude time escalators are out of service for planned long-term repair.

Grand Central Escalator Map



3rd Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Harlem 125st (0025)	0	0	1
Ossining(36N)	0	0	1
Fordham (108N)		0	1
Bedford Hills (152I)	0	0	1
Morris Heights (004I)	0	0	1
Beacon (056I)	0	0	1

3rd Quarter - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
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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. The customer is uninjured but needs assistance from an outside party (i.e. MNR employee or MTA PD officer) to exit the elevator cab.

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 September 30, 2013.



Metro-North Railroad

Procurements December 2013



Subject Request for Authorization to Award Various Procurements						Date December 2, 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	Approval		Approval	
1	MNR Comm Mtg	12-16-13	x				x	General Counsel	
2	MTA Board Mtg	12-18-13	x			x	Sr. VP Operations	x	Capital Programs
						x	Sr. VP Administration	x	VP Planning
						x	VP Finance & IT	x	Chief of Staff
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Press		Government Relations	x	VP GCT & Corp. Dev.		Other		
			Safety		Human Resources				

PURPOSE:

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

DISCUSSION:

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

of Actions \$ Amount

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

NONE

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts		2	\$2,950,000
• New York State Industries for the Disabled (NYSID)	\$950,000		
• Signature Tech. Inc. dba Com-Net Software	\$2,000,000		
	SUB TOTAL:	2	\$2,950,000



MNR proposes to award competitive procurements in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		1	\$435,750
• Technical Elevator Testing, Inc.	\$435,750		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts		2	\$24,154,039
• Louis T. Klauder and Associates	\$6,219,039		
• Various Contractors	\$17,935,000		
Schedule I: Modifications to Purchase and Public Work Contracts		1	\$1,915,524
• Georgetown Rail Equipment Company	\$1,915,524		
SUB TOTAL:		4	\$26,505,313

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		10	\$1,623,695
• Hulcher Services	\$720,000		
• Fred Cook Jr. Inc.	\$225,000		
• Danella Rental Systems	\$105,000		
• TNT Equipment	\$55,000		
• Pandrol USA	\$105,808		
• East Coast Railroad Services	\$164,590		
• MRT Track and Services	\$24,550		
• A&K Railroad Materials	\$75,658		
• Unitrac Railroad Materials	\$61,849		
• North American Rail	\$86,240		
SUB TOTAL:		10	\$1,623,695
TOTAL:		16	\$31,079,008

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.

DECEMBER 2013

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

G. Miscellaneous Service Contracts

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

**1. New York State Industries for the Disabled (NYSID) \$950,000 (not-to-exceed) Staff Summary Attached
Document Scanning & Archiving Services**

Approval is requested for a New York State Preferred Source, miscellaneous service contract with the New York State Industries for the Disabled (NYSID) to perform the Document Scanning and Archiving Services for documents located in Metro-North Railroad's Graybar and Madison Avenue buildings as part of the MTA/MNR Relocation Project. The term of this contract shall be March 1, 2014 through September 30, 2014.

To advance special social and economic goals, Section 162 of the New York State Finance Law requires that all State agencies, political subdivisions and public benefit corporations obtain commodities and services from "preferred sources" when such commodities and services are on the List of Preferred Source Offerings and when they meet the required form, function and utility. The service requirements must be defined in terms of the minimum essential requirements and every reasonable effort must be made to obtain services through the Preferred Source. The acquisition of document imaging and scanning services is one of the services listed and it is exempted from statutory competitive procurement requirements. The NYS Commissioner of General Services is responsible for reviewing and approving the prices of all services provided by Preferred Sources. In approving the prices, the NYS Office of General Services ensures that prices do not exceed 15% of the prevailing market prices among responsive and responsible offers for the same or equivalent services.

The scope of services shall include assessing paper records maintained by all Metro-North departments for both locations and dividing them into four categories: (1) items to be packed for the new office space, (2) items to be scanned and indexed to a database, (3) items to be archived to the warehouse, and (4) items to be destroyed. This contract will allow MNR staff to transition to new office space congruent with the document storage capacity allotted for their respective departments and provide a cost-effective method of producing backup copies of records that support mission-critical operations.

The total project cost is not-to-exceed \$950,000. A fixed price schedule has been negotiated which includes \$0.252 per image for scanning and indexing of standard-sized records, and an all-inclusive hourly rate of \$35.02 for archiving, packing and destruction services. All pricing is deemed within 15% of the prevailing market prices as required by the Preferred Source Law. Services are expected to begin in March 2014. This procurement is funded thru the MTA-HQ Madison Avenue Relocation Project.

2. **Signature Tech. Inc. dba Com-Net Software \$2,000,000 (not-to-exceed) Staff Summary Attached**
Grand Central Terminal and New Haven Line VIS Maintenance and Service Agreement

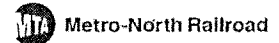
Approval is requested for a non-competitive, five-year miscellaneous service contract with Signature Technologies, Inc., dba Com-Net Software (Com-Net) to provide maintenance and support services for the Grand Central Terminal and New Haven Visual Information System (VIS) and Passenger Information Display (PID) Systems. This is the first stage of a multi-stage effort to maintain the VIS system to the highest possible standard. Also, during the period of this contract, MNR shall be developing a comprehensive evaluation of the technologies that are available to modernize and upgrade the GCT and NH VIS system.

MNR's current VIS in Grand Central Terminal (GCT) has been in service for over 12 years and requires technical assistance to maintain operational requirements. Com-Net, the original developer of software for the GCT "Big Board" is uniquely qualified to maintain and support its proprietary software. Further, CDOT originally secured the services of Com-Net to install new hardware and proprietary software at the New Haven Union Station and State Street Station PID Systems. The new proposed five-year agreement will include maintenance and repair service at GCT and the two New Haven Line stations.

Enhanced services which included reduction in response and repair time for essential repairs, increased on-site presence by a Com-Net technician in GCT, tracking of system status and reliability in Com-Net's Service Event Mgmt. System was negotiated and made part of the new agreement. The new agreement's pricing structure covers all labor and parts associated with the repair of all inventoried hardware components and all software modules for the information display systems. The agreement will also include penalties for non-compliance to response times by Com-Net. Com-Net's proposed hourly rates are equal to or less than rates approved for other MNR vendors supplying maintenance of hardware and software systems. Com-Net's labor rates are fixed for the first three years and will be adjusted for the remaining two years based on the Consumer Price Index. Based on this analysis, Com-Net's pricing is deemed to be fair and reasonable.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) and in conjunction with the MTA all-Agency Procurement Guidelines for the purchase of sole source items or services. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of contractors able to perform the work. The total cost of the five year contract is not-to-exceed \$2,000,000 (\$986K for GCT and \$1.014M for the NH locations). This procurement will be funded by the MNR Operating Budget and for the CT locations in accordance with the MNR-CDOT Service Agreement.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) New York State Industries for the Disabled
Description Document Scanning & Archiving Services
Contract Term (Including Options, if any) Six Months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source

Contract Number *TBD	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$ 950,000 (not-to-exceed)
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	

Discussion:

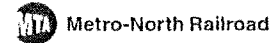
Approval is requested for a New York State Preferred Source, miscellaneous service contract with the New York State Industries for the Disabled (NYSID) to perform the Document Scanning and Archiving Services for documents located in Metro-North Railroad's Graybar and Madison Avenue buildings as part of the MTA/MNR Relocation Project. The term of this contract shall be March 1, 2014 through September 30, 2014.

To advance special social and economic goals, Section 162 of the New York State Finance Law requires that all State agencies, political subdivisions and public benefit corporations obtain commodities and services from "preferred sources" when such commodities and services are on the List of Preferred Source Offerings and when they meet the required form, function and utility. The service requirements must be defined in terms of the minimum essential requirements and every reasonable effort must be made to obtain services through the Preferred Source. The acquisition of document imaging and scanning services is one of the services listed and it is exempted from statutory competitive procurement requirements. The NYS Commissioner of General Services is responsible for reviewing and approving the prices of all services provided by Preferred Sources. In approving the prices, the NYS Office of General Services ensures that prices do not exceed 15% of the prevailing market prices among responsive and responsible offers for the same or equivalent services.

The scope of services shall include assessing paper records maintained by all Metro-North departments for both locations and dividing them into four categories: (1) items to be packed for the new office space, (2) items to be scanned and indexed to a database, (3) items to be archived to the warehouse, and (4) items to be destroyed. This contract will allow MNR staff to transition to new office space congruent with the document storage capacity allotted for their respective departments and provide a cost-effective method of producing backup copies of records that support mission-critical operations.

The total project cost is not-to-exceed \$950,000. A fixed price schedule has been negotiated which includes \$0.252 per image for scanning and indexing of standard-sized records, and an all-inclusive hourly rate of \$35.02 for archiving, packing and destruction services. All pricing is deemed within 15% of the prevailing market prices as required by the Preferred Source Law. Services are expected to begin in March 2014. This procurement is funded thru the MTA-HQ Madison Avenue Relocation Project.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Signature Technologies, Inc. dba Com-Net Software
Description GCT and New Have VIS Maintenance and Service Agreement
Contract Term (including Options, if any) Five Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/Negotiated

Contract Number 30125	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$2,000,000 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	

Discussion:

Approval is requested for a non-competitive, five-year miscellaneous service contract with Signature Technologies, Inc., dba Com-Net Software (Com-Net) to provide maintenance and support services for the Grand Central Terminal and New Haven Visual Information System (VIS) and Passenger Information Display (PID) Systems. This is the first stage of a multi-stage effort to maintain the VIS system to the highest possible standard. Also, during the period of this contract, MNR shall be developing a comprehensive evaluation of the technologies that are available to modernize and upgrade the GCT and NH VIS system.

MNR's current VIS in Grand Central Terminal (GCT) has been in service for over 12 years and requires technical assistance to maintain operational requirements. Com-Net, the original developer of software for the GCT "Big Board" is uniquely qualified to maintain and support its proprietary software. Further, CDOT originally secured the services of Com-Net to install new hardware and proprietary software at the New Haven Union Station and State Street Station PID Systems. The new proposed five-year agreement will include maintenance and repair service at GCT and the two New Haven Line stations.

Enhanced services which included reduction in response and repair time for essential repairs, increased on-site presence by a Com-Net technician in GCT, tracking of system status and reliability in Com-Net's Service Event Mgmt. System was negotiated and made part of the new agreement. The new agreement's pricing structure covers all labor and parts associated with the repair of all inventoried hardware components and all software modules for the information display systems. The agreement will also include penalties for non-compliance to response times by Com-Net. Com-Net's proposed hourly rates are equal to or less than rates approved for other MNR vendors supplying maintenance of hardware and software systems. Com-Net's labor rates are fixed for the first three years and will be adjusted for the remaining two years based on the Consumer Price Index. Based on this analysis, Com-Net's pricing is deemed to be fair and reasonable.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) and in conjunction with the MTA all-Agency Procurement Guidelines for the purchase of sole source items or services. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of contractors able to perform the work. The total cost of the 5 year contract is not-to-exceed \$2,000,000 (\$986K for GCT and \$1.014M for the NH locations). This procurement will be funded by the MNR Operating Budget and for the CT locations in accordance with the MNR-CDOT Service Agreement.

DECEMBER 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. Technical Elevator Testing, Inc. \$435,750 (not-to-exceed)

Elevator Safety Inspections and Testing at Various MNR Facilities in NYS and CT

Approval is requested to award a competitively solicited (six bids received), five year miscellaneous service contract to Technical Elevator Testing, Inc. (TET) to provide safety inspections and testing of 112 elevators at various MNR stations and employee facilities in New York State and Connecticut. MNR maintains elevator equipment throughout its operating territory and is implementing a new inspection and test plan for all elevators to confirm compliance with current codes and to enhance safety. These services have never been provided to Metro-North and are part of a new program. MNR is self-governing and while it is not subject to city and state building codes and regulations it does maintain its elevators to state standards. Under this agreement, TET will provide licensed elevator inspectors to perform quality audits consistent with American Society of Mechanical Engineers' compliant safety inspections and tests and thus confirm MNR's compliance with the States' standards.

In accordance with MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and posted on the MNR website. Twenty-one vendors were sent the solicitation. Six vendors submitted a bid.

Omni Elevator Company, Inc. (Omni) submitted the lowest bid in the amount of \$241,740, which was extremely low compared to the other bids. Omni's bid was evaluated by MNR Procurement in conjunction with the MNR Project Manager and deemed nonresponsive due to their confirmed misinterpretation of the workscope requirements. Subsequently, MNR evaluated the 2nd apparent lowest bidder TET, with a bid amount of \$435,750. TET's price is 6.5% lower than the 3rd lowest bid. TET's unit prices will remain firm and fixed for the full five year term of the contract. TET's bid amount is deemed fair and reasonable for the level of testing and inspection services to be provided under this contract. A complete review of their bid package was performed as well as a review of all applicable MTA responsibility databases and no adverse information was found. Additionally, MNR Procurement contacted TET's references as well as their specific safety inspection and testing work and all entities/firms indicated that they have good working relations with TET and are satisfied with their performance. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of contractors able to perform the work. The total cost of this contract is not-to-exceed \$435,750, and it is funded by the MNR Operating Budget.

H. Modifications to Personal/Miscellaneous Service Contracts

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

2. **Louis T. Klauder and Associates** **\$6,219,039 (not-to-exceed)** **Staff Summary Attached**
Construction Inspection and Engineering Services to support the M-8 Railcar procurement

To award a contract change for 18 months with additional funding (\$6,219,039) to the firm, Louis T. Klauder and Associates (LTK) for the continuation of construction inspection and engineering services in support of the M-8 Railcar manufacture. In September 2006, the MTA Board approved a personal services contract to LTK in the total not-to-exceed amount of \$15,000,000 to provide Construction Inspection and Engineering Services to support the M-8 railcar procurement. The contract was awarded in two separate actions based upon the funding available at the time of Board approval. The initial award was for \$9.4M and was funded by the MNR 2005-2009 Capital Program and the balance of \$5.6M was funded by MNR 2010-2014 Capital Program. A contract supplement was MTA Board approved in January 2011 and executed in the total not-to-exceed amount of \$12.25M. This supplement was necessary to provide sufficient funds to cover project delays and shortfalls in available person hours.

The scope of services to be performed by LTK includes: general support and administration, detailed design reviews of all the manufacturer's submittals, inspection, quality assurance, quality control and progress monitoring and testing at the manufacturer's plants and at test sites, review of CPM schedule and other general administrative tasks, as well as post M-8 construction performance monitoring.

At this time, and as the production advances and continues on the M-8 railcars, MNR requests that LTK continue to provide the required Inspection and Engineering services, as outlined in the original MTA Board approval, for the balance of the initial 380 M-8 car order and to additionally provide these services for the 25 single-car-option, up to the final M-8 Project quantity of 405 Cars. As many of the additional efforts performed by LTK and MNR are directly associated with the technical issues, delays and inefficiencies solely attributable to the M-8 Car manufacturer, MNR anticipates recouping these costs or equivalent value through the prospective negotiation and assessment of liquidated damages (the Capital Program and CDOT costs shall be reconciled at the conclusion of the project, when the full extent of the contractor's delay is calculated). To date, the manufacturer remains approximately 12 months behind the current project schedule. The MTA Department of Diversity and Civil Rights has established goals of 5% MBE and 5% WBE for the contract. LTK has achieved the goals as set forth on this contract and its goals on previous MTA contracts. The total cost of the contract change is not-to-exceed \$6,219,039 and shall be funded on an interim basis by the 2010-2014 MNR Capital Program and by CDOT, and is allocated as required by the CDOT/MNR Project Agreement (MNR = 35%, CDOT = 65%). The completion date of these services shall be extended to December 31, 2014.

3. **Various Contractors** **\$17,935,000 (estimated)** **Staff Summary Attached**
All-Agency Information Technology Consulting Services

Approval is requested to increase the All-Agency IT Consulting Services contract by \$17,935,000. Pursuant to Board approval received in November 2010, a Metro-North-led, MTA All-Agency, five-year, personal services contract was awarded for \$32,370,000 to retain the services of 38 prequalified vendors in 65 categories to furnish IT Consulting Services on an as-needed basis. IT consulting services are required to support various strategic IT development projects, including but not limited to the expansion of the PeopleSoft Financial System, expansion of the Business Service Center, Kronos Time & Attendance project, enhancements to the MTA website before and after Sandy, as well as other key MTA initiatives to provide timely and effective communications to customers, efficiencies in operations and improving overall customer satisfaction levels.

A combination of initial underfunding and an increase in consolidated IT initiatives as well as expansion of scope and agency understaffing has required a proposed contract modification totaling \$17,935,000 at this time.

In accordance with the MTA IT Restructuring Plan and with the knowledge and concurrence of the MTA's new Chief Information Officer, the proposed contract modification will fully support the newly consolidated IT Department and will provide all Agencies the ability to hire additional project consultants as well as supplement staffing until permanent vacancies can be filled. The additional funds will also ensure sufficient resources to support highly critical projects including the PeopleSoft upgrade from 9.0 to 9.2, Pension Data Conversion from Legacy Systems, new On-Board Ticket Issuing Machines, Electronic Hours of Service, Real-Time Train Status Expansion and other Infrastructure upgrades.

Using the MTA All-Agency prequalified IT consultant listing has proven to be more cost-effective than procuring resources from traditional sources such as Accenture, Microsoft, Oracle, and IBM which provides an average consulting rate of \$200 per hour whereas the average rate on this All-Agency Contract is \$99 per hour. As per the original terms of the agreement, the individual all-inclusive hourly consultant rates are fixed for the final two years of the agreement. All pricing and terms are deemed fair and reasonable by each participating Agency.

This contract will be used on an as-needed basis and does not guarantee any commitment or level of expenditures. Each individual task assignment and funding is approved prior to any consultant request. As a need arises for consulting services in any of the listed categories, the requesting Agency solicits referrals and pricing from each of the firms on the relevant list of prequalified firms, the firm then submits resume and pricing which can be no higher than the rate schedule established in the Master contract. A purchase order or task order is issued to the firm submitting the consultant selected through resume evaluations and interviews conducted by the Agency Project Manager. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for the contract. Each Task of Work is reviewed by DDCR and award is not made until DDCR has acknowledged that the IT vendor has met the pre-award requirements.

The additional funding of \$17,935,000 is broken down as follows: MNR=\$3.335M, MTA HQ=\$5M, MTA BSC= \$5.1M, NYCT= \$4M, and B&T= \$500K. This contract change is to be funded by the Agencies' Operating Budgets.

I. Modifications to Purchase and Public Work Contracts

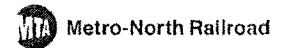
(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**4. Georgetown Rail Equipment Company \$1,915,524 (not-to-exceed) Staff Summary Attached
Self-Propelled Slot Train**

Metro-North requests Board approval to increase funding and extend an existing (competitively solicited and awarded in February 2013) contract with Georgetown Rail Equipment Company (GREX) who is currently providing Self Propelled Slot Train (SPS) services throughout MNR Operating Territory. The SPS is an articulated excavator which sits securely on the floor of modified gondola cars moving freely the entire length of the train consist. The work presently performed by GREX is on schedule and within budget. The train's functionality in supporting MNR's infrastructure program and the Loram equipment activities along all of MNR's Rights-of-Way has been effective. The 78 week extension of this contract will ensure availability of the equipment for MNR's use and provide support with future right-of-way cleaning projects.

In consideration of the additional time, GREX increased their pricing by 3% (\$26,343 per week vs. \$24,558 per week) for the extension period to offset increases in the NYSDOL prevailing wage requirement. The extended duration of the Slot Train program was not included under the original competitive solicitation as the need for an extended right-of-way program had not been identified at that time. As there is limited availability for this type of equipment nationally, MNR has elected not to re-advertise for these services as it believes that it would yield no additional savings or efficiencies to the Railroad. All of the original contract's terms and conditions remain the same. MNR may cancel this contract at any time. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of contractors able to perform the work. The total cost of the contract change is not-to-exceed \$1,915,524. This contract change is to be funded by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Louis T. Klauder and Associates (LTK)	Contract Number 26911	AWO/Modification # 006
Description Construction Inspection and Engineering Support for the M-8 Railcar Procurement	Original Amount: \$ 9,399,278	
Contract Term (including Options, if any) 12/13- 12/14	Prior Modifications: \$17,849,981	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$27,249,259	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$6,219,039 (not-to-exceed)	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: CDOT	% of This Request to Current Amount: 23%	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	% of Modifications (including This Request) to Original Amount: 280%	

I. PURPOSE/RECOMMENDATION:

To award a contract change for 18 months with additional funding (\$6,219,039) to the firm, Louis T. Klauder (LTK) for the continuation of construction inspection and engineering services in support of the M-8 Railcar manufacture.

II. DISCUSSION:

In September 2006, the MTA Board approved a personal services contract to LTK in the total not-to-exceed amount of \$15,000,000 to provide Construction Inspection and Engineering Services to support the M-8 railcar procurement. The contract was awarded in two separate actions based upon the funding available at the time of Board approval. The initial award was for \$9.4M and was funded by the MNR 2005-2009 Capital Program and the balance of \$5.6M was funded by MNR2010-2014 Capital Program. A contract supplement was MTA Board approved in January 2011 and executed in the total not-to-exceed amount of \$12.25M. This supplement was necessary to provide sufficient funds to cover project delays and shortfalls in available person hours.

The scope of services to be performed by LTK includes: general support and administration, detailed design reviews of all the manufacturer's submittals, inspection, quality assurance, quality control and progress monitoring and testing at the manufacturer's plants and at test sites, review of CPM schedule and other general administrative tasks, as well as post M-8 construction performance monitoring.

At this time, and as the production advances and continues on the M-8 railcars, MNR requests that LTK continue to provide the required Inspection and Engineering services, as outlined in the original MTA Board approval, for the balance of the initial 380 M-8 car order and to additionally provide these services for the 25 single-car-option, up to the final M-8 Project quantity of 405 Cars. As many of the additional efforts performed by LTK and MNR are directly associated with the technical issues, delays and inefficiencies solely attributable to the M-8 Car manufacturer, MNR anticipates recouping these costs or equivalent value through the prospective negotiation and assessment of liquidated damages (the Capital Program and CDOT costs shall be reconciled at the conclusion of the project, when the full extent of the contractor's delay is calculated). To date, the manufacturer remains approximately 12 months behind the current project schedule. The MTA Department of Diversity and Civil Rights has established goals of 5% MBE and 5% WBE for the contract. LTK has achieved the goals as set forth on this contract and its goals on previous MTA contracts. The total cost of the contract change is not-to-exceed \$6,219,039 and shall be funded on an interim basis by the 2010-2014 MNR Capital Program and by CDOT, and is allocated as required by the CDOT/MNR Project Agreement (MNR = 35%, CDOT = 65%). The completion date of these services shall be extended to December 31, 2014.

Item Number: H

Page 1 of 2

Vendor Name (& Location) Various (38 Prequalified Firms)	Contract Number 70816	AWO/Modification # 1
Description All-Agency IT Consulting Services	Original Amount:	\$ 32,370,000
Contract Term (including Options, if any) Five Years: January 1, 2011 through December 31, 2015	Prior Modifications:	\$ 0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$ 0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 32,370,000 (not-to-exceed)
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$ 17,935,000 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	55 %
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management Anthony J. Bombace, Jr.	% of Modifications (Including This Request) to Original Amount:	55 %

Discussion:**I. PURPOSE/RECOMMENDATION:**

Metro-North Railroad requests MTA Board approval to increase the All-Agency IT Consulting Services contract by \$17,935,000 from \$32,370,000 to \$50,305,000.

Pursuant to Board approval received in November 2007, a Metro-North-led, MTA All-Agency, five-year, personal services contract was awarded to retain the services of 38 prequalified vendors in 65 categories to furnish IT Consulting Services on an as-needed basis. IT consulting services are required to support various strategic IT development projects, including but not limited to the expansion of the PeopleSoft Financial System, expansion of the Business Service Center, Kronos Time & Attendance project, enhancements to the MTA website before and after Sandy, as well as other key MTA initiatives to provide timely and effective communications to customers, efficiencies in operations and improving overall customer satisfaction levels.

II. DISCUSSION:

In accordance with the MTA IT Restructuring Plan and with the knowledge and concurrence of the MTA's new Chief Information Officer, the proposed contract modification will fully support the newly consolidated IT Department and will provide all Agencies the ability to hire additional project consultants as well as supplement staffing until permanent vacancies can be filled. The additional funds will also ensure sufficient resources to support highly critical projects including the PeopleSoft upgrade from 9.0 to 9.2, Pension Data Conversion from Legacy Systems, new On-Board Ticket Issuing Machines, Electronic Hours of Service, Real-Time Train Status Expansion and other Infrastructure upgrades. A combination of initial underfunding and an increase in consolidated IT initiatives as well as expansion of scope and agency understaffing has required a proposed contract modification totaling \$17,935,000 at this time.

Using the MTA All-Agency prequalified IT consultant listing has proven to be more cost-effective than procuring resources from traditional sources such as Accenture, Microsoft, Oracle, and IBM which provides an average consulting rate of \$200 per hour whereas the average rate on this All-Agency Contract is \$99 per hour. As per the original terms of the agreement, the individual all-inclusive hourly consultant rates are fixed for the final two years of the agreement. All pricing and terms are deemed fair and reasonable by each participating Agency.

This contract will be used on an as-needed basis and does not guarantee any commitment or level of expenditures. Each individual task assignment and funding is approved prior to any consultant request. As a need arises for consulting services in any of the listed categories, the requesting Agency solicits referrals and pricing from each of the firms on the relevant list of prequalified firms, the firm then submits resume and pricing which can be no higher than the rate schedule established in the Master contract. A purchase order or task order is issued to the firm submitting the consultant selected through resume evaluations and interviews conducted by the Agency Project Manager. The MTA Department of Diversity and Civil Rights has established goals of 10%MBE and 10%WBE for the contract. Each Task of Work is reviewed by DDCR and award is not made until DDCR has acknowledged that the IT vendor has met the pre-award requirements.

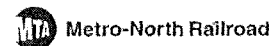
IV. IMPACT ON FUNDING:

This modification will increase each Agency's contract value as follows:

Agency	5 Year Initial Amount	Additional Funds Required	New Contract Amount
New York City Transit	\$ 10,000,000.00	\$ 4,000,000.00	\$ 14,000,000.00
Metro-North Railroad	\$ 6,520,000.00	\$ 3,335,000.00	\$ 9,855,000.00
Long Island Rail Road	\$ 6,300,000.00	\$ -	\$ 6,300,000.00
Bridges & Tunnels	\$ 4,900,000.00	\$ 500,000.00	\$ 5,400,000.00
MTA Headquarters	\$ 4,000,000.00	\$ 5,000,000.00	\$ 9,000,000.00
MTA BSC	\$ 400,000.00	\$ 5,100,000.00	\$ 5,500,000.00
Long Island Bus	\$ 250,000.00	\$ -	\$ 250,000.00
Total	\$ 32,370,000.00	\$ 17,935,000.00	\$ 50,305,000.00

Budgets are based on each Agency's current consulting requirements. Funding will be provided through each Agency's Operating Budget.

**Schedule I: Modifications to Purchase and
Public Works Contracts**



Item Number: I

Vendor Name (& Location) Georgetown Rail Equipment Company, Georgetown, TX	
Description Self-Propelled Slot Train	
Contract Term (Including Options, if any) April 8, 2013 through June 30, 2014	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source X Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name Procurement & Material Management, Anthony J. Bombace, Jr.	

Contract Number 1-25246	AWO/Modification # 2
Original Amount:	\$225,000
Prior Modifications:	\$1,335,208
Prior Budgetary Increases:	\$
Current Amount:	\$1,560,208
This Request:	\$1,915,524 (not-to-exceed)
% of This Request to Current Amount:	22.7%
% of Modifications (including This Request) to Original Amount:	1,186%

Discussion:

Metro-North requests Board approval to increase funding and extend an existing (competitively solicited and awarded in February 2013) contract with Georgetown Rail Equipment Company (GREX) who is currently providing Self Propelled Slot Train (SPS) services throughout MNR Operating Territory. The SPS is an articulated excavator which sits securely on the floor of modified gondola cars moving freely the entire length of the train consist. The work presently performed by GREX is on schedule and within budget. The train's functionality in supporting MNR's infrastructure program and the Loram equipment activities along all of MNR's Rights-of-Way has been effective. The 78 week extension of this contract will ensure availability of the equipment for MNR's use and provide support with future right-of-way cleaning projects.

In consideration of the additional time, GREX increased their pricing by 3% (\$26,343 per week vs. \$24,558 per week) for the extension period to offset increases in the NYSDOL prevailing wage requirement. The extended duration of the Slot Train program was not included under the original competitive solicitation as the need for an extended right-of-way program had not been identified at that time. As there is limited availability for this type of equipment nationally, MNR has elected not to re-advertise for these services as it believes that it would yield no additional savings or efficiencies to the Railroad. All of the original contract's terms and conditions remain the same. MNR may cancel this contract at any time. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of contractors able to perform the work. The total cost of the contract change is not-to-exceed \$1,915,524. This contract change is to be funded by the MNR Operating Budget.

DECEMBER 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)

As part of a comprehensive right-of-way improvement program on MNR territory that began in July 2013, MNR expedited various procurement actions in order to implement track and drainage improvements, tie replacement, fencing repairs and general cleanup for the critical six-mile section between Melrose and Woodlawn and in other areas on MNR. Expedited procurement actions were initiated in order to provide for the recovery and efficient operation of MNR services as well as to mitigate risk.

The MNR Procurement Department sought competitive quotes/bids whenever possible, and in cases where contractors had contracts in-place with MNR and their equipment readily available and able to respond to immediate requirements, MNR executed agreements to enable work to begin as soon as possible. Rates and costs were reviewed in accordance with those agreements already in place, and deemed fair and reasonable for the level of equipment and/or services provided. The actions were performed in accordance with PAL §1265-a (4a) and in conjunction with the MTA All-Agency Procurement Guidelines Art. III-A. Ratification is requested for the following procurement actions needed to restore service and perform right-of-way improvements.

A) Hulcher Services Inc.	\$720,000 (not-to-exceed)
Fred Cook Jr. Inc.	\$225,000 (not-to-exceed)
Danella Rental Systems	\$105,000 (not-to-exceed)
TNT Equipment	\$55,000 (not-to-exceed)

MNR employed two Track Bed Surfacing crews which consist of a Hi-Rail Tamper and Regulator, two Rotary dump trucks and two Vacuum trucks per crew. As MNR does not have the sufficient equipment for this undertaking, Hulcher Services Inc. and Fred Cook Jr. Inc. (whom currently have an open contract with MNR) were contracted to provide specialized Hi-Rail vacuum trucks with operators, which are used to excavate fouled ballast via a vacuum method. Rotary dump trucks, which were provided via a lease with Danella Rental Systems and TNT Equipment, provide new ballast to the track bed which is then resurfaced utilizing a Hi-Rail production level tamper and regulator (this equipment was previously approved at the September 2013 Board meeting).

B) Pandrol USA	\$105,808 (not-to-exceed)
East Coast Railroad Services	\$164,590 (not-to-exceed)
MRT Track and Services	\$24,550 (not-to-exceed)
A&K Railroad Materials	\$75,658 (not-to-exceed)
Unitrac Railroad Materials	\$61,849 (not-to-exceed)
North American Rail	\$86,240 (not-to-exceed)

In coordination with the Bronx Right-of-Way project which has necessitated the replacement of ties, MNR needed to procure a large volume of Tie Plates (used to fasten the running rail to the crosstie) to

maintain the project schedule. Procurement was able to secure these large quantities by utilizing various vendors (Pandrol USA, East Coast Railroad Services, MRT Track Services, A&K Railroad, Unitrac and North American Rail) to provide the needed material in a timely fashion. Additionally MNR utilized the services of East Coast Railroad Services to pre-plate crossties at their facility to further advance the Bronx Right-of-Way project.

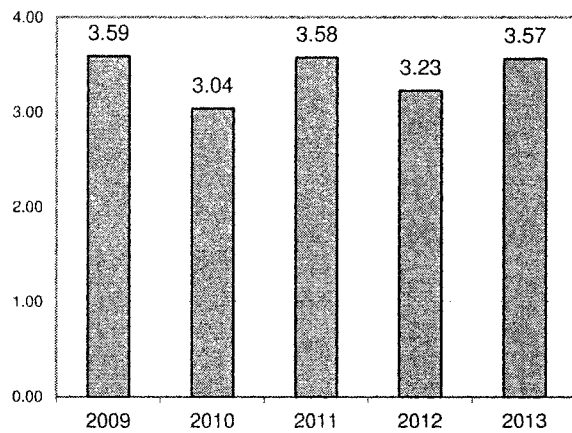


Metro-North Railroad

Safety Report December 2013

MTA Metro-North Railroad

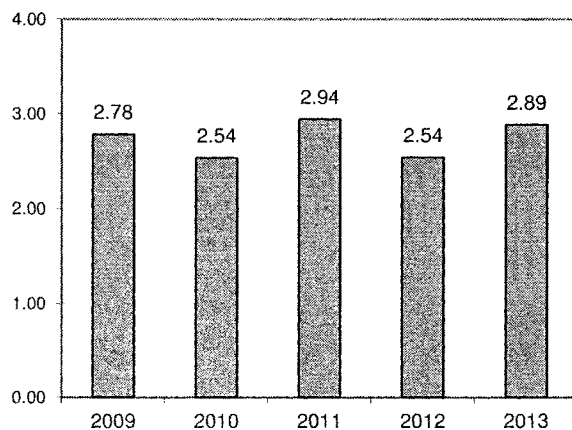
Summary of Employee Injuries thru October



Total Employee Injuries

Year	Total	Total FI*
2009	191	3.59
2010	157	3.04
2011	186	3.58
2012	169	3.23
2013	194	3.57

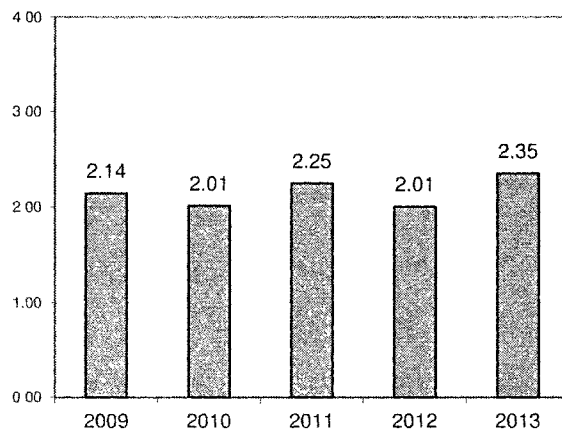
% change from last year: 10.5%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	148	2.78
2010	131	2.54
2011	153	2.94
2012	133	2.54
2013	157	2.89

% change from last year: 13.6%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

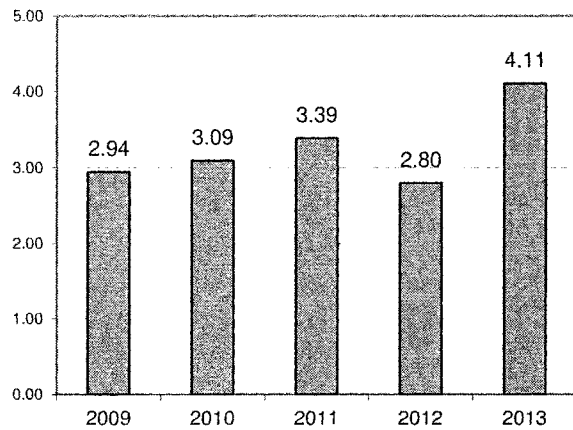
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	101	13	1.90	0.24	2.14
2010	86	18	1.66	0.35	2.01
2011	91	26	1.75	0.50	2.25
2012	98	7	1.87	0.13	2.01
2013	122	6	2.24	0.11	2.35

% change from last year: 17.3%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

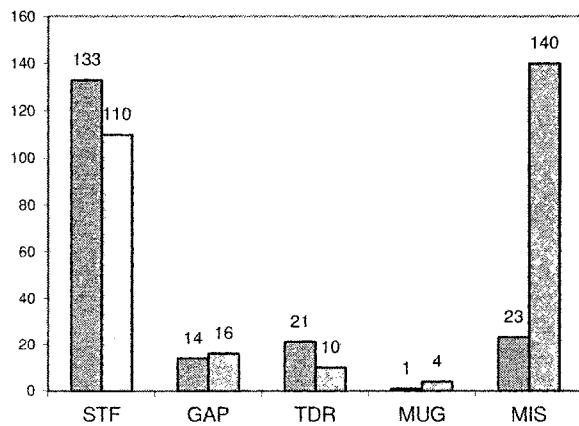
Summary of Customer/Contractor Injuries thru October



Total Customer Injuries

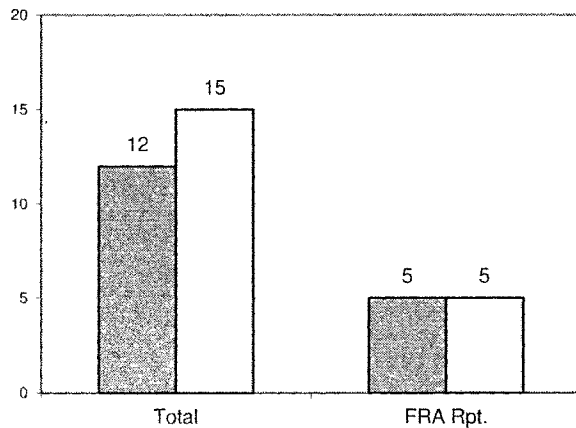
Year	Total	Total FI*
2009	191	2.94
2010	203	3.09
2011	225	3.39
2012	191	2.80
2013	281	4.11

% change from last year: 46.9%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	133	14	21	1	23
2013	110	16	10	4	140



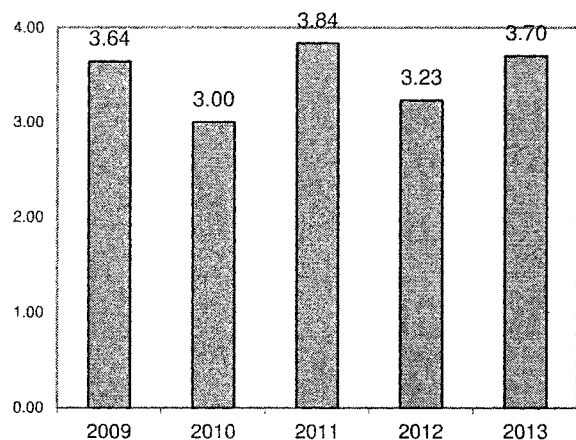
Contractor Injuries

Year	Total	FRA Rpt.
2012	12	5
2013	15	5
% Chg	25.0%	0.0%

* - Injuries per 1,000,000 rides

MTA Metro-North Railroad

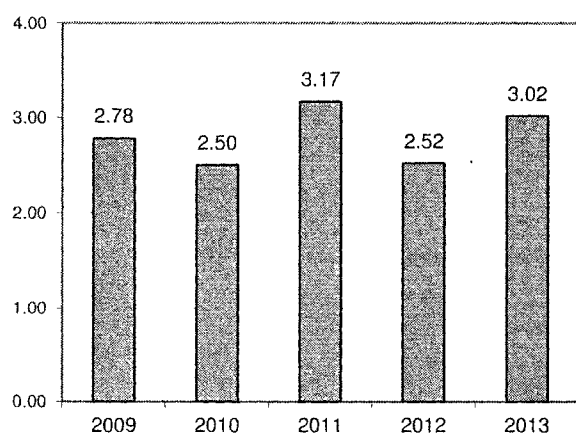
Summary of Employee Injuries thru September



Total Employee Injuries

Year	Total	Total FI*
2009	174	3.64
2010	139	3.00
2011	179	3.84
2012	151	3.23
2013	179	3.70

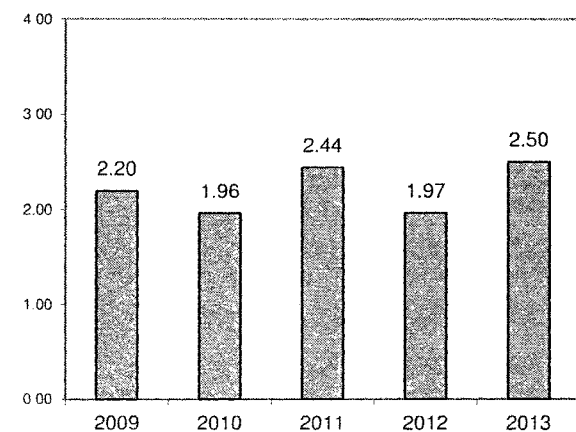
% change from last year: 14.6%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	133	2.78
2010	116	2.50
2011	148	3.17
2012	118	2.52
2013	146	3.02

% change from last year: 19.7%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

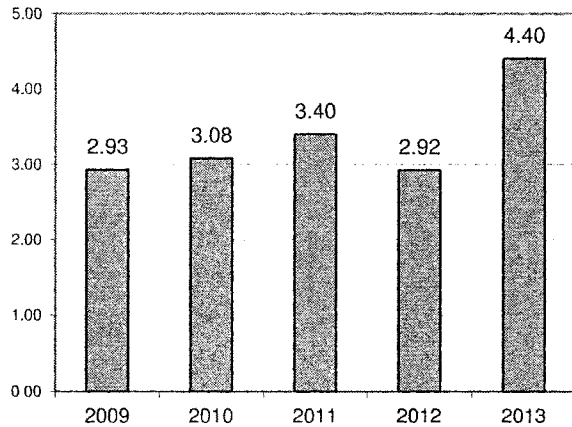
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	93	12	1.95	0.25	2.20
2010	74	17	1.60	0.37	1.96
2011	88	26	1.89	0.56	2.44
2012	85	7	1.82	0.15	1.97
2013	115	6	2.38	0.12	2.50

% change from last year: 27.2%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

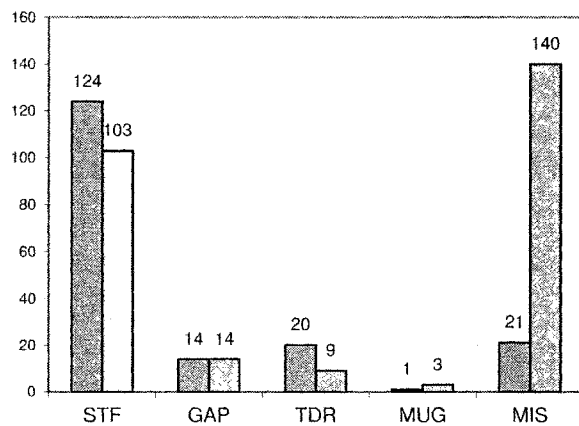
Summary of Customer/Contractor Injuries thru September



Total Customer Injuries

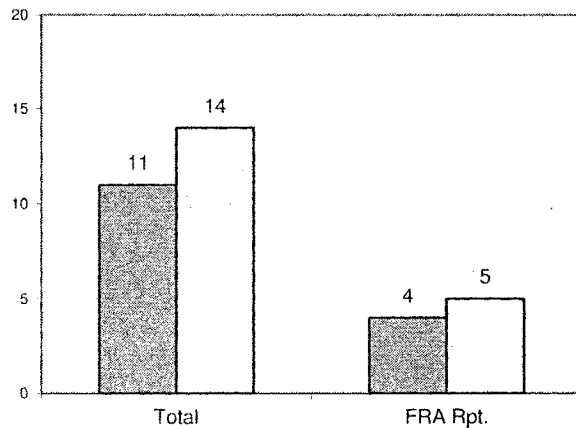
Year	Total	Total FI*
2009	170	2.93
2010	181	3.08
2011	202	3.40
2012	180	2.92
2013	269	4.40

% change from last year: 50.7%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	124	14	20	1	21
2013	103	14	9	3	140



Contractor Injuries

Year	Total	FRA Rpt.
2012	11	4
2013	14	5
% Chg	27.3%	25.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

Operations Report December 2013

Performance Summary			2013 Data			2012 Data	
			Annual Goal	October	YTD thru October	October	YTD thru October
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%	93.8%	95.3%	97.8%	97.7%
		AM Peak	97.0%	93.2%	93.7%	97.1%	97.9%
		AM Reverse Peak	97.6%	92.2%	95.7%	98.3%	98.2%
		PM Peak	98.0%	93.1%	95.5%	97.7%	97.2%
		Total Peak		93.0%	94.7%	97.5%	97.6%
		Off Peak Weekday	97.9%	93.2%	94.8%	98.2%	97.4%
		Weekend	97.9%	97.0%	97.4%	97.5%	98.2%
	Hudson Line	Overall	98.2%	97.6%	97.4%	98.7%	98.1%
		AM Peak	98.0%	98.0%	96.9%	99.2%	99.1%
		AM Reverse Peak	98.5%	98.9%	98.2%	99.5%	98.3%
		PM Peak	98.4%	96.1%	97.6%	99.0%	97.9%
		Total Peak		97.4%	97.4%	99.2%	98.5%
		Off Peak Weekday	98.1%	97.1%	97.0%	98.8%	97.8%
		Weekend	98.2%	99.3%	98.0%	97.4%	97.9%
	Harlem Line	Overall	98.3%	96.5%	96.9%	98.3%	98.2%
		AM Peak	98.0%	97.2%	96.0%	98.3%	98.4%
		AM Reverse Peak	98.0%	91.8%	96.5%	99.4%	98.6%
		PM Peak	98.5%	96.7%	96.7%	98.9%	98.1%
		Total Peak		96.1%	96.4%	98.7%	98.3%
		Off Peak Weekday	98.4%	96.0%	96.7%	98.4%	98.0%
		Weekend	98.5%	99.0%	98.1%	97.2%	98.6%
	New Haven Line	Overall	97.2%	89.2%	92.8%	96.9%	97.0%
		AM Peak	95.7%	86.7%	89.8%	95.0%	96.8%
		AM Reverse Peak	96.8%	88.5%	93.5%	96.6%	97.7%
		PM Peak	97.5%	88.3%	93.1%	96.0%	96.0%
		Total Peak		87.6%	91.7%	95.6%	96.6%
		Off Peak Weekday	97.5%	88.7%	92.1%	97.8%	96.8%
		Weekend	97.4%	94.0%	96.4%	97.7%	98.1%
Operating Statistics							
Trains Scheduled				19,280	185,651	16,704	177,126
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>				12.3	11.9	14.0	15.0
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			1,000	236	1,522	80	1,034
Trains Canceled			160	16	221	6	168
Trains Terminated			160	24	321	18	204
Percent of Scheduled Trips Completed			99.8%	99.8%	99.7%	99.9%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.5%	99.7%	99.9%	99.8%
		AM Peak	99.8%	99.2%	99.4%	99.8%	99.6%
		AM Reverse Peak	99.8%	99.8%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.4%	99.6%	99.9%	99.8%
		Total Peak	99.8%	99.4%	99.5%	99.9%	99.7%
		Off Peak Weekday	99.8%	99.6%	99.8%	99.9%	99.9%
		Weekend	99.8%	99.8%	99.8%	99.8%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.4%	99.8%	99.8%	99.9%
	Harlem Line	AM Peak	99.8%	98.9%	99.7%	99.9%	99.9%
		PM Peak	99.8%	99.6%	99.7%	99.9%	99.9%
	New Haven Line	AM Peak	99.8%	98.9%	98.8%	99.6%	99.1%
		PM Peak	99.8%	99.3%	99.3%	100.0%	99.7%

Categories of Delay		2013 Data			2012 Data	
		September	October	YTD thru October	October	YTD thru October
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	1056	1523	10569	77	1506
	Capital Projects	7	15	103	14	210
	Maintenance of Equipment	109	197	1633	139	1291
	Operations Services	28	31	277	8	162
	Police Incidents	57	36	504	66	428
	Other	7	15	232	14	210
	Customers	70	86	591	72	436
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	2	7	0	32
	Weather and Environmental	72	161	622	43	718

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

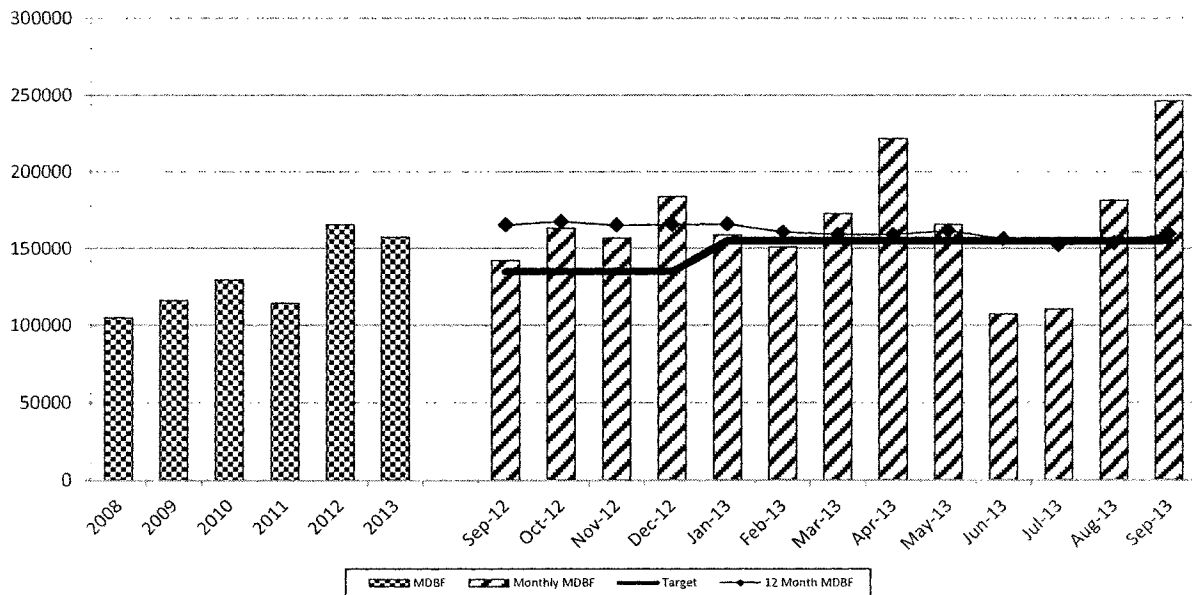
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
10/01	Tue	Speed restrictions due to track work at various locations on all three lines, causing delays.	0	0	0	1	0	0	2	0	0	11	0	0	0	0	0	14	0	0
10/01	Tue	Delays on the New Haven line due to electric operations from Cat 37 - Cat 183.	0	0	0	1	0	0	3	0	0	7	0	0	0	0	0	11	0	0
10/02	Wed	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	4	0	0	10	0	0	0	0	0	14	0	0
10/02	Wed	Delays on the New Haven line due to electric power restrictions.	1	0	0	2	0	0	2	0	0	7	0	0	0	0	0	12	0	0
10/03	Thr	Delays on the New Haven line due to electric power restrictions	4	0	0	0	0	0	1	0	0	18	0	0	0	0	0	23	0	0
10/04	Fri	Delays on the New Haven line due to electric power restrictions.	6	0	0	1	0	0	1	0	0	19	0	0	0	0	0	27	0	0
10/07	Mon	Slip slide weather conditions, LA-1 in effect.	1	0	0	0	0	0	7	0	0	17	0	0	0	0	0	25	0	0
10/09	Wed	Due to a breaker open from Woodlawn to Williams Bridge, third rail de-energized on track 4 at cp112 interlocking.	0	0	0	0	0	0	26	0	0	14	0	1	0	0	0	40	0	1
10/14	Mon	Train 839 terminated at MP 48.3 due to setting off the Hot Journal Detector, causing delays.	0	0	0	0	0	0	9	0	0	4	0	1	0	0	0	13	0	1
10/14	Mon	Speed restrictions account bridge plates at Fordham fouling track 1, causing delays.	0	0	0	10	0	0	0	0	0	1	0	0	0	0	0	11	0	0
10/14	Mon	Speed restrictions due to track work at various locations on the Hudson and New Haven lines, causing delays	2	0	0	0	0	0	1	0	0	7	0	0	0	0	0	10	0	0
10/18	Fri	Speed restrictions due to various MofW work through the Bronx and various locations on the New Haven line, causing congestion	18	0	0	0	0	0	1	0	0	1	0	0	0	0	0	20	0	0
10/18	Fri	Delays due to track work at various locations on the New Haven line.	0	0	0	0	0	0	4	0	0	7	0	0	0	0	0	11	0	0
10/18	Fri	Congestion from cp3 - cp1 due to signal lock down.	7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	0
10/21	Mon	The DPU failed at CP233, causing delays on the New Haven line	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0
10/21	Mon	Trains were delayed due to CP5 Track 2 2S Signal problems	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10/21	Mon	Speed restrictions due to various MofW work through the Bronx and various locations on the New Haven line, causing congestion.	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0	0
10/21	Mon	Trains delayed due to track circuit down over the 24 Switch on track 4 at CP106.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
10/21	Mon	Delays due to track work at various locations on the Hudson and New Haven lines.	6	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	0	0

10/22	Tue	Delays due to track work at various locations on all three lines.	0	0	0	0	0	0	1	0	0	10	0	0	0	0	0	11	0	0
10/23	Wed	Delays due to track work at various locations on the Harlem and New Haven lines.	3	0	0	3	0	0	1	0	0	3	0	0	0	0	0	10	0	0
10/24	Thr	Delays due to train 1404 striking bridge plates at Williams Bridge.	22	8	0	32	1	1	2	0	0	17	0	0	0	0	0	73	9	1
10/25	Fri	Congestion from CP1 – CP112 account train 1254 disabled with constant brake application north of 125th Street Station	0	0	0	0	0	0	27	0	1	6	0	0	0	0	0	33	0	1
10/25	Fri	Speed restrictions due to various MoFw work through the Bronx and various locations on the New Haven line, causing congestion	6	0	0	3	0	0	0	0	0	4	0	0	0	0	0	13	0	0
10/28	Mon	Delays due to track work at various locations on all three lines.	0	0	0	0	0	0	7	0	0	6	0	0	0	0	0	13	0	0
10/29	Tue	Delays due to track 3 out of service from CP5 to CP112 due to MoFw work.	12	0	0	4	0	0	4	0	0	23	0	0	0	0	0	43	0	0
10/29	Tue	Congestion account ID's were jumping from one circuit to the next at 125th Street south on track 4.	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	28	0	0
10/30	Wed	Delays due to track work at various locations on all three lines.	1	0	0	0	0	0	5	0	0	7	0	0	0	0	0	13	0	0
10/31	Thr	Slip slide conditions on all three lines.	0	0	0	0	0	0	18	0	0	19	0	0	0	0	0	37	0	0
10/31	Thr	Speed restrictions due to various MoFw work through the Bronx and various locations on the Hudson and New Haven line, causing congestion.	7	0	0	3	0	0	0	0	0	6	0	0	0	0	0	16	0	0
10/31	Thr	Delays due to track 3 out of service from CP5 to CP112 due to MoFw work.	0	0	0	0	0	0	4	0	0	10	0	0	0	0	0	14	0	0
TOTAL FOR MONTH			130	9	0	60	1	1	132	0	1	280	0	2	0	0	0	602	10	4
			616																	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
Mean Distance Between Failures	M2	104	80,000	401,536	6	0	90,667	96,157	113,098	8	121,390
	M4/M6	96	60,000	76,550	6	4	45,892	44,153	62,911	7	84,633
	M8	262	240,000	293,807	6	5	205,811	197,296	85,219	11	121,388
	M3	140	130,000	153,738	2	2	205,433	230,305	250,654	1	622,832
	M7	336	450,000	1,963,613	4	1	644,065	732,142	897,703	2	640,511
	Coach	213	290,000	369,471	5	4	316,187	351,968	433,523	3	361,163
	P-32	31	35,000	29,718	5	7	30,229	32,368	25,270	7	35,234
	BL-20	12	12,000	12,947	3	2	10,827	11,676	14,146	2	10,035
	Fleet	1194	155,000	246,387	37	25	157,313	159,644	142,302	41	165,551
	M2/4/6/8		120,000	241,863	18	9	109,087	105,042	87,791	26	110,943
	M3/7		310,000	757,030	6	3	494,289	561,304	682,020	3	638,153
	Diesel/Coach		120,000	131,677	13	13	122,153	132,252	125,479	12	129,562

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	October	YTD thru October	October	YTD thru October
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%	96.8%	97.0%	97.5%	97.4%
		AM Peak	97.1%	97.5%	98.0%	98.9%	97.9%
		PM Peak	96.3%	96.3%	97.0%	97.7%	97.9%
		Total Peak		96.9%	97.5%	98.3%	97.9%
		Off Peak Weekday	97.1%	96.3%	96.6%	97.3%	97.3%
		Weekend	97.3%	98.0%	97.0%	96.7%	96.6%
	Pascack Line	Overall	97.6%	97.9%	97.5%	98.4%	98.3%
	Valley Line	AM Peak	97.8%	99.5%	98.8%	100.0%	98.8%
		PM Peak	97.3%	96.9%	97.5%	99.3%	98.6%
		Total Peak		98.3%	98.2%	99.7%	98.7%
		Off Peak Weekday	97.5%	97.6%	97.1%	98.6%	98.2%
		Weekend	97.8%	97.9%	97.2%	95.8%	97.8%
	Port Jervis Line	Overall	96.2%	95.2%	96.3%	96.4%	96.1%
		AM Peak	96.2%	94.9%	96.9%	97.5%	96.7%
		PM Peak	95.2%	95.7%	96.5%	95.8%	97.2%
		Total Peak		95.3%	96.7%	96.7%	96.9%
		Off Peak Weekday	96.5%	94.1%	95.8%	95.4%	96.1%
		Weekend	96.5%	98.2%	96.7%	98.2%	94.6%
Operating Statistics							
	Trains Scheduled			1,753	16,194	1,544	16,347
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			23.3	22.9	18.2	20.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	21	195	11	165
	Trains Canceled			5	34	0	14
	Trains Terminated			3	40	5	46
	Percent of Scheduled Trips Completed		99.8%	99.5%	99.5%	99.7%	99.6%

OCTOBER 2013 STANDEE REPORT

East of Hudson

East of Hudson			OCT 2012	YTD 2012	OCT 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	4	7	1
		Total Standees	0	4	7	1
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	10	18	19	23
		Total Standees	10	18	19	23
	EAST OF HUDSON TOTAL - AM PEAK		10	22	26	24
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	1
		Total Standees	0	0	1	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	2	4
		Total Standees	0	1	2	4
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	8	19	17
		Total Standees	0	8	19	17
	EAST OF HUDSON TOTAL - PM PEAK		0	9	22	22

West of Hudson

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

2012 data includes through October 26 (prior to Sandy). Service was suspended October 29-31.

New Haven 2013 averages exclude October 1 - 4, when service was limited due to the Con Ed power failure.

AM Peak standees during the period of limited service averaged 1,709 for the four days, or 297 for the month.

PM Peak standees during the period of limited service averaged 1,523 for the four days, or 265 for the month.



Metro-North Railroad

Financial Report December 2013



FINANCIAL STATEMENTS
MONTH ENDED: OCTOBER 31, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

October YTD financial results were favorable with a net operating deficit that was \$11.5 million or 2.1% lower than the Mid-Year Forecast. Through October, total Operating Revenue was \$1.4 million lower than the Mid-Year Forecast primarily due to lower farebox revenue. Operating expenses were \$13.0 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies, partially offset by higher overtime costs. October results include the financial impact of the Con Edison power failure that disrupted New Haven Line service from September 25th through October 6th. The estimated financial impact is \$8-12 million which reflects farebox revenue losses (including a customer fare credit) and alternate service expenses. The impact through October is \$3.9 million (NHL revenue loss of \$2.5 million and expenses of \$1.4 million). In addition, YTD results continue to reflect the Right-of-Way Improvement project which includes track and drainage improvements, tie replacement, fencing repairs, and general clean-up. This program, which began in the Bronx in July and has been expanded to other segments of the railroad, will continue to reflect in MNR's overtime, material, and track equipment costs through the fall.

Capital program expenditures (and reimbursements) were \$20.3 million lower than Forecast also due to revised timing of several projects (Mainline/High Speed Turnouts, Cos Cob West Substation, Cable Replacement and Track Program work).

Ridership

Total ridership was 7.4 million for October and 69.6 million YTD which was slightly below the Mid-Year Forecast.

East of Hudson

- October ridership of 7.2 million was 1.6% lower than the Mid-Year Forecast and 9.1% higher than 2012.
- YTD ridership of 68.3 million was 0.2% lower than the Mid-Year Forecast and 0.3% above 2012.
- YTD Commutation ridership was higher than the Mid-Year Forecast by 0.3% and 0.4% lower for the month. Compared to 2012, YTD commutation was 1.6% higher.
- Non-commutation ridership for October was 3.5% lower than the Mid-Year Forecast and 3.0% higher than 2012.

West of Hudson

- YTD ridership was 1.1% higher than the Mid-Year Forecast reflecting higher commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$692.6 million through October was \$21.8 million, or 3.0% lower than the Mid-Year Forecast.

- Farebox Revenue of \$515.7 million was \$1.5 million lower than the Mid-Year Forecast primarily due to lower ridership as a result of the CSX derailment on the Hudson Line and the Con Edison power failure on the New Haven Line.
- Other Operating Revenue of \$52.2 million was on target to the Mid-Year Forecast.
- Capital and Other Reimbursements of \$124.7 million was \$20.3 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$1,233.9 million through October were \$33.3 million (2.6%) lower than the Mid-Year Forecast:

- \$28.3 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 \$3.9 million (0.6%) above the Mid-Year Forecast due to higher overtime requirements primarily related to Infrastructure Improvement Program partly offset by vacancies.

YTD Financial Performance Measures

- Adjusted Farebox Operating Ratio of 69.4% through October was 1.5 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.30 for the period was \$0.27 lower than the Forecast due also due to the overall lower expenses.
- Revenue per Passenger of \$7.64 for the period was on target to the Forecast.

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

REVENUE

Total Revenue and reimbursements were \$21.8 million (3.0%) lower than the Mid-Year Forecast through October:

- **Farebox Revenue** – year-to-date and the month were lower than the Mid-Year Forecast by \$1.5 million and \$0.9 million, respectively, primarily due to lower ridership as a result of the CSX derailment on the Hudson Line and the Con Edison power failure on the New Haven Line, partly offset by higher ridership on the Harlem Line.
- **Other Operating Revenue** – year-to-date and the month were on target to the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD versus the Mid-Year Forecast was \$20.3 million lower, and for the month \$1.7 million lower due to changes in the timing of several projects (Mainline/High Speed Turnouts, Overhead Bridge Program, Cos Cob West Substation, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$1,233.9 million were \$33.3 million (2.6%) lower than the Mid-Year Forecast. For the month, expenses were \$1.4 million (1.0%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$699.6 million YTD. This was \$3.9 million (0.6%) above the Mid-Year Forecast due to higher overtime requirements and related fringe costs primarily related to the Right-of-Way improvement program work, partly offset by vacancies. For the month, labor expenses were \$2.2 million higher than the Mid-Year Forecast.

Non-Labor Expenses

YTD non-labor expenses were \$290.6 million, \$28.3 million lower than the Mid-Year Forecast and \$1.4 million lower for the month:

- **Electric Power** – \$4.1 million lower year-to-date due to lower rates. For the month, expenses were \$0.6 million lower than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$8.5 million lower year-to-date than the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs and utilities payments) and timing of reimbursable projects. For the month, these costs were \$0.6 million higher than the Mid-Year Forecast.
- **Professional Services** – \$9.1 million below the Mid-Year Forecast year-to-date primarily due to the timing of expenses for IT related work, legal expense, advertising, and reimbursable projects. For the month, expenses were \$1.0 million lower than the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$8.3 million below the Mid-Year Forecast due to timing differences in reimbursable capital projects and an inventory valuation adjustment. For the month, expenses were \$0.3 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – year-to-date expenditures were \$0.8 million above the Mid-Year Forecast due to a reclassification of Materials & Supplies expense for a reimbursable capital project. For the month, expenses were on target to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$243.7 million year-to-date (\$23.3 million for the month), which was \$8.9 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 October was \$273.7 million, which is \$39.1 million favorable to the Mid-Year Forecast. This is essentially due to \$35.6 million in lower actual cash disbursements, a function of overall lower expenses. In addition cash receipts were \$3.5 million higher due to timing of customer multi-use ticket purchases and revenue pass-throughs.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$53.465	\$52.612	(\$0.853)	(1.6)	\$0.000	\$0.000	\$0.000	-	\$53.465	\$52.612	(\$0.853)	(1.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.347	4.366	0.019	0.4	0.000	0.000	0.000	-	4.347	4.366	0.019	0.4
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.435	7.319	(2.115)	(22.4)	9.435	7.319	(2.115)	(22.4)
CDOT	0.000	0.000	0.000	-	5.014	5.176	0.162	3.2	5.014	5.176	0.162	3.2
Other	0.000	0.000	0.000	-	1.238	1.467	0.230	18.5	1.238	1.467	0.230	18.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.687	13.963	(1.724)	(11.0)	15.687	13.963	(1.724)	(11.0)
Total Revenue/Receipts	\$57.812	\$56.978	(\$0.834)	(1.4)	\$15.687	\$13.963	(\$1.724)	(11.0)	\$73.499	\$70.941	(\$2.557)	(3.5)
Expenses												
<i>Labor:</i>		\$0.18										
Payroll	\$36.519	\$35.907	\$0.612	1.7	\$3.600	\$3.515	\$0.085	2.4	\$40.119	\$39.422	\$0.697	1.7
Overtime	4.178	6.701	(2.523)	(60.4)	1.370	1.587	(0.217)	(15.8)	5.549	8.288	(2.740)	(49.4)
Health and Welfare	7.955	7.630	0.325	4.1	1.216	1.160	0.056	4.6	9.171	8.790	0.381	4.2
OPEB Current Payment	1.900	2.445	(0.545)	(28.7)	0.000	0.000	0.000	-	1.900	2.445	(0.545)	(28.7)
Pensions	6.588	6.525	0.063	0.7	0.750	0.749	0.001	0.2	7.319	7.274	0.045	0.6
Other Fringe Benefits	8.358	8.266	0.093	1.1	0.852	0.859	(0.007)	(0.8)	9.211	9.125	0.086	0.9
Reimbursable Overhead	(3.928)	(3.319)	(0.609)	(15.5)	3.722	3.208	0.514	13.8	(0.207)	(0.111)	(0.095)	(46.2)
Total Labor	\$61.551	\$64.155	(\$2.604)	(4.2)	\$11.510	\$11.078	\$0.432	3.8	\$73.062	\$75.233	(\$2.172)	(3.0)
<i>Non-Labor</i>												
Electric Power	\$6.507	\$5.710	\$0.797	12.2	\$0.000	\$0.164	(\$0.164)	-	\$6.507	\$5.875	\$0.632	9.7
Fuel	2.482	2.446	0.035	1.4	0.000	0.000	0.000	-	2.482	2.446	0.035	1.4
Insurance	1.250	1.364	(0.114)	(9.1)	0.286	0.243	0.043	15.0	1.536	1.607	(0.071)	(4.6)
Claims	0.046	0.037	0.009	20.0	0.000	0.000	0.000	-	0.046	0.037	0.009	20.0
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	7.810	9.100	(1.290)	(16.5)	1.525	0.843	0.683	44.7	9.336	9.943	(0.607)	(6.5)
Professional Service Contracts	3.384	2.575	0.809	23.9	0.665	0.465	0.200	30.0	4.049	3.041	1.008	24.9
Materials & Supplies	6.385	6.592	(0.206)	(3.2)	1.665	1.116	0.549	33.0	8.050	7.708	0.343	4.3
Other Business Expenses	2.004	1.948	0.055	2.8	0.035	0.054	(0.018)	(51.6)	2.039	2.002	0.037	1.8
Total Non-Labor	\$29.868	\$29.773	\$0.095	0.3	\$4.176	\$2.885	\$1.291	30.9	\$34.045	\$32.658	\$1.386	4.1
<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.	\$91.419	\$93.929	(\$2.509)	(2.7)	\$15.687	\$13.963	\$1.724	11.0	\$107.106	\$107.892	(\$0.785)	(0.7)
Depreciation	20.665	18.519	2.145	10.4	0.000	0.000	0.000	-	20.665	18.519	2.145	10.4
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	\$116.860	\$117.224	(\$0.364)	(0.3)	\$15.687	\$13.963	\$1.724	11.0	\$132.547	\$131.187	\$1.360	1.0
Net Surplus/(Deficit)	(\$59.048)	(\$60.245)	(\$1.198)	(2.0)	\$0.000	\$0.000	\$0.000	-	(\$59.048)	(\$60.245)	(\$1.198)	(2.0)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.665	18.519	(2.145)	(10.4)	0.000	0.000	0.000	-	20.665	18.519	(2.145)	(10.4)
Operating/Capital	(3.512)	(1.158)	2.354	67.0	0.000	0.000	0.000	-	(3.512)	(1.158)	2.354	67.0
Other Cash Adjustments	(0.029)	6.645	6.674	*	0.000	0.000	0.000	-	(0.029)	6.645	6.674	*
Total Cash Conversion Adjustments	\$17.124	\$24.006	\$6.883	40.2	\$0.000	\$0.000	\$0.000	-	\$17.124	\$24.006	\$6.883	40.2
Net Cash Surplus/(Deficit)	(\$41.924)	(\$36.239)	\$5.685	13.6	\$0.000	\$0.000	\$0.000	-	(\$41.924)	(\$36.239)	\$5.685	13.6

-- 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
October Year-To-Date
(\$ in millions)

SCHEDULE I - B

	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	\$517.260	\$515.734	(\$1.526)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$517.260	\$515.734	(\$1.526)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	52.076	52.156	0.080	0.2	0.000	0.000	0.000	-	52.076	52.156	0.080	0.2
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	85.673	66.091	(19.582)	(22.9)	85.673	66.091	(19.582)	(22.9)
CDOT	0.000	0.000	0.000	-	47.594	49.340	1.746	3.7	47.594	49.340	1.746	3.7
Other	0.000	0.000	0.000	-	11.748	9.252	(2.495)	(21.2)	11.748	9.252	(2.495)	(21.2)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	145.014	124.683	(20.331)	(14.0)	145.014	124.683	(20.331)	(14.0)
Total Revenue/Receipts	\$569.335	\$567.890	(\$1.446)	(0.3)	\$145.014	\$124.683	(\$20.331)	(14.0)	\$714.349	\$692.573	(\$21.776)	(3.0)
Expenses												
<i>Labor:</i>	\$0.20	\$0.20										
Payroll	\$343.209	\$340.219	\$2.990	0.9	\$33.494	\$31.183	\$2.311	6.9	\$376.703	\$371.402	\$5.301	1.4
Overtime	46.269	55.222	(8.952)	(19.3)	13.678	13.749	(0.071)	(0.5)	59.948	68.971	(9.023)	(15.1)
Health and Welfare	76.254	78.056	(1.802)	(2.4)	11.219	10.326	0.894	8.0	87.474	88.382	(0.908)	(1.0)
OPEB Current Payment	17.000	17.832	(0.832)	(4.9)	0.000	0.000	0.000	-	17.000	17.832	(0.832)	(4.9)
Pensions	61.762	62.413	(0.650)	(1.1)	6.734	6.166	0.568	8.4	68.496	68.579	(0.083)	(0.1)
Other Fringe Benefits	79.031	77.882	1.149	1.5	8.318	7.990	0.328	3.9	87.349	85.872	1.477	1.7
Reimbursable Overhead	(35.761)	(30.620)	(5.140)	(14.4)	34.514	29.230	5.284	15.3	(1.247)	(1.391)	0.143	11.5
Total Labor	\$587.765	\$601.003	(\$13.238)	(2.3)	\$107.957	\$98.644	\$9.313	8.6	\$695.722	\$699.647	(\$3.925)	(0.6)
<i>Non-Labor:</i>												
Electric Power	\$67.831	\$63.541	\$4.290	6.3	\$0.000	\$0.206	(\$0.206)	-	\$67.831	\$63.747	\$4.084	6.0
Fuel	22.736	24.158	(1.422)	(6.3)	0.000	0.000	0.000	-	22.736	24.158	(1.422)	(6.3)
Insurance	11.946	11.630	0.317	2.6	2.716	2.511	0.206	7.6	14.663	14.140	0.522	3.6
Claims	0.349	0.273	0.076	21.8	0.000	0.000	0.000	-	0.349	0.273	0.076	21.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	77.643	71.724	5.919	7.6	12.566	10.017	2.549	20.3	90.209	81.741	8.468	9.4
Professional Service Contracts	23.538	17.009	6.530	27.7	6.801	4.244	2.557	37.6	30.339	21.253	9.086	29.9
Materials & Supplies	53.758	52.219	1.539	2.9	14.372	7.607	6.766	47.1	68.130	59.826	8.305	12.2
Other Business Expenses	24.075	24.005	0.071	0.3	0.601	1.454	(0.853)	*	24.676	25.458	(0.782)	(3.2)
Total Non-Labor	\$281.876	\$264.557	\$17.319	6.1	\$37.057	\$26.038	\$11.019	29.7	\$318.933	\$290.595	\$28.338	8.9
<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.	\$869.642	\$865.560	\$4.082	0.5	\$145.014	\$124.682	\$20.332	14.0	\$1,014.655	\$990.242	\$24.413	2.4
Depreciation	197.260	189.234	8.026	4.1	0.000	0.000	0.000	-	197.260	189.234	8.026	4.1
OPEB Obligation	52.518	52.518	0.000	0.0	0.000	0.000	0.000	-	52.518	52.518	0.000	0.0
Environmental Remediation	2.771	1.927	0.844	30.4	0.000	0.000	0.000	-	2.771	1.927	0.844	30.4
Total Expenses	\$1,122.191	\$1,109.240	\$12.951	1.2	\$145.014	\$124.682	\$20.332	14.0	\$1,267.205	\$1,233.922	\$33.283	2.6
Net Surplus/(Deficit)	(\$552.856)	(\$541.350)	\$11.505	2.1	\$0.000	\$0.001	\$0.001	-	(\$552.856)	(\$541.349)	\$11.506	2.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	197.260	189.234	(8.026)	(4.1)	0.000	0.000	0.000	-	197.260	189.234	(8.026)	(4.1)
Operating/Capital	(27.278)	(13.966)	13.312	48.8	0.000	0.000	0.000	-	(27.278)	(13.966)	13.312	48.8
Other Cash Adjustments	70.053	92.385	22.332	31.9	0.000	0.000	0.000	-	70.053	92.385	22.332	31.9
Total Cash Conversion Adjustments	\$240.035	\$267.653	\$27.619	11.5	\$0.000	\$0.000	\$0.000	-	\$240.035	\$267.653	\$27.619	11.5
Net Cash Surplus/(Deficit)	(\$312.821)	(\$273.697)	\$39.124	12.5	\$0.000	\$0.001	\$0.001	-	(\$312.821)	(\$273.696)	\$39.125	12.5

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
OCTOBER 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
		\$	%		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$1.724)	(11.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$20.331)	(14.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
OVERTIME	Non-Reimb	(\$2.523)	(60.4%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program, station enhancements and rail testing, coverage in Maintenance of Equipment due to timing of FRA mandated training, and timing differences related to payroll and calendar cutoff dates.	(\$8.952)	(19.3%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program, station enhancements, and rail testing, coverage in Maintenance of Equipment due to timing of FRA mandated training, service investments, and timing differences related to payroll and calendar cutoff dates.
	Reimb	(\$0.217)	(15.8%)	Reflects higher activity on the West Haven Station and Danbury Branch Signal System.	(\$0.071)	(0.5%)	
HEALTH AND WELFARE	Reimb	\$0.056	4.6%		\$0.894	8.0%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.545)	(28.7%)	Reflects additional retirees.	(\$0.832)	(4.9%)	Reflects additional retirees.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.609)	(15.5%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, Track Programs, Cos Cob West Substation, West of Hudson Track Program, and Overhead Bridge Program.	(\$5.140)	(14.4%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, New Haven Rail Yard Change-out Shop, Cos Cob West Substation, Cable Replacement Projects, Track Programs and Overhead Bridge Program.
	Reimb	\$0.514	13.8%	Reflects lower project activity.	\$5.284	15.3%	
ELECTRIC POWER	Non-Reimb	\$0.797	12.2%	Primarily due to lower rates.	\$4.290	6.3%	Primarily due to lower rates.
FUEL	Non-Reimb	\$0.035	1.4%		(\$1.422)	(6.3%)	Due to higher rates and cooler temperatures during spring.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
OCTOBER 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
		\$	%		\$	%	
INSURANCE	Non-Reimb	(\$0.114)	(9.1%)	Higher liability insurance expense for the month.	\$0.317	2.6%	Reflects lower project activity.
	Reimb	\$0.043	15.0%	Reflects lower project activity.	\$0.206	7.6%	
CLAIMS	Non-Reimb	\$0.009	20.0%	Primarily due to the timing of claims expense.	\$0.076	21.8%	Primarily due to the timing of claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$1.290)	(16.5%)	Primarily reflects equipment rental accruals for the Maintenance of Way Infrastructure Improvement Program, partially offset by the timing of expenses for GCT utilities.	\$5.919	7.6%	Primarily reflects the timing of expenses for maintenance contracts and GCT utilities, partially offset by accruals for equipment rental for the Maintenance of Way Infrastructure Improvement Program.
	Reimb	\$0.683	44.7%	Reflects delay on the West of Hudson Track Program and posting of the activity on the Haverstraw - Ossining Ferry Operations	\$2.549	20.3%	Reflects lower activity on the Cos Cob West Substation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.809	23.9%	Favorable variance reflects the timing of expenses for advertising and outside training.	\$6.530	27.7%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, medical services, and outside training.
	Reimb	\$0.200	30.0%	Reflects delay on the Overhead Bridge Program - EOFH partially offset by the delay on the Cos Cob West Substation and higher activity on the Positive Train Control Project.	\$2.557	37.6%	Reflects delay on the Overhead Bridge Program - EOFH.
MATERIAL AND SUPPLIES	Reimb	\$0.549	33.0%	Reflects delay on the NH Rail Yard - Component Out Shop and the lower activity on the West Haven Station.	\$6.766	47.1%	Reflects delay on the Replace Fiber/C&S Cables, NH Rail Yard - Component Change out Shop, Bronx Stations Capacity IMP, 2013 Cyclical Track Program, NH Branch Line Grade Xing Imp., West of Hudson Track Program and the NHL - Bridge Timbers and Mitre Rail - Walk SAGA and lower activity on the 2012 Cyclical Track Program.
OTHER BUSINESS EXPENSES	Reimb	(\$0.018)	(51.6%)	Reflects insignificant variances on several other projects.	(\$0.853)	*	Reflects equipment costs for the PBX Equipment Upgrade project being incorrectly recorded as an operating expense in the Other Business Expense category in August and were reclassified to the reimbursable budget in September and insignificant variances on several other projects.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 OCTOBER 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	
		\$	%			\$	%		
DEPRECIATION	Non-Reimb	\$2.145	10.4%	Timing of capitalization of assets.		\$8.026	4.1%	Timing of capitalization of assets.	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%			\$0.844	30.4%	Primarily due to fewer projects requiring remediation.	
OPERATING CAPITAL	Non-Reim	\$2.354	67.0%	Reflects lower activity during the period on the Vehicle Replacement, Snowmelter Cabinets, Replace GCT Hi-Rail Vehicle, Locomotive Overhaul for 6 GP 35 Locos, Cellular LCD Station Displays, Park Ave Tunnel, Replace Railtop Culverts, Mobile Ticketing System Upgrade, and the Purchase Mobile & Rolling Stock Radios.		\$13.312	48.8%	Reflects lower activity during the period on the GCT Cooling Tower Rehab, Vehicle Replacement, Park Ave Tunnel Fire Alarm, Ticket Vending Machines Upgrade, WOH Improvements, Snowmelter Cabinets projects, Replace Railtop Culverts, Hudson Rail Link Bus Replacement, Cellular LCD Station Displays, Purchase Mobile & Rolling Stock Radios, Replace GCT Hi-Rail Vehicle, Repair Boring Machines - Harmon Shop, Shop Equipment Replacement, C&S Microcomputer Upgrade, NYPA Improvement Support, Bridge Walkways Install, Lan Hardware Replacement and Upgrade, Mobile Ticketing System Upgrade, Locomotive Overhaul for 6 GP 35 Locs, Purchase Generator w Trailer and the Employee Welfare Facility.	

* Variance exceeds 100%.

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

	October						October 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	36,899	\$2.1	47,787	\$2.5	(10,887)	(\$0.4)	405,618	22.1	437,685	\$23.0	(32,067)	(\$0.9)
					-29.5%	-19.9%					-7.9%	-4.2%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	0.0	1,358	\$0.1	(1,358)	(\$0.1)
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	17,561	\$0.8	50,474	\$2.4	(32,913)	(\$1.6)	190,586	9.0	299,928	\$14.3	(109,342)	(\$5.3)
					*	*					-57.4%	-59.4%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	10,405	0.5	13,528	\$0.7	(3,123)	(\$0.2)
					-	-					-30.0%	-44.3%
<u>Vacancy/Absentee Coverage</u> ²	15,135	\$0.7	24,657	\$1.1	(9,522)	(\$0.5)	155,013	6.8	188,100	\$8.5	(33,087)	(\$1.7)
					-62.9%	-70.6%					-21.3%	-24.4%
<u>Weather Emergencies</u>	10,067	\$0.5	15,966	\$0.8	(5,899)	(\$0.3)	120,053	5.8	127,654	\$6.2	(7,600)	(\$0.5)
					-58.6%	-63.6%					-6.3%	-7.9%
<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	3,462	\$0.1	4,038	(\$0.2)	(576)	\$0.3	50,480	2.1	48,051	\$2.4	2,428	(\$0.2)
					-16.6%	*					4.8%	-11.7%
Subtotal	83,124	\$4.2	142,922	\$6.7	(59,798)	(\$2.5)	932,155	46.3	1,116,304	\$55.2	(184,149)	(\$9.0)
					-71.9%	-60.4%					-19.8%	-19.3%
REIMBURSABLE OVERTIME	31,993	\$1.4	33,153	\$1.6	(1,160)	(\$0.2)	276,322	13.7	293,236	\$13.7	(16,915)	(\$0.1)
					-3.6%	-15.8%					-6.1%	-0.5%
TOTAL OVERTIME	115,117	\$5.5	176,075	\$8.3	(60,958)	(\$2.7)	1,208,477	59.9	1,409,540	\$69.0	(201,064)	(\$9.0)
					-53.0%	-49.4%					-16.6%	-15.1%

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)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(10,887)	(\$0.4)		(32,067)	(\$0.9)	Increased overtime required for service coverage in April due to service investment and for New Haven Line derailment service restoration in May.
	-29.5%	-19.9%		-7.9%	-4.2%	
<u>Unscheduled Service</u>	0	\$0.0		(1,358)	(\$0.1)	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(32,913)	(\$1.6)	Acceleration of M of W Infrastructure Improvement Program due to areas of poor drainage along right-of-way and concrete tie replacements. This is in addition to station enhancements along the Harlem Line and incremental rail testing.	(109,342)	(\$5.3)	Acceleration of M of W Infrastructure Improvement Program due to areas of poor drainage along right-of-way and concrete tie replacements. This is in addition to station enhancements along the Harlem Line and incremental rail testing. M of E overtime reduction efforts were delayed by the New Haven Line derailment cleanup.
	*	*		-57.4%	-59.4%	
<u>Unscheduled Maintenance</u>	0	\$0.0		(3,123)	(\$0.2)	
	-	-		-30.0%	-44.3%	
<u>Vacancy/Absentee Coverage</u> ²	(9,522)	(\$0.5)	Incremental coverage for ongoing training efforts in MoE.	(33,087)	(\$1.7)	Incremental coverage for ongoing training efforts in MoE.
	-62.9%	-70.6%		-21.3%	-24.4%	
<u>Weather Emergencies</u>	(5,899)	(\$0.3)		(7,600)	(\$0.5)	
	-58.6%	-63.6%		-6.3%	-7.9%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	(576)	\$0.3	Reflects timing differences related to payroll and calendar cutoff dates.	2,428	(\$0.2)	Reflects timing differences related to payroll and calendar cutoff dates.
	-16.6%	*		4.8%	-11.7%	
Subtotal	(59,798)	(\$2.5)		(184,149)	(\$9.0)	
	-71.9%	-60.4%		-19.8%	-19.3%	
REIMBURSABLE OVERTIME	(1,160)	(\$0.2)		(16,915)	(\$0.1)	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.
	-3.6%	-15.8%		-6.1%	-0.5%	
TOTAL OVERTIME	(60,958)	(\$2.7)		(201,064)	(\$9.0)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

MTA METRO-NORTH RAILROAD
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

	October 2013				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Receipts	\$53.902	\$55.176	\$1.274	2.4	\$523.263	\$525.890	\$2.627	0.5
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.361	7.484	2.123	39.6	65.155	67.876	2.721	4.2
<i>Capital & Other Reimbursements*</i>								
MTA	9.279	7.243	(2.036)	(21.9)	74.485	66.738	(7.747)	(10.4)
CDOT	4.851	5.209	0.358	7.4	46.645	48.774	2.129	4.6
Other	1.219	1.349	0.130	10.7	17.861	21.643	3.782	21.2
Total Capital and Other Reimbursements	15.349	13.801	(1.548)	(10.1)	138.991	137.155	(1.836)	(1.3)
Total Receipts	\$74.612	\$76.461	\$1.849	2.5	\$727.409	\$730.921	\$3.512	0.5
Expenditures								
<i>Labor:</i>								
Payroll	\$42.477	\$40.666	\$1.811	4.3	\$383.712	\$370.891	\$12.821	3.3
Overtime	6.777	8.708	(1.931)	(28.5)	62.183	70.366	(8.183)	(13.2)
Health and Welfare	12.641	11.802	0.839	6.6	86.392	84.230	2.162	2.5
OPEB Current Payment	1.900	3.341	(1.441)	(75.8)	17.000	18.116	(1.116)	(6.6)
Pensions	7.090	7.037	0.053	0.7	53.642	53.340	0.302	0.6
Other Fringe Benefits	7.782	6.794	0.988	12.7	90.503	88.092	2.411	2.7
Total Labor	\$78.667	\$78.348	\$0.319	0.4	\$693.432	\$685.035	\$8.397	1.2
<i>Non-Labor:</i>								
Electric Power	\$6.932	\$5.764	\$1.168	16.8	\$65.463	\$61.412	\$4.051	6.2
Fuel	2.032	1.909	0.123	6.1	20.002	20.022	(0.020)	(0.1)
Insurance	1.129	5.537	(4.408)	*	13.865	15.893	(2.028)	(14.6)
Claims	0.048	0.225	(0.177)	*	0.586	1.031	(0.445)	(75.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.756	7.068	2.688	27.6	95.450	77.425	18.025	18.9
Professional Service Contracts	3.992	1.736	2.256	56.5	31.931	20.915	11.016	34.5
Materials & Supplies	9.980	10.032	(0.052)	(0.5)	78.685	79.555	(0.870)	(1.1)
Other Business Expenditures	4.000	2.081	1.919	48.0	40.816	43.329	(2.513)	(6.2)
Total Non-Labor	\$37.869	\$34.352	\$3.517	9.3	\$346.798	\$319.582	\$27.216	7.8
<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	\$116.536	\$112.700	\$3.836	3.3	\$1,040.230	\$1,004.617	\$35.613	3.4
Net Cash Deficit (excludes Opening Cash Balance)	(\$41.924)	(\$36.239)	\$5.685	13.6	(\$312.821)	(\$273.696)	\$39.125	12.5
Subsidies								
MTA	33.622	18.854	(14.768)	(43.9)	240.647	202.726	(37.921)	(15.8)
CDOT	8.302	7.883	(0.419)	(5.0)	71.314	69.855	(1.459)	(2.0)
Total Subsidies	\$41.924	\$26.737	(\$15.187)	(36.2)	\$311.961	\$272.581	(\$39.380)	(12.6)
Cash Timing and Availability Adjustment	\$0.000	(\$1.690)	(\$1.690)	-	\$0.777	\$1.032	\$0.255	32.8

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

-- Reclassification of \$4.2M in YTD Actual from Professional Services Contracts to Traction and Propulsion Power due to miscoded invoices.

* 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	October, 2013			Year-To-Date as of October 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	2.123	39.6%	Timing differences for net GCT revenue and parking revenues, partially offset by delayed Amtrak reimbursements.			
CAPITAL AND OTHER REIMBURSEMENTS						
MTA	(2.036)	(21.9%)	Lower project activity, partially offset by timing difference in receipts.	(7.747)	(10.4%)	Primarily lower activity.
CDOT	0.358	7.4%	Primarily due to payment timing.			
OTHER	0.130	10.7%	Primarily advances from CL&P for New Haven Line sub-station construction.	3.782	21.2%	Receipt timing differences (Primarily Con Ed vault repairs), and Verizon cellular installation at GCT.
PAYROLL	1.811	4.3%	Primarily due to vacancies and delayed hiring, as well as payment timing for both non-agreement and agreement wage increases.	12.821	3.3%	Primarily due to higher vacancies than forecast and delayed hiring to fill retiree positions, payment timing for both management and agreement wage increases, as well as lower capital project activity.
OVERTIME	(1.931)	(28.5%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, increased flagging, and vacancy coverage.	(8.183)	(13.2%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, derailment and power failure repair coverage, increased flagging, vacation and vacancy coverage, as well as payment of overtime resulting from the CSX freight train derailment in July.
HEALTH & WELFARE	0.839	6.6%	Lower NYSHIP/Empire Plan payments in the month.			
OPEB CURRENT PAYMENT	(1.441)	(75.8%)	Timing in payment for retiree health costs.	(1.116)	(6.6%)	Timing in payment for retiree health costs.
OTHER FRINGE BENEFITS	0.988	12.7%	Lower payments for employee injury claims and railroad retirement taxes.			
ELECTRIC POWER	1.168	16.8%	Lower rates on Harlem/Hudson lines, and lower usage on the New Haven line, as well as timing in payments for New Haven Line power, partially offset by higher usage on the Harlem/Hudson line.	4.051	6.2%	Lower rates on both Harlem/Hudson and New Haven lines, partially offset by higher usage. Also contributing to the favorable variance are lower non-traction power costs.
FUEL	0.123	6.1%	Primarily due to lower non-revenue fuel costs.			

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	October, 2013			Year-To-Date as of October 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(4.408)	*	Payment timing for property, catastrophic bond coverage, force account, and automobile insurance.	(2.028)	(14.6%)	Primarily due to payment timing for catastrophic bond coverage and force account insurance, partially offset by lower payments in the period for property and automobile premiums.
CLAIMS	(0.177)	*	Nothing material to report.	(0.445)	(75.9%)	Higher passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.688	27.6%	Lower payments in the month for capital project activity (Vehicle Replacement program, West of Hudson track improvements, GP-35 Locomotive Overhaul program and various other contract services), as well as lower non-capital payments.	18.025	18.9%	Timing in payments for capital related projects (GCT Cooling Tower Rehabilitation, West of Hudson improvements, highway vehicle replacement program, ferry service operations), MTA Police Services, revenue vehicle maintenance & repairs, and lower expenditures for commissary supplies, safety equipment & supplies, utilities, and various other operating contract services.
PROFESSIONAL SERVICE CONTRACTS	2.256	56.5%	Primarily lower engineering services, capital project activity, I.T. hardware and services, and other various services.	11.016	34.5%	Timing difference for engineering services, NHL BSC services, I.T. hardware and services, outside audit, and lower outside training, legal fees, medical services, and other professional services, as well as lower capital project expenditures (EotH Overhead Bridge Program and others).
OTHER BUSINESS EXPENSES	1.919	48.0%	Payment timing difference for New Jersey Transit subsidy.	(2.513)	(6.2%)	Payment timing difference for New Jersey Transit subsidy, higher miscellaneous purchases, as well as higher pass-through payments.
MTA SUBSIDY RECEIPTS	(14.768)	(43.9%)	Lower subsidy draw primarily due to a lower net cash deficit in the month, and by the change in available bank balance.	(37.921)	(15.8%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	(0.419)	(5.0%)		(1.459)	(2.0%)	
TOTAL SUBSIDY RECEIPTS	(15.187)	(36.2%)		(39.380)	(12.6%)	

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

	October 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.437	\$2.564	\$2.127	*	\$6.003	\$10.156	\$4.153	69.2
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.014	3.118	2.104	*	13.079	15.720	2.641	20.2
<i>Capital & Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(0.156)	(0.076)	0.079	50.9	(11.188)	0.647	11.835	*
CDOT	(0.163)	0.033	0.196	*	(0.949)	(0.566)	0.383	40.4
Other	(0.019)	(0.118)	(0.100)	*	6.113	12.391	6.277	*
Total Capital and Other Reimbursements	(0.338)	(0.162)	0.176	52.0	(6.023)	12.472	18.495	*
Total Revenue/Receipts	\$1.113	\$5.520	\$4.406	*	\$13.060	\$38.348	\$25.288	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	(\$2.358)	(\$1.244)	\$1.114	47.2	(\$7.009)	\$0.511	\$7.520	*
Overtime	(1.228)	(0.420)	0.809	65.8	(2.235)	(1.395)	0.840	37.6
Health and Welfare	(3.470)	(3.012)	0.458	13.2	1.082	4.152	3.070	*
OPEB Current Payment	0.000	(0.896)	0.000		0.000	(0.284)	(0.284)	-
Pensions	0.229	0.237	0.008	3.6	14.854	15.239	0.385	2.6
Other Fringe Benefits	1.429	2.331	0.902	63.2	(3.154)	(2.220)	0.934	29.6
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.207)	(0.111)	0.095	46.2	(1.247)	(1.391)	(0.143)	(11.5)
Total Labor	(\$5.605)	(\$3.115)	\$2.491	44.4	\$2.290	\$14.612	\$12.322	*
<i>Non-Labor:</i>								
Electric Power	(\$0.425)	\$0.111	\$0.536	*	\$2.368	\$2.335	(\$0.033)	(1.4)
Fuel	0.450	0.537	0.088	19.5	2.734	4.136	1.402	51.3
Insurance	0.407	(3.930)	(4.337)	*	0.798	(1.753)	(2.550)	*
Claims	(0.002)	(0.188)	(0.186)	*	(0.237)	(0.758)	(0.521)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.420)	2.875	3.295	*	(5.241)	4.316	9.557	*
Professional Service Contracts	0.057	1.305	1.248	*	(1.592)	0.338	1.930	*
Materials & Supplies	(1.930)	(2.324)	(0.395)	(20.4)	(10.555)	(19.729)	(9.175)	(86.9)
Other Business Expenses	(1.961)	(0.079)	1.882	96.0	(16.140)	(17.871)	(1.731)	(10.7)
Total Non-Labor	(\$3.824)	(\$1.694)	\$2.131	55.7	(\$27.865)	(\$28.987)	(\$1.122)	(4.0)
<i>Other Adjustments:</i>								
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.	(\$9.430)	(\$4.808)	\$4.621	49.0	(\$25.575)	(\$14.375)	\$11.200	43.8
Depreciation	20.665	18.519	(2.145)	(10.4)	197.260	189.234	(8.026)	(4.1)
OPEB Obligation	4.776	4.776	0.000	0.0	52.518	52.518	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	2.771	1.927	(0.844)	30.4
Total Expenditures Adjustments	\$16.011	\$18.487	\$2.476	15.5	\$226.975	\$229.305	\$2.330	1.0
Total Cash Conversion Adjustments	\$17.124	\$24.006	\$6.883	40.2	\$240.035	\$267.653	\$27.619	11.5

-- 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
UTILIZATION
(in millions)

	<u>Month of October</u>		<u>Variance</u>		<u>Year-to-Date October</u>		<u>Variance</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Forecast</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$16.185	\$16.327	\$0.142	0.9	\$155.772	\$156.035	\$0.263	0.2
Hudson Line	\$11.974	\$12.040	\$0.067	0.6	\$113.995	\$113.203	(\$0.792)	-0.7
New Haven Line	\$25.266	\$24.208	(\$1.057)	-4.2	\$247.101	\$246.112	(\$0.989)	-0.4
Total Farebox Revenue	\$53.425	\$52.575 ⁽¹⁾	(\$0.849)	-1.6	\$516.868	\$515.350 ⁽¹⁾	(\$1.519)	-0.3
<u>Ridership</u>								
Harlem Line	2.423	2.436	0.013	0.5	22.446	22.485	0.039	0.2
Hudson Line	1.429	1.448	0.019	1.3	13.370	13.341	(0.029)	-0.2
New Haven Line	3.510	3.359 ⁽²⁾	(0.150)	-4.3	32.661	32.493 ⁽²⁾	(0.168)	-0.5
Total Ridership East of Hudson	7.362	7.244	(0.118)	-1.6	68.477	68.320	(0.157)	-0.2
West of Hudson	0.141	0.140	(0.001)	-0.5	1.303	1.317	0.014	1.1
Total Ridership	7.503	7.384	(0.119)	-1.6	69.780	69.637	(0.143)	-0.2

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.037 million for the month and \$0.384 million year-to-date.

(2) New Haven Line ticket and ridership totals include 868 weekly ticket exchanges during October for customers impacted by the ConEdison service disruption.

East of Hudson:

Year-to-date ridership of 68.3 million was 0.2% lower to the Mid-Year Forecast and 0.3% higher than 2012. For the month, ridership of 7.2 million was 1.6% lower than the Mid-Year Forecast and 9.1% higher than October 2012. The New Haven Line was 4.3% unfavorable to the Mid-Year Forecast for the month as a result of the New Haven Line ConEdison power failure. The estimated ridership loss was 537,000 for the period of disruption. Year-to-date, the Harlem Line was the only line favorable. The Hudson line was unfavorable due to the service disruption in July as a result of the CSX freight train derailment. The estimated ridership loss due to that incident was 90,000.

Commutation ridership was 0.3% higher year-to-date and 0.4% lower for the month vs. the Mid-Year Forecast. Compared to October 2012 year-to-date, commutation ridership was 1.6% higher. Non-commutation ridership was 1.0% below the Mid-Year Forecast year-to-date, and 1.6% lower than 2012. For the month, non-commutation ridership was 3.5% lower than the Mid-Year Forecast and 3.0% higher than 2012.

West of Hudson:

West of Hudson ridership was 1.1% higher year-to-date versus the Mid-Year Forecast. For the month West of Hudson was 0.5% lower than Mid-Year Forecast, reflecting a 4.1% higher commutation, and a 6.9% lower non-commutation ridership. For the year-to-date, commutation ridership was 2.3% higher and non-commutation ridership was 0.6% lower to the Mid-Year Forecast.

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

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	7	2
Safety	22	19	3
COS/Corporate & Public Affairs	16	15	1
Legal	18	18	-
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	32	29	3
Training	48	47	1
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	16	14	2
Business Development, Facilities & Mktg (1)	22	25	(3)
Long Range Planning	7	8	(1)
VP Finance & Information Systems	1	1	0
Controller	79	77	2
Information Technology & Project Mgmt	104	78	26
Budget	20	17	3
Customer Service (2) (3)	45	43	2
Procurement & Material Mgmt (4)	30	29	1
Total Administration	523	479	44
Operations			
Operations Administration	50	47	2
Operations Services	1,783	1,737	46
Customer Service (2) (3)	239	223	16
Business Development, Facilities & Mktg (1)	38	35	3
Metro-North West	33	35	(2)
Total Operations	2,143	2,078	65
Maintenance			
GCT	361	358	3
Maintenance of Equipment	1,309	1,245	64
Maintenance of Way	1,708	1,648	60
Procurement & Material Mgmt (4)	132	122	10
Total Maintenance	3,510	3,373	137
Engineering/Capital			
Construction Management	39	38	1
Engineering & Design	68	55	13
Total Engineering/Capital	107	93	14
Total Positions	6,283	6,023	260
Non-Reimbursable	5,752	5,641	111
Reimbursable	531	383	148
Total Full-Time	6,282	6,022	260
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
October 31, 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	179	167	12
Professional, Technical, Clerical	344	312	32
Operational Hourlies	-	-	-
Total Administration	523	479	44
Operations (1)			
Managers/Supervisors	144	145	(1)
Professional, Technical, Clerical	230	216	14
Operational Hourlies	1,768	1,716	52
Total Operations	2,143	2,078	65
Maintenance (1)			
Managers/Supervisors	502	477	25
Professional, Technical, Clerical	502	485	17
Operational Hourlies	2,506	2,411	95
Total Maintenance	3,510	3,373	137
Engineering/Capital			
Managers/Supervisors	45	36	9
Professional, Technical, Clerical	62	57	5
Operational Hourlies	-	-	-
	107	93	14
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	870	826	45
Professional, Technical, Clerical	1,138	1,071	68
Operational Hourlies	4,275	4,127	147
Total Positions	6,283	6,023	260

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**

October 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)	2,143	2,078	65	Reflects vacancies in operation services staffing (car cleaners).
Maintenance (1)	3,510	3,373	137	Reflects vacancies in Maintenance of Way and Maintenance of Equipment positions (trackmen, vehicle & machine operators, signalman and maintainers and electricians)
Administration (1)	523	479	44	Reflects timing differences in hiring information technology and administrative personnel.
Engineering / Capital	107	93	14	
Total Agency-wide Headcount	6,283	6,023	260	
Non-Reimbursable	5,752	5,641	111	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	531	383	148	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
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	569.3	566.0	567.9	(1.4)	(0.3)	1.9	0.3
Total Expenses before Non-Cash Liability Adjs	869.6	881.6	865.6	4.1	0.5	16.0	1.8
Depreciation	197.3	187.3	189.2	8.0	4.1	(2.0)	(1.0)
OPEB Obligation	52.5	52.5	52.5	-	0.0	-	0.0
Environmental Remediation	2.8	1.7	1.9	0.8	30.4	(0.2)	(13.3)
Total Expenses	1,122.2	1,123.1	1,109.2	13.0	1.2	13.8	1.2
Net Surplus/(Deficit)	(552.9)	(557.1)	(541.4)	11.5	2.1	15.7	2.8

Note: Totals may not add due to rounding

MTA METRO-NORTH
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.9	0.3	Favorable variance mainly due to higher non-commutation ticket purchases
Total Expenses	\$13.8	1.2	YTD variance is favorable from both labor and non-labor expenses. Labor variance reflects hiring efforts not keeping pace with attrition and forecast new positions, partially offset by accelerated Infrastructure Improvement overtime as well as coverage for unfilled positions; lower wage costs result in lower associated fringe expense; lower year-to-date employee claims payouts. Non-labor variance primarily due to underspending in discretionary contract and professional services costs.

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

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

	MONTH			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	57.5%	58.4%	58.2%	-0.9%	-0.7%
Adjusted ⁽²⁾	65.0%	65.6%	65.1%	-0.6%	-0.1%
Cost per Passenger					
Standard ⁽¹⁾	\$12.79	\$12.57	\$12.69	(\$0.22)	(\$0.10)
Adjusted ⁽²⁾	\$12.51	\$12.37	\$12.48	(\$0.14)	(\$0.03)
Passenger Revenue/Passenger ⁽³⁾	\$7.36	\$7.35	\$7.39	\$0.01	(\$0.03)
	YEAR-TO-DATE			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	61.0%	59.7%	62.9%	1.3%	-1.9%
Adjusted ^{(2) (4)}	69.4%	67.9%	70.0%	1.5%	-0.6%
Cost per Passenger					
Standard ⁽¹⁾	\$12.52	\$12.79	\$11.55	\$0.27	(\$0.97)
Adjusted ⁽²⁾	\$12.30	\$12.57	\$11.36	\$0.27	(\$0.94)
Passenger Revenue/Passenger ⁽³⁾	\$7.64	\$7.64	\$7.26	\$0.00	\$0.38

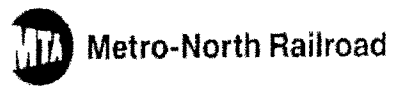
(1) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police and Business Service Center costs.

(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 68.1% year-to-date.

* Includes East and West of Hudson revenues and expenses.



FINANCIAL STATEMENTS

MONTH ENDED: SEPTEMBER 30, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

September YTD financial results were favorable with a net operating deficit that was \$12.7 million or 2.6% lower than the Mid-Year Forecast. Through September, total Operating Revenue was \$0.6 million lower than the Mid-Year Forecast primarily due to lower farebox revenue. Operating expenses were \$13.3 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies, partially offset by higher overtime costs. September results include the initial financial impact of the Con Edison power failure that disrupted New Haven Line service from September 25th through October 6th. The estimated financial impact is \$8-12 million which reflects farebox revenue losses (including a customer fare credit) and alternate service expenses. The September portion of this impact is \$1.4 million (NHL revenue loss of \$0.9 million and expenses of \$0.5 million). In addition, YTD results continue to reflect the Right-of-Way Improvement project which includes track and drainage improvements, tie replacement, fencing repairs, and general clean-up. This program, which began in the Bronx in July and has been expanded to other segments of the railroad, will continue to reflect in MNR's overtime, material, and track equipment costs through the fall.

Capital program expenditures (and reimbursements) were \$18.6 million lower than Forecast also due to revised timing of several projects (Mainline/High Speed Turnouts, New Haven Line Grade Crossing, Cable Replacement and Track Program work).

Ridership

Total ridership was 6.8 million for September and 62.3 million YTD which was slightly below the Mid-Year Forecast.

East of Hudson

- September ridership of 6.7 million was 1.2% lower than the Mid-Year Forecast and 1.7% lower than 2012.
- YTD ridership of 61.1 million was 0.1% lower than the Mid-Year Forecast and 0.7% below 2012.
- Commutation ridership was higher than the Mid-Year Forecast by 0.4% and 0.6%, respectively, YTD and for the month. Compared to 2012, YTD commutation was 0.3% higher.
- Non-commutation ridership for September was 3.7% lower than the Mid-Year Forecast and 5.1% lower than 2012.

West of Hudson

- YTD ridership was 1.3% higher than the Mid-Year Forecast reflecting higher commutation and non-commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$621.6 million through September was \$19.2 million, or 3.0% lower than the Mid-Year Forecast.

- Farebox Revenue of \$463.1 million was \$0.7 million lower than the Mid-Year Forecast primarily due to lower ridership as a result of the CSX derailment on the Hudson Line and the Con Edison power failure on the New Haven Line.
- Other Operating Revenue of \$47.8 million was on target to the Mid-Year Forecast.
- Capital and Other Reimbursements of \$110.7 million was \$18.6 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$1,102.7 million through September were \$31.9 million (2.8%) lower than the Mid-Year Forecast:

- \$27.0 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 \$1.8 million (0.3%) above the Mid-Year Forecast due to higher overtime requirements primarily related to Infrastructure Improvement Program partly offset by vacancies.

YTD Financial Performance Measures

- Adjusted Farebox Operating Ratio of 69.9% through September was 1.7 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.28 for the period was \$0.32 lower than the Forecast due also due to the overall lower expenses.
- Revenue per Passenger of \$7.67 for the period was on target to the Forecast.

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

REVENUE

Total Revenue and reimbursements were \$19.2 million (3.0%) lower than the Mid-Year Forecast through September:

- **Farebox Revenue** – year-to-date and the month were lower than the Mid-Year Forecast by \$0.7 million and \$1.0 million, primarily due to lower ridership as a result of the CSX derailment on the Hudson Line and the Con Edison power failure on the New Haven Line, partly offset by higher ridership on the Harlem Line.
- **Other Operating Revenue** – year-to-date and the month were on target to the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD versus the Mid-Year Forecast was \$18.6 million lower, and for the month \$5.2 million lower due to changes in the timing of several projects (Mainline/High Speed Turnouts, New Haven Line Grade Crossing, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$1,102.7 million were \$31.9 million (2.8%) lower than the Mid-Year Forecast. For the month, expenses were \$11.6 million (8.7%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$624.4 million YTD. This was \$1.8 million (0.3%) above the Mid-Year Forecast due to higher overtime requirements and reallocation of reimbursable project forces related to the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment. These were partly offset by vacancies. For the month, labor expenses were \$6.5 million lower than the Mid-Year Forecast.

Non-Labor Expenses

YTD non-labor expenses were \$257.9 million, \$27.0 million lower than the Mid-Year Forecast and \$11.6 million lower for the month:

- **Electric Power** – \$3.5 million lower year-to-date due to lower rates and consumption. For the month, expenses were \$0.1 million lower than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$9.1 million lower than the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs and utilities payments) and timing of reimbursable projects. For the month, these costs were \$4.4 million lower than the Mid-Year Forecast.
- **Professional Services** – \$8.1 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 on target to the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$8.0 million below the Mid-Year Forecast due to timing differences in reimbursable capital projects and an inventory valuation adjustment. For the month, expenses were \$2.6 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – year-to-date expenditures were \$0.8 million above the Mid-Year Forecast due to a reclassification of Materials & Supplies expense for a reimbursable capital project. For the month, expenses were \$1.2 million higher than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$220.4 million year-to-date (\$27.1 million for the month), which was \$6.7 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 September was \$234.8 million, which is \$36.1 million favorable to the Mid-Year Forecast. This is essentially due to \$34.5 million in lower actual cash disbursements (a function of the overall lower expenses) and \$1.6 million in higher cash collections, primarily farebox related.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	\$52.670	\$51.645	(\$1.025)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$52.670	\$51.645	(\$1.025)	(1.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.652	3.736	0.085	2.3	0.000	0.000	0.000	-	3.652	3.736	0.085	2.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.199	6.641	(2.558)	(27.8)	9.199	6.641	(2.558)	(27.8)
CDOT	0.000	0.000	0.000	-	6.440	3.980	(2.460)	(38.2)	6.440	3.980	(2.460)	(38.2)
Other	0.000	0.000	0.000	-	1.216	1.021	(0.195)	(16.0)	1.216	1.021	(0.195)	(16.0)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.855	11.643	(5.213)	(30.9)	16.855	11.643	(5.213)	(30.9)
Total Revenue/Receipts	\$56.322	\$55.381	(\$0.940)	(1.7)	\$16.855	\$11.643	(\$5.213)	(30.9)	\$73.177	\$67.024	(\$6.153)	(8.4)
Expenses												
<i>Labor</i>												
Payroll	\$34.818	\$31.477	\$3.340	9.6	\$3.506	\$2.734	\$0.772	22.0	\$38.324	\$34.212	\$4.112	10.7
Overtime	4.855	5.738	(0.882)	(18.2)	1.375	1.059	0.316	23.0	6.231	6.797	(0.566)	(9.1)
Health and Welfare	7.270	7.037	0.232	3.2	1.191	0.895	0.295	24.8	8.460	7.933	0.528	6.2
OPEB Current Payment	1.850	1.998	(0.148)	(8.0)	0.000	0.000	0.000	-	1.850	1.998	(0.148)	(8.0)
Pensions	6.384	5.814	0.570	8.9	0.736	0.572	0.164	22.2	7.120	6.386	0.734	10.3
Other Fringe Benefits	8.110	6.921	1.189	14.7	0.835	0.660	0.176	21.0	8.946	7.581	1.365	15.3
Reimbursable Overhead	(3.926)	(3.270)	(0.656)	(16.7)	3.741	2.603	1.137	30.4	(0.185)	(0.666)	0.481	*
Total Labor	\$59.361	\$55.715	\$3.646	6.1	\$11.385	\$8.524	\$2.860	25.1	\$70.746	\$64.240	\$6.506	9.2
<i>Non-Labor</i>												
Electric Power	\$6.496	\$6.345	\$0.151	2.3	\$0.000	\$0.005	(\$0.005)	-	\$6.496	\$6.350	\$0.146	2.2
Fuel	2.109	2.348	(0.239)	(11.3)	0.000	0.000	0.000	-	2.109	2.348	(0.239)	(11.3)
Insurance	1.813	1.486	0.327	18.0	0.284	0.180	0.104	36.6	2.097	1.667	0.431	20.5
Claims	0.046	0.067	(0.021)	(44.5)	0.000	0.000	0.000	-	0.046	0.067	(0.021)	(44.5)
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	9.318	7.294	2.024	21.7	3.148	0.786	2.362	75.0	12.466	8.080	4.386	35.2
Professional Service Contracts	2.721	2.887	(0.167)	(6.1)	0.643	0.487	0.156	24.2	3.364	3.375	(0.011)	(0.3)
Materials & Supplies	6.186	3.998	2.188	35.4	1.345	0.935	0.409	30.4	7.531	4.933	2.597	34.5
Other Business Expenses	2.218	2.720	(0.502)	(22.7)	0.050	0.724	(0.673)	*	2.268	3.444	(1.176)	(51.8)
Total Non-Labor	\$30.906	\$27.146	\$3.760	12.2	\$5.471	\$3.118	\$2.352	43.0	\$36.377	\$30.264	\$6.113	16.8
<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.	\$90.268	\$82.861	\$7.406	8.2	\$16.855	\$11.643	\$5.213	30.9	\$107.123	\$94.504	\$12.619	11.8
Depreciation	20.182	20.930	(0.748)	(3.7)	0.000	0.000	0.000	-	20.182	20.930	(0.748)	(3.7)
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	1.184	1.410	(0.226)	(19.1)	0.000	0.000	0.000	-	1.184	1.410	(0.226)	(19.1)
Total Expenses	\$116.410	\$109.978	\$6.432	5.5	\$16.855	\$11.643	\$5.213	30.9	\$133.265	\$121.620	\$11.645	8.7
Net Surplus/(Deficit)	(\$60.088)	(\$54.597)	\$5.491	9.1	\$0.000	\$0.000	\$0.000	-	(\$60.088)	(\$54.597)	\$5.491	9.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	20.930	0.748	3.7	0.000	0.000	0.000	-	20.182	20.930	0.748	3.7
Operating/Capital	(6.370)	(0.965)	5.405	84.9	0.000	0.000	0.000	-	(6.370)	(0.965)	5.405	84.9
Other Cash Adjustments	7.364	15.039	7.675	*	0.000	0.000	0.000	-	7.364	15.039	7.675	*
Total Cash Conversion Adjustments	\$21.176	\$35.005	\$13.829	65.3	\$0.000	\$0.000	\$0.000	-	\$21.176	\$35.005	\$13.829	65.3
Net Cash Surplus/(Deficit)	(\$38.912)	(\$19.592)	\$19.320	49.7	\$0.000	\$0.000	\$0.000	-	(\$38.912)	(\$19.592)	\$19.320	49.7

-- 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
September Year-To-Date
(\$ in millions)

SCHEDULE I - B

	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	\$463.794	\$463.121	(\$0.673)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$463.794	\$463.121	(\$0.673)	(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	47.729	47.790	0.061	0.1	0.000	0.000	0.000	-	47.729	47.790	0.061	0.1
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	76.238	58.772	(17.466)	(22.9)	76.238	58.772	(17.466)	(22.9)
CDOT	0.000	0.000	0.000	-	42.580	44.164	1.584	3.7	42.580	44.164	1.584	3.7
Other	0.000	0.000	0.000	-	10.510	7.785	(2.725)	(25.9)	10.510	7.785	(2.725)	(25.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	129.327	110.720	(18.607)	(14.4)	129.327	110.720	(18.607)	(14.4)
Total Revenue/Receipts	\$511.523	\$510.911	(\$0.612)	(0.1)	\$129.327	\$110.720	(\$18.607)	(14.4)	\$640.851	\$621.631	(\$19.219)	(3.0)
Expenses												
<i>Labor:</i>												
Payroll	\$306.690	\$304.312	\$2.378	0.8	\$29.894	\$27.668	\$2.226	7.4	\$336.584	\$331.980	\$4.604	1.4
Overtime	42.091	48.520	(6.429)	(15.3)	12.308	12.162	0.146	1.2	54.399	60.683	(6.283)	(11.6)
Health and Welfare	68.299	70.426	(2.127)	(3.1)	10.003	9.166	0.838	8.4	78.302	79.591	(1.289)	(1.6)
OPEB Current Payment	15.100	15.387	(0.287)	(1.9)	0.000	0.000	0.000	-	15.100	15.387	(0.287)	(1.9)
Pensions	55.194	55.888	(0.694)	(1.3)	5.983	5.417	0.566	9.5	61.177	61.305	(0.128)	(0.2)
Other Fringe Benefits	70.673	69.616	1.057	1.5	7.465	7.131	0.335	4.5	78.138	76.747	1.391	1.8
Reimbursable Overhead	(31.833)	(27.301)	(4.531)	(14.2)	30.792	26.022	4.770	15.5	(1.041)	(1.279)	0.239	23.0
Total Labor	\$526.214	\$536.848	(\$10.633)	(2.0)	\$96.447	\$87.566	\$8.881	9.2	\$622.661	\$624.413	(\$1.753)	(0.3)
<i>Non-Labor:</i>												
Electric Power	\$61.324	\$57.830	\$3.494	5.7	\$0.000	\$0.041	(\$0.041)	-	\$61.324	\$57.872	\$3.452	5.6
Fuel	20.254	21.711	(1.457)	(7.2)	0.000	0.000	0.000	-	20.254	21.711	(1.457)	(7.2)
Insurance	10.696	10.266	0.431	4.0	2.431	2.268	0.163	6.7	13.127	12.534	0.593	4.5
Claims	0.302	0.236	0.067	22.1	0.000	0.000	0.000	-	0.302	0.236	0.067	22.1
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	69.833	62.624	7.209	10.3	11.041	9.174	1.867	16.9	80.873	71.798	9.075	11.2
Professional Service Contracts	20.155	14.433	5.721	28.4	6.136	3.779	2.357	38.4	26.290	18.212	8.078	30.7
Materials & Supplies	47.373	45.627	1.746	3.7	12.708	6.491	6.217	48.9	60.080	52.118	7.962	13.3
Other Business Expenses	22.072	22.056	0.015	0.1	0.566	1.400	(0.835)	*	22.637	23.456	(0.819)	(3.6)
Total Non-Labor	\$252.008	\$234.784	\$17.224	6.8	\$32.880	\$23.153	\$9.727	29.6	\$284.888	\$257.937	\$26.952	9.5
<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 Adjts.	\$778.222	\$771.632	\$6.591	0.8	\$129.327	\$110.719	\$18.608	14.4	\$907.549	\$882.350	\$25.199	2.8
Depreciation	176.595	170.715	5.881	3.3	0.000	0.000	0.000	-	176.595	170.715	5.881	3.3
OPEB Obligation	47.743	47.743	0.000	0.0	0.000	0.000	0.000	-	47.743	47.743	0.000	0.0
Environmental Remediation	2.771	1.927	0.844	30.4	0.000	0.000	0.000	-	2.771	1.927	0.844	30.4
Total Expenses	\$1,005.331	\$992.016	\$13.315	1.3	\$129.327	\$110.719	\$18.608	14.4	\$1,134.658	\$1,102.735	\$31.923	2.8
Net Surplus/(Deficit)	(\$493.808)	(\$481.105)	\$12.703	2.6	\$0.000	\$0.001	\$0.001	-	(\$493.808)	(\$481.104)	\$12.704	2.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	176.595	170.715	(5.881)	(3.3)	0.000	0.000	0.000	-	176.595	170.715	(5.881)	(3.3)
Operating/Capital	(23.766)	(12.808)	10.958	46.1	0.000	0.000	0.000	-	(23.766)	(12.808)	10.958	46.1
Other Cash Adjustments	70.081	88.392	18.311	26.1	0.000	0.000	0.000	-	70.081	88.392	18.311	26.1
Total Cash Conversion Adjustments	\$222.911	\$246.299	\$23.388	10.5	\$0.000	\$0.000	\$0.000	-	\$222.911	\$246.299	\$23.388	10.5
Net Cash Surplus/(Deficit)	(\$270.897)	(\$234.806)	\$36.091	13.3	\$0.000	\$0.001	\$0.001	-	(\$270.897)	(\$234.805)	\$36.092	13.3

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRAUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
SEPTEMBER 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
		\$	%		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.213)	(30.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$18.607)	(14.4%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$3.340	9.6%	Primarily reflects accounting adjustments for YTD retirement payouts and vacancies.	\$2.378	0.8%	Reflects delays on the Mainline High Speed Turnouts, Replace/Repair Undergrade Bridge Projects, C-29 and lower than projected activity on the Capital Administration.
	Reimb	\$0.772	22.0%	Reflects delays on C-29, Mainline High Speed Turnouts and the Replace/Repair Undergrade Bridge Programs and lower than projected activity on the Capital Administration.	\$2.226	7.4%	
OVERTIME	Non-Reimb	(\$0.882)	(18.2%)	Primarily due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program.	(\$6.429)	(15.3%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment, coverage in Maintenance of Equipment due to timing of FRA mandated training, service investments, and timing differences related to payroll and calendar cutoff dates.
	Reimb	\$0.316	23.0%	Reflects delays on the C-29 Tie Program and the Mainline High Speed Turnouts, partially offset by higher activity on the Bridge Timber Replacement program and the Bridge Timber and Mitre Rail - Walk and Saga Bridges.	\$0.146	1.2%	
HEALTH AND WELFARE	Reimb	\$0.295	24.8%	Reflects lower project activity.	\$0.837	8.4%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.148)	(8.0%)	Reflects additional retirees.	(\$0.287)	(1.9%)	
PENSIONS	Non-Reimb	\$0.570	8.9%	Reflects lower payroll costs in period.	(\$0.694)	(1.3%)	Reflects lower project activity.
	Reimb	\$0.164	22.2%	Reflects lower project activity.	\$0.566	9.5%	
OTHER FRINGE BENEFITS	Non-Reimb	\$1.189	14.7%	Reflects lower payroll costs in period.	\$1.057	1.5%	
	Reimb	\$0.176	21.0%	Reflects rate differentials and project adjustments.	\$0.335	4.5%	

MTA METRO-NORTH RAILROAD
ACCRAUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
SEPTEMBER 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	(\$0.656)	(16.7%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, Track Programs, Cos Cob West Substation, and Overhead Bridge Program.	(\$4.531)	(14.2%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, New Haven Rail Yard Change-out Shop, Cos Cob West Substation, Cable Replacement Projects, Track Programs and Overhead Bridge Program.
	Reimb	\$1.137	30.4%	Reflects lower project activity.	\$4.770	15.5%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$0.151	2.3%		\$3.494	5.7%	Primarily due to lower rates.
FUEL	Non-Reim	(\$0.239)	(11.3%)	Primarily due to higher rates and consumption.	(\$1.457)	(7.2%)	Due to higher rates and cooler temperatures during spring.
INSURANCE	Non-Reimb	\$0.327	18.0%	Lower liability insurance expense for the month.	\$0.431	4.0%	
	Reimb	\$0.104	36.6%	Reflects lower project activity.	\$0.163	6.7%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$0.021)	(44.5%)	Primarily due to the timing of claims expense.	\$0.067	22.1%	Primarily due to the timing of claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.024	21.7%	Favorable due to the reclassification of Sandy-related expenses associated with car damages to the capital program, partially offset by accruals for alternate bus service for CSX derailment and New Haven Line power disruption.	\$7.209	10.3%	Reflects a favorable reclassification of Sandy-related expenses associated with car damages to the capital program and timing of expenses for maintenance contracts and GCT utilities, partially offset by accruals for alternate bus service for CSX derailment and New Haven Line power disruption.
	Reimb	\$2.363	75.0%	Reflects lower activity on the Cos Cob West Substation and delays on the West of Hudson Track Program, partially offset by higher activity on the Hurricane Sandy Tree Removal Project and the Danbury Branch Signal System.	\$1.867	16.9%	Reflects lower activity on the Cos Cob West Substation partially offset by higher activity on the NHL Stations - PH II project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.167)	(6.1%)	Primarily unfavorable timing of expenses for advertising and bridge inspections.	\$5.721	28.4%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, medical services, and outside training.
	Reimb	\$0.156	24.2%	Reflects delay on the Overhead Bridge Program - EOFH partially offset by higher activity on the Positive Train Control Project.	\$2.357	38.4%	Reflects delay on the Overhead Bridge Program - EOFH.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
SEPTEMBER 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	Non-Reimb	\$2.188	35.4%	Reflects favorable YTD accounting adjustment for inventory valuation.	\$1.746	3.7%	Reflects delay on the Replace Fiber/C&S Cables, NH Rail Yard - Component Change out Shop, Bronx Stations Capacity IMP, 2013 Cyclical Track Program, NH Branch Line Grade Xing Imp., NHL - Bridge Timbers and Mitre Rail - Walk SAGA, and the Reconstruction Moses Wheeler Bridge and lower activity on the 2012 Cyclical Track Program.
	Reimb	\$0.409	30.4%	Reflects delay on the NH Rail Yard - Component Out Shop and the Reconstruction Moses Wheeler Bridge and activity on the Program Development Project.	\$6.217	48.9%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.502)	(22.7%)	Reflects lower Amtrak recoveries and higher bad debts expense for the period.	\$0.015	0.1%	Equipment costs for the PBX Equipment Upgrade project were incorrectly recorded as an operating expense in the Other Business Expense category in August and were reclassified to the reimbursable budget in September.
	Reimb	(\$0.673)	*	Equipment costs for the PBX Equipment Upgrade project were incorrectly recorded as an operating expense in the Other Business Expense category in August and were reclassified to the reimbursable budget in September.	(\$0.835)	*	
DEPRECIATION	Non-Reimb	(\$0.748)	(3.7%)	Timing of capitalization of assets.	\$5.881	3.3%	Timing of capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.226)	(19.1%)	Reflects an increase in projects requiring remediation during the period.	\$0.844	30.4%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$5.405	84.9%	Reflects lower activity during the period on the GCT Cooling Towers Rehab, Vehicle Replacement, Hudson Rail Link Bus Replacement, Penta PA Upgrade, Enterprise Storage LCR, Park Ave Tunnel Fire Alarm, Purchase Generator w Tractor, Replace Railtop Culverts, Purchase Snowmelter Cabinets, Ticket Vending Machines, Fork Truck Fleet Repl, Purchase Mobile & Rolling Stock Radios, Shop Equipment Replacement Plan, Lan Hardware Replace, C&S Test Equip and the NYPA Improvement Support.	\$10.958	46.1%	Reflects lower activity during the period on the GCT Cooling Tower Rehab, Vehicle Replacement, Ticket Vending Machines Upgrade, Park Ave Tunnel Fire Alarm, WHO Improvements, Snowmelter Cabinets projects, Replace Railtop Culverts, Hudson Rail Link Bus Replacement, Penta PA Upgrade, Enterprise Storage LCR, Repair Boring Machines - Harmon Shop, Shop Equipment Replacement, C&S Microcomputer Upgrade, Employee Welfare Facility, Bridge Walkways Install, Purchase Mobile & Rolling Stock Radios, NYPA Improvement Support and the Purchase Generator Tractor.

* Variance exceeds 100%.

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

	September						September 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	46,845	\$2.6	45,761	\$2.4	1,084 2.3%	\$0.2 7.9%	368,719	\$20.0	385,659	\$20.4	(16,940) -4.6%	(\$0.3) -1.7%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0 -	\$0.0 -	0	\$0.0	3,295	\$0.2	(3,295) -	(\$0.2) -
<u>Programmatic/Routine Maintenance</u>	20,503	\$0.9	41,827	\$2.0	(21,325) -	(\$1.1) -	173,024	\$8.2	260,191	\$12.4	(87,167) -50.4%	(\$4.2) -51.7%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 -	\$0.0 -	10,405	\$0.5	12,172	\$0.6	(1,767) -17.0%	(\$0.1) -28.6%
<u>Vacancy/Absentee Coverage</u> ²	16,451	\$0.7	20,576	\$0.9	(4,125) -25.1%	(\$0.2) -27.4%	139,878	\$6.1	177,300	\$7.9	(37,422) -26.8%	(\$1.7) -28.4%
<u>Weather Emergencies</u>	7,778	\$0.4	6,127	\$0.3	1,652 21.2%	\$0.1 23.0%	109,987	\$5.3	99,764	\$4.6	10,224 9.3%	\$0.6 12.2%
<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	5,216	\$0.2	5,966	\$0.1	(750) -14.4%	\$0.1 35.6%	47,018	\$2.0	37,784	\$2.4	9,234 19.6%	(\$0.4) -21.0%
Subtotal	96,793	\$4.9	120,257	\$5.7	(23,464) -24.2%	(\$0.9) -18.2%	849,031	\$42.1	976,164	\$48.5	(127,133) -15.0%	(\$6.4) -15.3%
REIMBURSABLE OVERTIME	26,453	\$1.4	22,948	\$1.1	3,505 13.2%	\$0.3 23.0%	244,329	\$12.3	260,083	\$12.2	(15,753) -6.4%	\$0.1 1.2%
TOTAL OVERTIME	123,246	\$6.2	143,205	\$6.8	(19,959) -16.2%	(\$0.6) -9.1%	1,093,360	\$54.4	1,236,247	\$60.7	(142,886) -13.1%	(\$6.3) -11.6%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

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

	September			September Year-to-Date		
	Var. - Fav. (Unfav)		Explanations	Var. - Fav. (Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	1,084	\$0.2		(16,940)	(\$0.3)	Overtime required for service coverage and to meet revenue collection requirements.
	2.3%	7.9%		-4.6%	-1.7%	
<u>Unscheduled Service</u>	0	\$0.0		(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>	(21,325)	(\$1.1)	Reflects M of W Infrastructure Improvement Program to address and remediate areas of poor drainage along right-of-way.	(87,167)	(\$4.2)	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.
	-	-		-50.4%	-51.7%	
<u>Unscheduled Maintenance</u>	0	\$0.0		(1,767)	(\$0.1)	Reflects the right-of-way cleanup of the CSX freight train derailment on the Hudson Line in July.
	-	-		-17.0%	-28.6%	
<u>Vacancy/Absentee Coverage</u> ²	(4,125)	(\$0.2)		(37,422)	(\$1.7)	Additional overtime incurred for coverage in the M of E department due to timing of FRA mandated training.
	-25.1%	-27.4%		-26.8%	-28.4%	
<u>Weather Emergencies</u>	1,652	\$0.1		10,224	\$0.6	
	21.2%	23.0%		9.3%	12.2%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	(750)	\$0.1		9,234	(\$0.4)	Reflects timing differences related to payroll and calendar cutoff dates and fill Customer Service vacancies.
	-14.4%	35.6%		19.6%	-21.0%	
Subtotal	(23,464)	(\$0.9)		(127,133)	(\$6.4)	
	-24.2%	-18.2%		-15.0%	-15.3%	
REIMBURSABLE OVERTIME						
	3,505	\$0.3		(15,753)	\$0.1	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.
	13.2%	23.0%		-6.4%	1.2%	
TOTAL OVERTIME	(19,959)	(\$0.6)		(142,886)	(\$6.3)	

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

¹ Exceeds 100%

² Includes Service Delay and Tour Length related overtime.

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

⁴ Not Applicable

⁵ Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

⁶ 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

	September 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$53.147	\$52.179	(\$0.968)	(1.8)	\$469.361	\$471.267	\$1.906	0.4
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.534	6.776	1.242	22.4	59.794	59.742	(0.052)	(0.1)
<i>Capital & Other Reimbursements*</i>								
MTA	8.332	7.371	(0.961)	(11.5)	65.206	59.495	(5.711)	(8.8)
CDOT	6.304	3.941	(2.363)	(37.5)	41.794	43.565	1.771	4.2
Other	1.174	2.977	1.803	*	16.642	20.294	3.652	21.9
Total Capital and Other Reimbursements	15.810	14.289	(1.521)	(9.6)	123.642	123.354	(0.288)	(0.2)
Total Receipts	\$74.491	\$73.244	(\$1.247)	(1.7)	\$652.797	\$654.363	\$1.566	0.2
Expenditures								
<i>Labor:</i>								
Payroll	\$36.145	\$32.292	\$3.853	10.7	\$341.235	\$330.225	\$11.010	3.2
Overtime	5.720	7.006	(1.286)	(22.5)	55.406	61.658	(6.252)	(11.3)
Health and Welfare	6.818	5.972	0.846	12.4	73.751	72.428	1.323	1.8
OPEB Current Payment	1.850	1.799	0.051	2.8	15.100	14.775	0.325	2.2
Pensions	7.034	6.997	0.037	0.5	46.552	46.303	0.249	0.5
Other Fringe Benefits	8.184	7.488	0.696	8.5	82.721	81.298	1.423	1.7
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$65.751	\$61.554	\$4.197	6.4	\$614.765	\$606.687	\$8.078	1.3
<i>Non-Labor:</i>								
Electric Power	\$7.102	\$5.495	\$1.607	22.6	\$58.531	\$51.447	\$7.084	12.1
Fuel	1.808	2.043	(0.235)	(13.0)	17.970	18.113	(0.143)	(0.8)
Insurance	3.044	0.145	2.899	95.2	12.736	10.356	2.380	18.7
Claims	0.047	0.092	(0.045)	(95.7)	0.538	0.806	(0.268)	(49.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	17.025	5.540	11.485	67.5	85.694	70.357	15.337	17.9
Professional Service Contracts	4.831	7.166	(2.335)	(48.3)	27.939	23.379	4.560	16.3
Materials & Supplies	9.690	6.490	3.200	33.0	68.705	69.523	(0.818)	(1.2)
Other Business Expenditures	4.105	4.311	(0.206)	(5.0)	36.816	38.500	(1.684)	(4.6)
Total Non-Labor	\$47.652	\$31.282	\$16.370	34.4	\$308.929	\$282.481	\$26.448	8.6
<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	\$113.403	\$92.836	\$20.567	18.1	\$923.694	\$889.168	\$34.526	3.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$38.912)	(\$19.592)	\$19.320	49.7	(\$270.897)	(\$234.805)	\$36.092	13.3
Subsidies								
MTA	30.135	14.359	(15.776)	(52.4)	207.025	183.872	(23.153)	(11.2)
CDOT	8.777	8.891	0.114	1.3	63.012	62.069	(0.943)	(1.5)
Total Subsidies	\$38.912	\$23.250	(\$15.662)	(40.2)	\$270.037	\$245.941	(\$24.096)	(8.9)
Cash Timing and Availability Adjustment	\$0.000	\$2.466	\$2.466	-	\$0.777	(\$0.027)	(\$0.804)	*

-- 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	September, 2013			Year-To-Date as of September 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	1.242	22.4%	Timing differences for Amtrak reimbursements, and net GCT revenue, partially offset by lower commissary and advertising receipts.			
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(0.961)	(11.5%)	Lower project activity, partially offset by timing difference in receipts.	(5.711)	(8.8%)	Primarily lower activity.
CDOT	(2.363)	(37.5%)	Lower project activity.			
OTHER	1.803	*	Primarily advances from Verizon for future cellular service work construction at GCT and Park Avenue Tunnel and other.	3.652	21.9%	Receipt timing differences (Primarily Con Ed vault repairs), and Verizon cellular installation at GCT.
PAYROLL	3.853	10.7%	Primarily due to vacancies and delayed hiring, lower capital project activity in the month, and payment timing for employee railroad retirement taxes.	11.010	3.2%	Primarily due to higher vacancies than forecast and delayed hiring to fill retiree positions, payment timing for both management and agreement wage increases, as well as lower capital project activity.
OVERTIME	(1.286)	(22.5%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, increased flagging, and vacancy coverage.	(6.252)	(11.3%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, derailment repair coverage, increased flagging, vacation and vacancy coverage, as well as payment of overtime resulting from the CSX freight train derailment in July.
HEALTH & WELFARE	0.846	12.4%	Lower NYSHIP/Empire Plan payments in the month.			
OTHER FRINGE BENEFITS	0.696	8.5%	Lower payments for employee injury claims (\$0.6m).			
ELECTRIC POWER	1.607	22.6%	Miscoding of Electric Traction Power payments to Professional Services (\$4.2 million; to be corrected in October).	7.084	12.1%	Miscoding of Electric Traction Power costs to Professional Services in September (\$4.2 million, to be corrected in October), as well as lower rates on both Harlem/Hudson and New Haven lines, and lower non-traction power payments.

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	September, 2013			Year-To-Date as of September 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	(0.235)	(13.0%)	Primarily higher prices for diesel fuel on both lines.			
INSURANCE	2.899	95.2%	Primarily payment timing for property and force account insurance.	2.380	18.7%	Primarily due to payment timing difference for property insurance premium.
CLAIMS	(0.045)	(95.7%)	Nothing material to report.	(0.268)	(49.8%)	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS	11.485	67.5%	Timing in payments for NHL police costs, revenue vehicle maintenance, as well as lower payments in the month for capital project activity (GCT Cooling Tower Rehabilitation, NHL track programs, West of Hudson track improvements, highway vehicle replacement), and various other contract services.	15.337	17.9%	Timing in payments for capital related projects (GCT Cooling Tower Rehabilitation, West of Hudson improvements, highway vehicle replacement program, ferry service operations), MTA Police Services, revenue vehicle maintenance & repairs, commissary supplies, safety equipment & supplies, and various other operating contract services.
PROFESSIONAL SERVICE CONTRACTS	(2.335)	(48.3%)	Miscoding of Electric Traction Power to Professional Services (-\$4.2m to be corrected in October), partially offset by timing in payment for NHL BSC costs, lower capital project activity, and other various services.	4.560	16.3%	Timing difference for NHL BSC services, I.T. hardware and services, and lower outside training, legal fees, medical services, and other professional services, as well as lower capital project expenditures (EofH Overhead Bridge Program and others), partially offset by miscoding of Electric Traction Power costs in September (to be corrected in October).
MATERIALS & SUPPLIES	3.200	33.0%	Lower usage in the month for carbody material, truck/suspension, power material, electrical supplies, signal, and various other, as well as timing of capital related material purchases (\$0.8m).			
OTHER BUSINESS EXPENSES	(0.206)	(5.0%)	Higher miscellaneous payments in the month.			
MTA SUBSIDY RECEIPTS	(15.776)	(52.4%)	Lower subsidy draw due a lower net cash deficit in the month, partially offset by the change in available bank balance.	(23.153)	(11.2%)	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	0.114	1.3%		(0.943)	(1.5%)	
TOTAL SUBSIDY RECEIPTS	(15.662)	(40.2%)		(24.096)	(8.9%)	

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

	September 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.477	\$0.534	\$0.057	12.0	\$5.567	\$8.146	\$2.579	46.3
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.882	3.040	1.157	61.5	12.065	11.952	(0.113)	(0.9)
<i>Capital & Other Reimbursements:</i>								
MTA	(0.867)	0.730	1.597	*	(11.032)	0.723	11.755	*
CDOT	(0.136)	(0.039)	0.097	71.3	(0.786)	(0.599)	0.187	23.8
Other	(0.042)	1.956	1.998	*	6.132	12.509	6.377	*
Total Capital and Other Reimbursements	(1.045)	2.646	3.692	*	(5.685)	12.634	18.319	*
Total Revenue/Receipts	\$1.314	\$6.220	\$4.906	*	\$11.946	\$32.732	\$20.785	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$2.179	\$1.920	(\$0.259)	(11.9)	(\$4.651)	\$1.755	\$6.406	*
Overtime	0.511	(0.209)	(0.720)	*	(1.007)	(0.975)	0.031	3.1
Health and Welfare	1.642	1.961	0.318	19.4	4.551	7.163	2.612	57.4
OPEB Current Payment	0.000	0.199	0.000	-	0.000	0.612	0.612	-
Pensions	0.086	(0.611)	(0.697)	*	14.625	15.002	0.377	2.6
Other Fringe Benefits	0.762	0.093	(0.669)	(87.8)	(4.583)	(4.551)	0.032	0.7
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.185)	(0.666)	(0.481)	*	(1.041)	(1.279)	(0.239)	(23.0)
Total Labor	\$4.995	\$2.686	(\$2.309)	(46.2)	\$7.896	\$17.726	\$9.831	*
<i>Non-Labor:</i>								
Electric Power	(\$0.606)	\$0.855	\$1.461	*	\$2.793	\$6.425	\$3.632	*
Fuel	0.301	0.305	0.004	1.3	2.284	3.598	1.314	57.5
Insurance	(0.947)	1.522	2.468	*	0.391	2.178	1.787	*
Claims	(0.001)	(0.025)	(0.024)	*	(0.236)	(0.570)	(0.335)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(4.559)	2.540	7.099	*	(4.821)	1.441	6.262	*
Professional Service Contracts	(1.467)	(3.791)	(2.324)	*	(1.649)	(5.167)	(3.518)	*
Materials & Supplies	(2.159)	(1.557)	0.603	27.9	(8.625)	(17.405)	(8.780)	*
Other Business Expenses	(1.837)	(0.867)	0.970	52.8	(14.179)	(15.044)	(0.865)	(6.1)
Total Non-Labor	(\$11.275)	(\$1.018)	\$10.257	91.0	(\$24.041)	(\$24.544)	(\$0.504)	(2.1)
<i>Other Adjustments:</i>								
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.	(\$6.280)	\$1.668	\$7.948	*	(\$16.145)	(\$6.818)	\$9.327	57.8
Depreciation	20.182	20.930	0.748	3.7	176.595	170.715	(5.881)	(3.3)
OPEB Obligation	4.776	4.776	0.000	0.0	47.743	47.743	0.000	0.0
Environmental Remediation	1.184	1.410	0.226	19.1	2.771	1.927	(0.844)	30.4
Total Expenditures Adjustments	\$19.862	\$28.784	\$8.922	44.9	\$210.964	\$213.567	\$2.603	1.2
Total Cash Conversion Adjustments	\$21.176	\$35.005	\$13.829	65.3	\$222.911	\$246.299	\$23.388	10.5

-- 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
UTILIZATION
(in millions)

	<u>Month of September</u>		<u>Variance</u>		<u>Year-to-Date September</u>		<u>Variance</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Forecast</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$15.989	\$15.872	(\$0.117)	-0.7	\$139.587	\$139.708	\$0.121	0.1
Hudson Line	\$11.880	\$11.740	(\$0.140)	-1.2	\$102.021	\$101.162	(\$0.859)	-0.8
New Haven Line	\$24.761	\$23.997	(\$0.764)	-3.1	\$221.836	\$221.904	\$0.068	0.0
Total Farebox Revenue	\$52.630	\$51.608 ⁽¹⁾	(\$1.021)	-1.9	\$463.444	\$462.775 ⁽¹⁾	(\$0.669)	-0.1
<u>Ridership</u>								
Harlem Line	2.209	2.201	(0.008)	-0.4	20.023	20.049	0.026	0.1
Hudson Line	1.328	1.335	0.007	0.5	11.941	11.893	(0.048)	-0.4
New Haven Line	3.204	3.123	(0.082)	-2.6	29.151	29.134	(0.017)	-0.1
Total Ridership East of Hudson	6.742	6.659	(0.083)	-1.2	61.115	61.076	(0.039)	-0.1
West of Hudson	0.129	0.127	(0.002)	-1.7	1.162	1.177	0.015	1.3
Total Ridership	6.871	6.786	(0.085)	-1.2	62.277	62.253	(0.024)	0.0

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.037 million for the month and \$0.347 million year-to-date.

East of Hudson:

Year-to-date ridership of 61.1 million was 0.1% lower to the Mid-Year Forecast and 0.7% lower than 2012. For the month, ridership of 6.7 million was 1.2% lower than the Mid-Year Forecast and 1.7% lower than September 2012. The New Haven Line was 2.6% unfavorable to the Mid-Year Forecast for the month as a result of the New Haven Line ConEdison power failure. The estimated ridership loss was 110,000 for the month. Year-to-date, the Harlem Line was the only line favorable. The Hudson line was unfavorable due to the service disruption in July as a result of the CSX freight train derailment. The estimated ridership loss due to that incident was 90,000.

Commutation ridership was 0.4% higher year-to-date and 0.6% higher for the month vs. the Mid-Year Forecast. Compared to September 2012 year-to-date, commutation ridership was 0.3% higher. Non-commutation ridership was 0.8% below the Mid-Year Forecast year-to-date, and 2.1% lower than 2012. For the month, non-commutation ridership was 3.7% lower than the Mid-Year Forecast and 5.1% lower than 2012.

West of Hudson:

West of Hudson ridership was 1.3% higher year-to-date versus the 2013 Mid-Year Forecast. For the month West of Hudson was 1.7% lower than Mid-Year Forecast, reflecting a 6.1% higher commutation, and a 11.1% lower non-commutation ridership. For the year-to-date, commutation ridership was 2.1% higher than 2013 Mid-Year Forecast and 0.2% higher non-commutation ridership.

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

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	7	2
Safety	22	18	4
COS/Corporate & Public Affairs	16	15	1
Legal	18	17	1
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	32	31	1
Training	48	45	3
Employee Relations & Diversity	5	5	-
VP Planning	2	2	0
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	15	14	2
Business Development, Facilities & Mktg (1)	22	24	(2)
Long Range Planning	7	8	(1)
VP Finance & Information Systems	1	1	0
Controller	78	76	2
Information Technology & Project Mgmt	92	79	14
Budget	19	18	1
Customer Service (2) (3)	45	43	2
Procurement & Material Mgmt (4)	30	30	0
Total Administration	508	477	32
Operations			
Operations Administration	48	47	1
Operations Services	1,775	1,730	45
Customer Service (2) (3)	239	227	12
Business Development, Facilities & Mktg (1)	38	35	3
Metro-North West	33	37	(4)
Total Operations	2,133	2,076	57
Maintenance			
GCT	350	352	(2)
Maintenance of Equipment	1,294	1,234	60
Maintenance of Way	1,685	1,644	41
Procurement & Material Mgmt (4)	133	122	11
Total Maintenance	3,462	3,352	110
Engineering/Capital			
Construction Management	39	38	1
Engineering & Design	65	54	11
Total Engineering/Capital	104	92	12
Total Positions	6,207	5,996	211
Non-Reimbursable	5,693	5,629	64
Reimbursable	514	367	147
Total Full-Time	6,206	5,995	211
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
September 30, 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	174	169	5
Professional, Technical, Clerical	334	308	26
Operational Hourlies	-	-	-
Total Administration	508	477	32
Operations (1)			
Managers/Supervisors	144	145	(1)
Professional, Technical, Clerical	229	217	12
Operational Hourlies	1,760	1,714	46
Total Operations	2,133	2,076	57
Maintenance (1)			
Managers/Supervisors	495	478	18
Professional, Technical, Clerical	495	480	15
Operational Hourlies	2,472	2,394	78
Total Maintenance	3,462	3,352	110
Engineering/Capital			
Managers/Supervisors	43	34	9
Professional, Technical, Clerical	61	58	3
Operational Hourlies	-	-	-
	104	92	12
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	856	825	31
Professional, Technical, Clerical	1,119	1,063	56
Operational Hourlies	4,232	4,108	124
Total Positions	6,207	5,996	211

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**

September 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)	2,133	2,076	57	Reflects vacancies in operation services staffing.
Maintenance (1)	3,462	3,352	110	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)	508	477	32	Reflects timing differences in hiring information technology and administrative personnel.
Engineering / Capital	104	92	12	
Total Agency-wide Headcount	6,207	5,996	211	
Non-Reimbursable	5,693	5,629	64	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	514	367	147	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 *
SEPTEMBER 2013

	MONTH			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	64.0%	56.7%	65.2%	7.3%	-1.2%
Adjusted ⁽²⁾	71.7%	63.0%	72.5%	8.7%	-0.8%
Cost per Passenger					
Standard ⁽¹⁾	\$12.26	\$13.93	\$11.56	\$1.67	(\$0.70)
Adjusted ⁽²⁾	\$12.01	\$13.71	\$11.37	\$1.70	(\$0.64)
Passenger Revenue/Passenger ⁽³⁾	\$7.84	\$7.90	\$7.54	(\$0.06)	\$0.30
	YEAR-TO-DATE			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	61.4%	59.9%	63.4%	1.5%	-2.0%
Adjusted ^{(2) (4)}	69.9%	68.2%	70.5%	1.7%	-0.6%
Cost per Passenger					
Standard ⁽¹⁾	\$12.48	\$12.82	\$11.43	\$0.34	(\$1.05)
Adjusted ⁽²⁾	\$12.28	\$12.60	\$11.24	\$0.32	(\$1.04)
Passenger Revenue/Passenger ⁽³⁾	\$7.67	\$7.67	\$7.25	\$0.00	\$0.42

(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 68.5% year-to-date.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

Ridership Report December 2013

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2013

Operations Planning & Analysis Department
December, 2013

OCTOBER 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

October

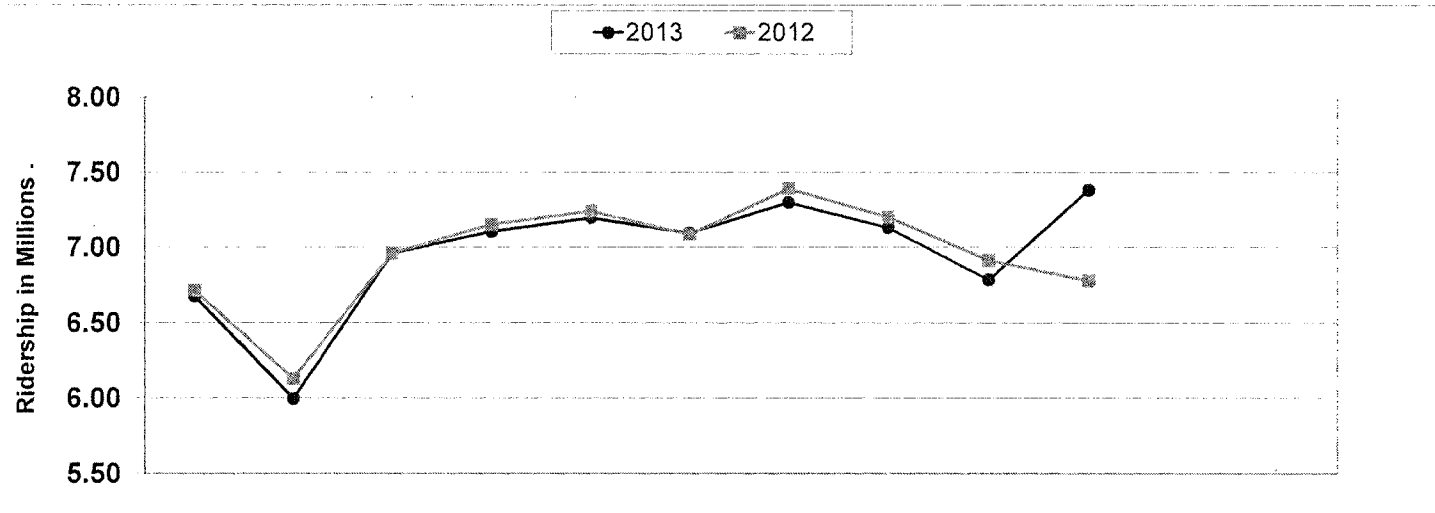
- October 2013 **Total MNR System Ridership** was 7.437 million vs. 6.824 million in October 2012, an increase of 612,688 passengers (+9.0%).
- October 2013 **Total Rail Ridership** was 7.384 million vs. 6.779 million in October 2012, an increase of 605,248 passengers (+8.9%).
 - **Rail Commutation Ridership** was (+13.1%) vs. 2012
 - **Rail Non-commutation Ridership** was (+3.0%) vs. 2012
- October 2013 **East of Hudson Ridership** was 7.243 million vs. 6.639 million in October 2012, an increase of 603,616 passengers (+9.1%).
- October 2013 **West of Hudson Ridership** was 0.140 million vs. 0.138 million in October 2012, an increase of 1,632 passengers (+1.2%)
- October 2013 **Connecting Services Ridership** was 0.053 million vs. 0.046 million in October 2012, an increase of 7,440 passengers (+16.4%).
- October 2013 **Rail Revenue** was \$53.7 million vs. \$49.5 million in October 2012, an increase of \$4,192,472 (+8.5%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.1% above 2012 and 0.2% below forecast.
- 2013 YTD **Total Rail Ridership** was 0.1% above 2012 and 0.2% below forecast.
- 2013 YTD **East of Hudson Ridership** was 0.3% above 2012 and 0.2% below forecast.
- 2013 YTD **West of Hudson ridership** was 8.0% below 2012 and 1.1% above forecast.
- 2013 YTD **Connecting Services Ridership** was 1.1% below 2012 and 3.9% below forecast.
- 2013 YTD **Rail Revenue** was 5.2% above 2012 and 0.2% below forecast.

OCTOBER RAIL RIDERSHIP ⁽¹⁾

- OCTOBER's Total Rail Ridership was 8.9% above 2012 and 1.6% below forecast.

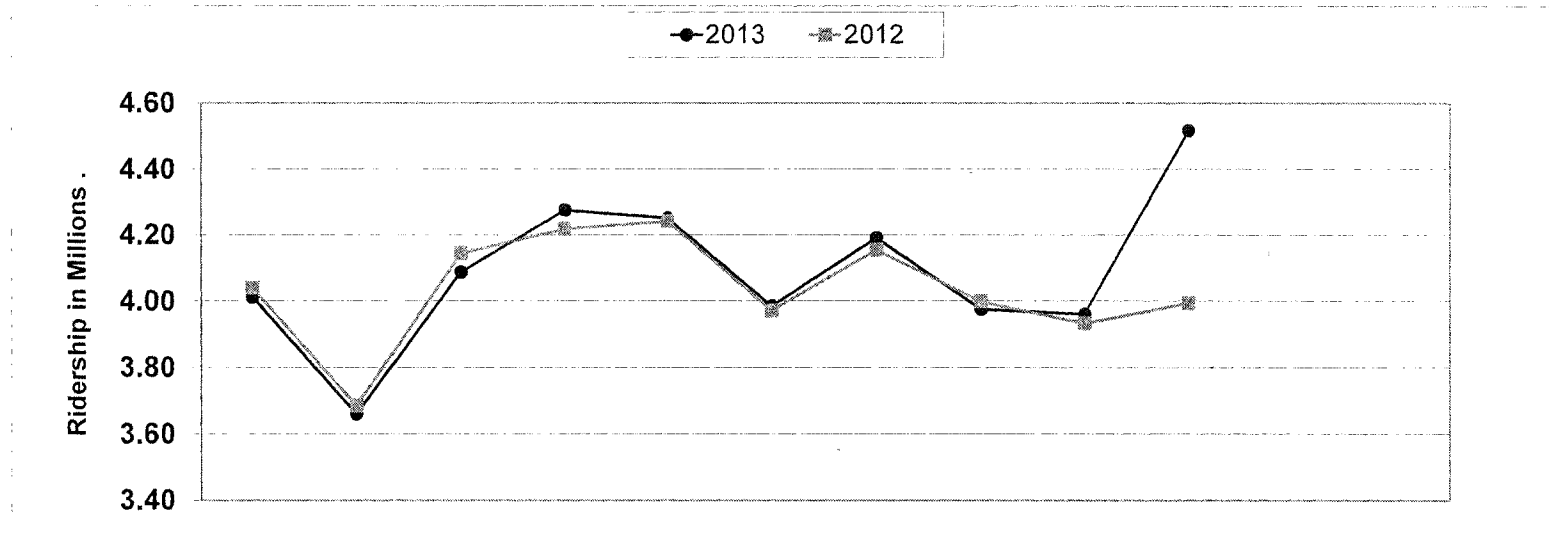


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30	7.13	6.79	7.38			69.64
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39	7.20	6.91	6.78			69.58
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%	-1.0%	-1.9%	8.9%			0.1%

1) Includes East and West of Hudson

OCTOBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- OCTOBER's Rail Commutation Ridership was 13.1% above 2012 and 0.3% below forecast.

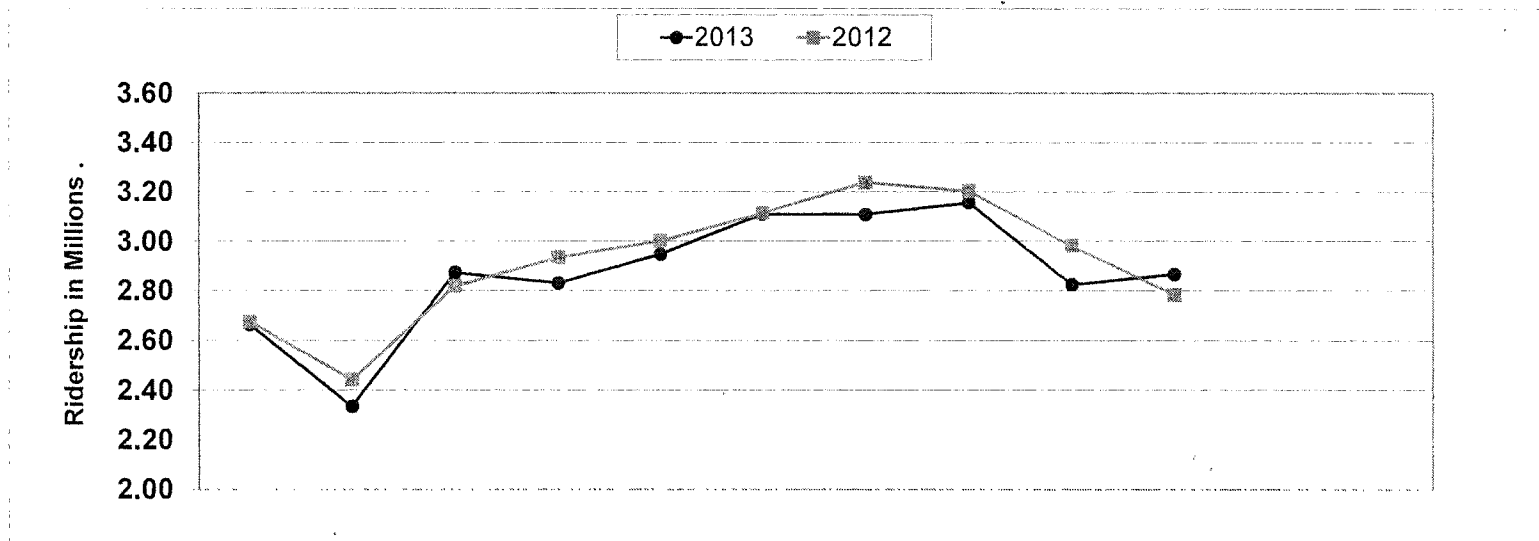


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25	3.99	4.19	3.98	3.96	4.52			40.92
2012	4.04	3.68	4.14	4.22	4.24	3.97	4.15	4.00	3.93	3.99			40.38
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%	0.4%	0.9%	-0.6%	0.7%	13.1%			1.3%

1) Includes East and West of Hudson

OCTBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- OCTOBER's Rail Non-Commutation Ridership was 3.0% above 2012 and 3.5% below forecast.

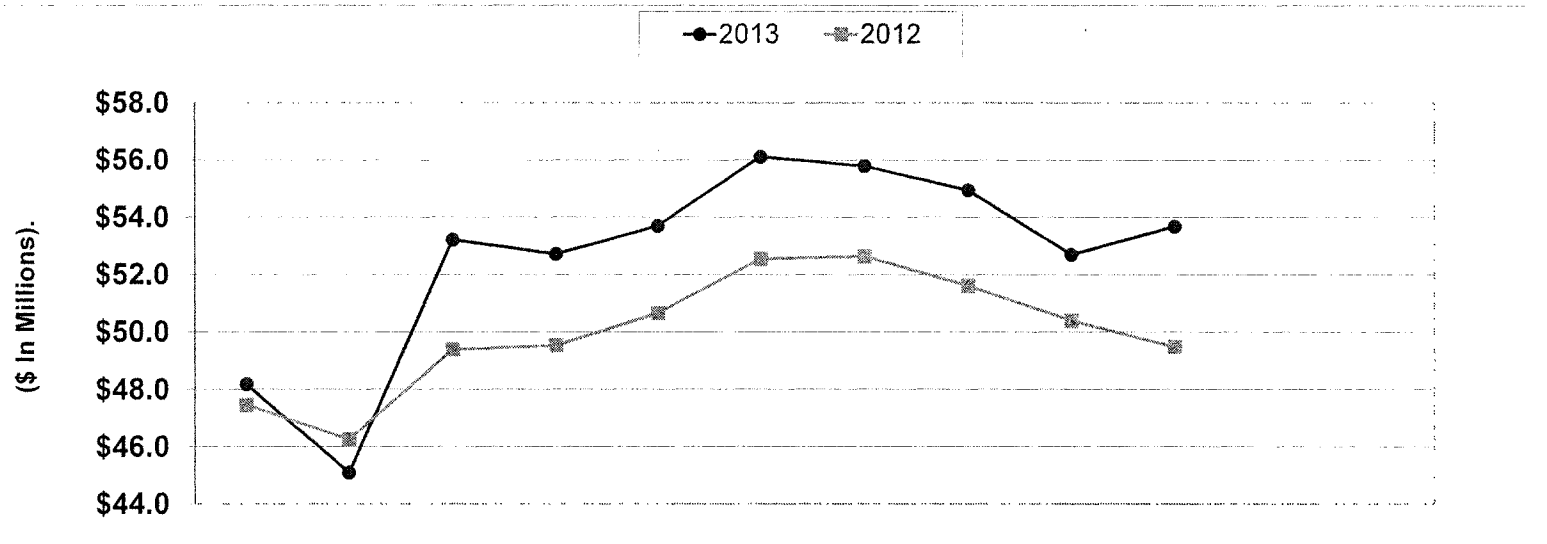


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11	3.11	3.16	2.82	2.87			28.72
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24	3.20	2.98	2.78			29.19
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%	-1.5%	-5.3%	3.0%			-1.6%

1) Includes East and West of Hudson

OCTOBER RAIL REVENUE⁽¹⁾

- OCTOBER's Total Rail Revenue was 8.5% above 2012 and 1.5% 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	\$54.9	\$52.7	\$53.7			\$526.2
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4	\$49.5			\$500.0
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%	6.5%	4.6%	8.5%			5.2%

1) Includes East and West of Hudson

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

TICKET TYPE/SERVICE	OCTOBER 2013	OCTOBER 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,431,574	3,909,558	522,016	13.4%
West of Hudson	85,843	84,771	1,072	1.3%
Total Rail Commutation Ridership	4,517,417	3,994,329	523,088	13.1%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,811,948	2,730,348	81,600	3.0%
West of Hudson	54,617	54,057	560	1.0%
Total Rail Non-Commutation Ridership	2,866,565	2,784,405	82,160	3.0%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,243,522	6,639,906	603,616	9.1%
West of Hudson	140,460	138,828	1,632	1.2%
TOTAL RAIL RIDERSHIP	7,383,982	6,778,734	605,248	8.9%
CONNECTING SERVICES RIDERSHIP (2)	52,844	45,404	7,440	16.4%
TOTAL MNR SYSTEM RIDERSHIP	7,436,826	6,824,138	612,688	9.0%

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	40,152,932	39,526,655	626,277	1.6%
West of Hudson	764,817	853,868	(89,051)	-10.4%
Total Rail Commutation Ridership	40,917,749	40,380,523	537,226	1.3%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	28,166,742	28,616,821	(450,079)	-1.6%
West of Hudson	552,596	577,931	(25,335)	-4.4%
Total Rail Non-Commutation Ridership	28,719,338	29,194,752	(475,414)	-1.6%
TOTAL RAIL RIDERSHIP				
East of Hudson	68,319,674	68,143,476	176,198	0.3%
West of Hudson	1,317,413	1,431,799	(114,386)	-8.0%
TOTAL RAIL RIDERSHIP	69,637,087	69,575,275	61,812	0.1%
CONNECTING SERVICES RIDERSHIP (2)	461,698	466,611	(4,913)	-1.1%
TOTAL MNR SYSTEM RIDERSHIP	70,098,785	70,041,886	56,899	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 BY LINE
OCTOBER 2013**

LINE	OCTOBER 2013 ACTUAL	OCTOBER 2013 FORECAST	VARIANCE VS. FORECAST		OCTOBER 2012 RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,436,355	2,423,468	12,887	0.5%	2,180,348	256,007	11.7%
Hudson Line	1,447,870	1,428,626	19,244	1.3%	1,304,322	143,548	11.0%
New Haven Line	3,359,297	3,509,508	(150,211)	-4.3%	3,155,236	204,061	6.5%
Total East of Hudson	7,243,522	7,361,602	(118,080)	-1.6%	6,639,906	603,616	9.1%
WEST OF HUDSON							
Port Jervis Line	86,989	89,177	(2,188)	-2.5%	87,075	(86)	-0.1%
Pascack Valley Line	53,471	52,000	1,471	2.8%	51,753	1,718	3.3%
Total West of Hudson	140,460	141,177	(717)	-0.5%	138,828	1,632	1.2%
TOTAL RAIL RIDERSHIP	7,383,982	7,502,779	(118,797)	-1.6%	6,778,734	605,248	8.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	33,877	28,976	4,901	16.9%	28,132	5,745	20.4%
Haverstraw-Ossining Ferry	11,674	11,352	322	2.8%	11,021	653	5.9%
Newburgh-Beacon Ferry	7,293	6,439	854	13.3%	6,251	1,042	16.7%
Total Connecting Services	52,844	46,767	6,077	13.0%	45,404	7,440	16.4%
TOTAL MNR SYSTEM	7,436,826	7,549,546	(112,720)	-1.5%	6,824,138	612,688	9.0%

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	22,485,454	22,446,187	39,267	0.2%	22,297,608	187,846	0.8%
Hudson Line	13,341,066	13,369,777	(28,711)	-0.2%	13,324,776	16,290	0.1%
New Haven Line	32,493,154	32,660,776	(167,622)	-0.5%	32,521,092	(27,938)	-0.1%
Total East of Hudson	68,319,674	68,476,740	(157,066)	-0.2%	68,143,476	176,198	0.3%
WEST OF HUDSON							
Port Jervis Line	824,756	824,314	442	0.1%	903,849	(79,093)	-8.8%
Pascack Valley Line	492,657	479,052	13,605	2.8%	527,950	(35,293)	-6.7%
Total West of Hudson	1,317,413	1,303,366	14,047	1.1%	1,431,799	(114,386)	-8.0%
TOTAL RAIL RIDERSHIP	69,637,087	69,780,106	(143,019)	-0.2%	69,575,275	61,812	0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	296,870	304,324	(7,454)	-2.4%	295,460	1,410	0.5%
Haverstraw-Ossining Ferry	107,826	106,802	1,024	1.0%	103,691	4,135	4.0%
Newburgh-Beacon Ferry	57,002	69,483	(12,481)	-18.0%	67,460	(10,458)	-15.5%
Total Connecting Services	461,698	480,609	(18,911)	-3.9%	466,611	(4,913)	-1.1%
TOTAL MNR SYSTEM	70,098,785	70,260,715	(161,930)	-0.2%	70,041,886	56,899	0.1%

Notes:

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

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

SEPTEMBER 2013

Operations Planning & Analysis Department
November, 2013

SEPTEMBER 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

September

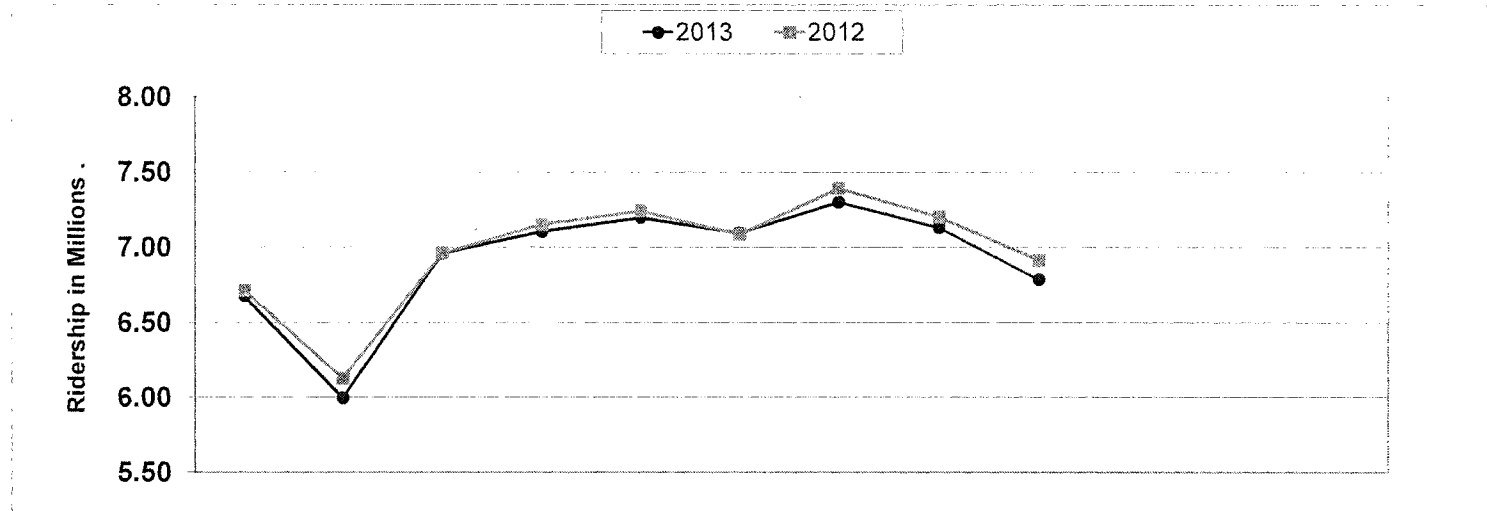
- September 2013 **Total MNR System Ridership** was 6.829 million vs. 6.959 million in September 2012, a decrease of 129,439 passengers (-1.9%).
- September 2013 **Total Rail Ridership** was 6.786 million vs. 6.914 million in September 2012, a decrease of 128,201 passengers (-1.9%).
 - **Rail Commutation Ridership** was (+0.7%) vs. 2012
 - **Rail Non-commutation Ridership** was (-5.3%) vs. 2012
- September 2013 **East of Hudson Ridership** was 6.659 million vs. 6.772 million in September 2012, a decrease of 112,658 passengers (-1.7%).
- September 2013 **West of Hudson Ridership** was 0.127 million vs. 0.143 million in September 2012, a decrease of 15,543 passengers (-10.9%)
- September 2013 **Connecting Services Ridership** was 0.043 million vs. 0.044 million in September 2012, a decrease of 1,238 passengers (-2.8%).
- September 2013 **Rail Revenue** was \$52.7 million vs. \$50.4 million in September 2012, an increase of \$2,308,245 (+4.6%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.9% below 2012 and 0.1% below forecast.
- 2013 YTD **Total Rail Ridership** was 0.9% below 2012 and unchanged vs. forecast.
- 2013 YTD **East of Hudson Ridership** was 0.7% below 2012 and 0.1% below forecast.
- 2013 YTD **West of Hudson ridership** was 9.0% below 2012 and 1.3% above forecast.
- 2013 YTD **Connecting Services Ridership** was 2.9% below 2012 and 5.8% below forecast.
- 2013 YTD **Rail Revenue** was 4.9% above 2012 and 0.1% below forecast.

SEPTEMBER RAIL RIDERSHIP ⁽¹⁾

- SEPTEMBER's Total Rail Ridership was 1.9% below 2012 and 1.2% below forecast.

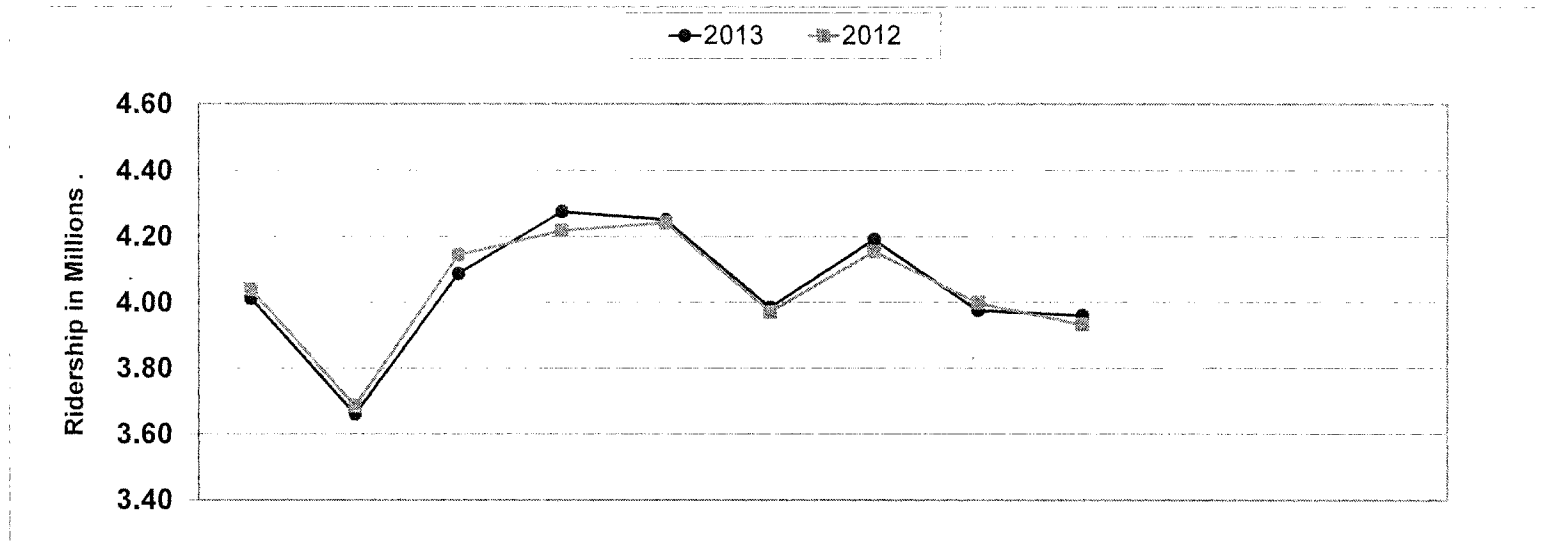


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30	7.13	6.79				62.25
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39	7.20	6.91				62.80
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%	-1.0%	-1.9%				-0.9%

1) Includes East and West of Hudson

SEPTEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- SEPTEMBER's Rail Commutation Ridership was 0.7% above 2012 and 0.7% above forecast.

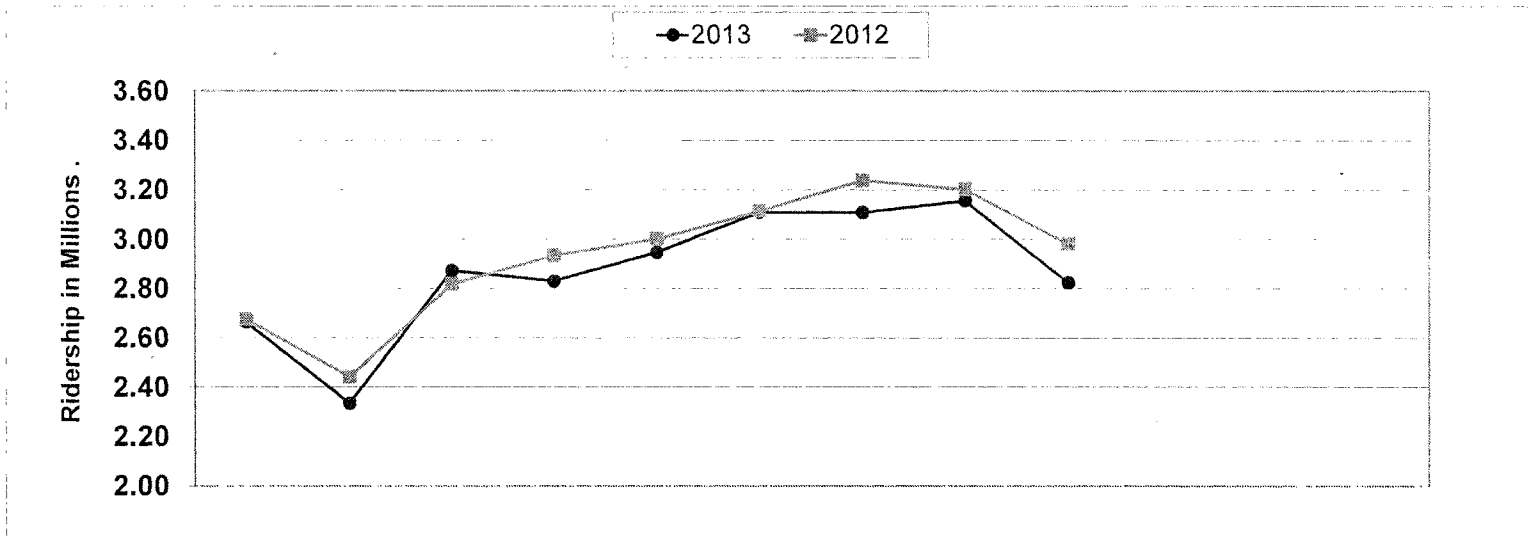


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25	3.99	4.19	3.98	3.96				36.40
2012	4.04	3.68	4.14	4.22	4.24	3.97	4.15	4.00	3.93				36.39
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%	0.4%	0.9%	-0.6%	0.7%				0.0%

1) Includes East and West of Hudson

SEPTEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- SEPTEMBER's Rail Non-Commutation Ridership was 5.3% below 2012 and 3.8% 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	3.16	2.82				25.85
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24	3.20	2.98				26.41
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%	-1.5%	-5.3%				-2.1%

1) Includes East and West of Hudson

SEPTEMBER RAIL REVENUE ⁽¹⁾

- SEPTEMBER's Total Rail Revenue was 4.6% above 2012 and 1.9% 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	\$54.9	\$52.7				\$472.5
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4				\$450.5
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%	6.5%	4.6%				4.9%

1) Includes East and West of Hudson

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

TICKET TYPE/SERVICE	SEPTEMBER 2013	SEPTEMBER 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,886,677	3,850,450	36,227	0.9%
West of Hudson	74,580	82,432	(7,852)	-9.5%
Total Rail Commutation Ridership	3,961,257	3,932,882	28,375	0.7%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,772,385	2,921,270	(148,885)	-5.1%
West of Hudson	52,560	60,251	(7,691)	-12.8%
Total Rail Non-Commutation Ridership	2,824,945	2,981,521	(156,576)	-5.3%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,659,062	6,771,720	(112,658)	-1.7%
West of Hudson	127,140	142,683	(15,543)	-10.9%
TOTAL RAIL RIDERSHIP	6,786,202	6,914,403	(128,201)	-1.9%
CONNECTING SERVICES RIDERSHIP (2)	42,947	44,185	(1,238)	-2.8%
TOTAL MNR SYSTEM RIDERSHIP	6,829,149	6,958,588	(129,439)	-1.9%

Notes:

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

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD	2012 YTD (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	35,721,358	35,617,097	104,261	0.3%
West of Hudson	679,046	769,097	(90,051)	-11.7%
Total Rail Commutation Ridership	36,400,404	36,386,194	14,210	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	25,354,794	25,886,473	(531,679)	-2.1%
West of Hudson	497,979	523,874	(25,895)	-4.9%
Total Rail Non-Commutation Ridership	25,852,773	26,410,347	(557,574)	-2.1%
TOTAL RAIL RIDERSHIP				
East of Hudson	61,076,152	61,503,570	(427,418)	-0.7%
West of Hudson	1,177,025	1,292,971	(115,946)	-9.0%
TOTAL RAIL RIDERSHIP	62,253,177	62,796,541	(543,364)	-0.9%
CONNECTING SERVICES RIDERSHIP (2)	408,854	421,207	(12,353)	-2.9%
TOTAL MNR SYSTEM RIDERSHIP	62,662,031	63,217,748	(555,717)	-0.9%

Notes

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

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
SEPTEMBER 2013**

LINE	SEPTEMBER 2013 ACTUAL	SEPTEMBER 2013 FORECAST	VARIANCE VS. FORECAST		SEPTEMBER 2012 RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,201,297	2,209,068	(7,771)	-0.4%	2,214,518	(13,221)	-0.6%
Hudson Line	1,335,036	1,328,439	6,597	0.5%	1,330,512	4,524	0.3%
New Haven Line	3,122,729	3,204,491	(81,762)	-2.6%	3,226,690	(103,961)	-3.2%
Total East of Hudson	6,659,062	6,741,998	(82,936)	-1.2%	6,771,720	(112,658)	-1.7%
WEST OF HUDSON							
Port Jervis Line	80,699	82,695	(1,996)	-2.4%	89,323	(8,624)	-9.7%
Pascack Valley Line	46,441	46,688	(247)	-0.5%	53,360	(6,919)	-13.0%
Total West of Hudson	127,140	129,383	(2,243)	-1.7%	142,683	(15,543)	-10.9%
TOTAL RAIL RIDERSHIP	6,786,202	6,871,381	(85,179)	-1.2%	6,914,403	(128,201)	-1.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	26,184	28,202	(2,018)	-7.2%	27,381	(1,197)	-4.4%
Haverstraw-Ossining Ferry	10,955	10,659	296	2.8%	10,348	607	5.9%
Newburgh-Beacon Ferry	5,808	6,649	(841)	-12.6%	6,456	(648)	-10.0%
Total Connecting Services	42,947	45,510	(2,563)	-5.6%	44,185	(1,238)	-2.8%
TOTAL MNR SYSTEM	6,829,149	6,916,891	(87,742)	-1.3%	6,958,588	(129,439)	-1.9%

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	20,049,099	20,022,719	26,380	0.1%	20,117,260	(68,161)	-0.3%
Hudson Line	11,893,196	11,941,151	(47,955)	-0.4%	12,020,454	(127,258)	-1.1%
New Haven Line	29,133,857	29,151,268	(17,411)	-0.1%	29,365,856	(231,999)	-0.8%
Total East of Hudson	61,076,152	61,115,138	(38,986)	-0.1%	61,503,570	(427,418)	-0.7%
WEST OF HUDSON							
Port Jervis Line	737,839	735,137	2,702	0.4%	816,774	(78,935)	-9.7%
Pascack Valley Line	439,186	427,052	12,134	2.8%	476,197	(37,011)	-7.8%
Total West of Hudson	1,177,025	1,162,189	14,836	1.3%	1,292,971	(115,946)	-9.0%
TOTAL RAIL RIDERSHIP	62,253,177	62,277,327	(24,150)	0.0%	62,796,541	(543,364)	-0.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	262,993	275,348	(12,355)	-4.5%	267,328	(4,335)	-1.6%
Haverstraw-Ossining Ferry	96,152	95,450	702	0.7%	92,670	3,482	3.8%
Newburgh-Beacon Ferry	49,709	63,044	(13,335)	-21.2%	61,209	(11,500)	-18.8%
Total Connecting Services	408,854	433,842	(24,988)	-5.8%	421,207	(12,353)	-2.9%
TOTAL MNR SYSTEM	62,662,031	62,711,169	(49,138)	-0.1%	63,217,748	(555,717)	-0.9%

Notes

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



Metro-North Railroad

Capital Program Report

December 2013

CAPITAL PROGRAM

HIGHLIGHTS

December 16, 2013

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

The Design-Builder completed design of the south parking lot and has commenced with construction in this area. Initial grading has been performed and construction of retaining walls is in progress.

Poughkeepsie Station Improvements

The selection of a design team that will continue with improvements to the station to achieve a state-of-good repair, make the facility uniformly attractive, and improve safety for MNR's customers is progressing.

New Haven Line Station Improvements

Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations: Non-track outage related work activities continues at Mount Vernon East, Pelham and New Rochelle Stations for both underpass and overpass rehabilitation (including staircases), as well as non-track outage related work activities at Mamaroneck and Harrison Stations for platform ramps and stairs replacement and electrical upgrades.

Submittal process is on-going for the two projects under the Small Business Mentoring Program:

- Pelham-New Rochelle platform guardrail replacement & Pelham bike parking area.
- Larchmont platform, ramp, stairs and guardrail replacement.

Fordham Station Improvements

Construction bids were received on October 18, 2013 and are under review. Award is anticipated by year's end.

POWER

Substation Replacement Bridge-23

Fabrication of the long lead equipment for Phase II East switchgear components is in progress with delivery scheduled for the 1st Quarter of 2014. Preparation for the next feeder outage is ongoing. The commissioning of Pelham balancing substation is anticipated by the 1st quarter of 2014.

Harlem River Lift Bridge-Cable Replacement/Control System

Project coordination meetings and submittal process is underway. Procurement of long lead items has commenced.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Spot surfacing of various lines is on-going.

Rehabilitation - Woodbury Viaduct

Contractor continued with shop drawing submissions. Contractor completed the east abutment backwall replacement in October and is proceeding with the foundation pedestal repairs.

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

Project achieved substantial completion in November 2013.

Rehabilitate Catenary Structures

Approximately 2/3 of the tower bases have been completed by November 15, 2013. Work will resume after winter moratorium on April 1, 2014 on track 4 side (Harrison & Mamaroneck stations).

Undergrade Bridges – East of Hudson

Painting of select undergrade bridges – Weather permitting, remaining bridge to be scheduled for painting.

HU 32.81 Track 4 over Croton River – Contractor is drilling holes in the piers and abutments for the new precast concrete pedestals.

Design of 5 Undergrade Bridges – Consultant submitted the 60% design for NH 25.74 and is progressing toward 90% design of HU 3.41.

Undergrade Bridges – West of Hudson

Design of JS 51.00 is progressing toward 60% design. JS 38.03: Repairs are complete.

Otisville Tunnel Repairs

All tunnel washing, rock scaling, installation of strip drains and rock drains are complete. Contractor preparations to demobilize from the site is underway.

Overhead Bridges – East of Hudson

HU 38.90 Montrose Station Road Bridge – all work is complete.

SHOPS AND YARDS

Harmon Shop Improvements

- **Phase V, Preliminary Design (Consist Track)** – Design is progressing toward the 30% design development due for completion in December 2013.
- **Phase V, Stage I Pre-demo work** – Construction work continuing and major contract milestone for communication work has been achieved.
- **Phase V, Stage I Design-Build** – Anticipate advertisement to acquire design-build services by end of the year.

Employee Welfare & Storage Facilities

North White Plains Roofs: Construction bids were received on October 29, 2013 and are under review.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

The following work is progressing: (1) Work on all tracks in the tunnel is complete except for installation of pipe sections into weep holes. (2) The consultant continued work on the train shed and platform design. 90% completion plans were submitted and are currently under review. (3) Train shed repair effectiveness study is ongoing. (4) Design of the ESA concourse repairs are complete with final changes made to the specifications.

Park Avenue Tunnel Renewal

Priority Structural Repairs – Masonry repairs in the tunnels (Track Nos.: 1, 2, 3 and 4) are nearing completion. Repairs to ten ventilation gratings in the tunnel are complete. Repairs to damaged steel located in the train shed above Track No. 33 and above Tracks E and F have been completed. Repairs to all 4 damaged roof beams in the Track 1 and 2 tunnel have been completed.

GCT Elevator Rehabilitation Phase 4

The 90% Design of SE1 and SE2 elevators is progressing with completion anticipated by year's end.

GCT Utilities – Domestic Water System

Project kicked-off October 23, 2013, Contractor commenced with submittal process.

ROLLING STOCK

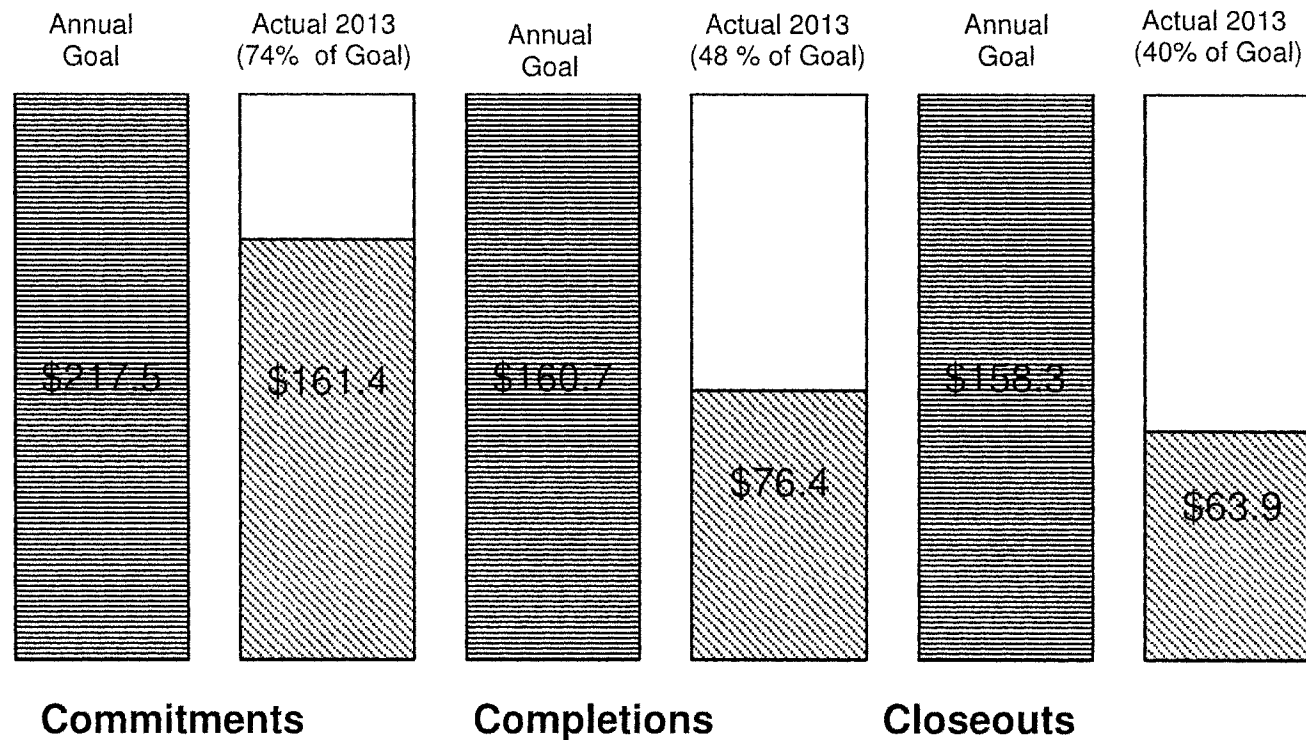
M-8 Car Program

As of November 25, 2015, 284 cars have been conditionally accepted and placed into revenue service.

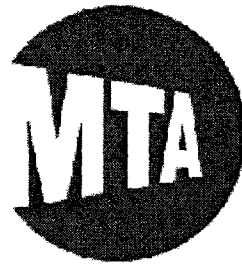
2013 MNR Capital Program Goals

As of October 31, 2013

In Millions



■ 2013 Goals ▨ Actual as of October 31, 2013 □ Forecast November - December 2013



Police Report December 2013



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	1	5	500%
Felony Assault	0	3	-3	-100%
Burglary	0	0	0	0%
Grand Larceny	16	12	4	33%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	23	17	6	35%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	1	0	0%
Robbery	40	49	-9	-18%
Felony Assault	27	34	-7	-21%
Burglary	10	13	-3	-23%
Grand Larceny	214	208	6	3%
Grand Larceny Auto	7	5	2	40%
Total Major Felonies	300	310	-10	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	8	6	2	33%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	8	3	38%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	15	18	-3	-17%
Felony Assault	13	8	5	63%
Burglary	6	12	-6	-50%
Grand Larceny	90	88	2	2%
Grand Larceny Auto	6	5	1	20%
Total Major Felonies	131	131	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

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

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	2	3	1
Fel. Assault	0	0	0	0
Burglary	0	0	0	0
Grand Larceny	16	6	8	2
GLA	1	0	0	1
Total	23	8	11	4
Crimes Per Day	0.77	0.27	0.37	0.13



MTA Police Department
Arrest Summary: Department Totals

12/5/2013
9:27:41AM

1/1/2013 to 11/30/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	44
Felony Assault	34
Burglary	10
Grand Larceny	65
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	47
Assault-Misdemeanor	62
Breach of Peace	9
Child Endangerment	3
Conspiracy	12
Criminal Contempt	6
Criminal Impersonation	10
Criminal Mischief	41
Criminal Possession Stolen Property	26
Criminal Tampering	3
Criminal Trespass	39
Disorderly Conduct	10
Drug Offenses	30
DUI Offenses	16
Failure to Appear	1
Falsely Reporting an Incident	9
Forgery	22
Fraud	8
Graffiti	5
Harassment	5
Identity Theft	1
Issue a Bad Check	2
Menacing	16
Obstruct Government	10
Petit Larceny	92
Public Lewdness	24
Reckless Endangerment	8
Resisting Arrest	65
Sex Offenses	10
Stalking	1
Theft of Services	89
Unlawful Imprisonment/Kidnapping	2
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	35
Weapons Offenses	7
Unauthorized Use Vehicle	1
Arrest Totals	890



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

October 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	3	3	0	0%
Felony Assault	1	7	-6	-86%
Burglary	1	0	1	100%
Grand Larceny	22	23	-1	-4%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	27	35	-8	-23%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	1	0	0%
Robbery	34	48	-14	-29%
Felony Assault	27	31	-4	-13%
Burglary	9	13	-4	-31%
Grand Larceny	199	196	3	2%
Grand Larceny Auto	6	4	2	50%
Total Major Felonies	277	293	-16	-5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

October 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	1	0	1	100%
Grand Larceny	11	12	-1	-8%
Grand Larceny Auto	0	1	-1	-100%
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	12	18	-6	-33%
Felony Assault	13	7	6	86%
Burglary	6	12	-6	-50%
Grand Larceny	82	82	0	0%
Grand Larceny Auto	6	4	2	50%
Total Major Felonies	120	123	-3	-2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
October 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	1	0	1	0
Burglary	1	0	1	0
Grand Larceny	22	10	11	1
GLA	0	0	0	0
Total	27	12	14	1
Crimes Per Day	0.87	0.39	0.45	0.03



MTA Police Department
Arrest Summary: Department Totals

11/4/2013
2:43:39PM

1/1/2013 to 10/31/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	40
Felony Assault	34
Burglary	10
Grand Larceny	62
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	45
Assault-Misdemeanor	59
Breach of Peace	8
Child Endangerment	3
Conspiracy	12
Criminal Contempt	6
Criminal Impersonation	9
Criminal Mischief	37
Criminal Possession Stolen Property	25
Criminal Tampering	2
Criminal Trespass	38
Disorderly Conduct	9
Drug Offenses	27
DUI Offenses	15
Falsely Reporting an Incident	8
Forgery	20
Fraud	8
Graffiti	5
Harassment	5
Identity Theft	1
Issue a Bad Check	1
Menacing	15
Obstruct Government	10
Petit Larceny	82
Public Lewdness	23
Reckless Endangerment	8
Resisting Arrest	60
Sex Offenses	8
Stalking	1
Theft of Services	78
Unlawful Imprisonment/Kidnapping	2
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	33
Weapons Offenses	7
Unauthorized Use Vehicle	1
Arrest Totals	827