



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

January 2014

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

January 27, 2014 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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Date of next meeting: **Monday, February 24, 2014 at 8:30 AM**

Minutes of the Regular Meeting
Metro-North Committee
Monday, December 16, 2013

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

8:30 a.m.

The following members were present:

Hon. Thomas F. Prendergast, Chairman & CEO, MTA
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. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. Ira R. Greenberg
Hon. Jeffrey A. Kay
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. Andrew M. Saul

Also Present:

Howard R. Permut – President, Metro-North Railroad
Helena Williams, President, Long Island Rail Road
Raymond Burney – Sr. Vice President, Administration
Michael R. Coan – Chief, MTA Police Department
Seth J. Cummins – Vice President and General Counsel
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing
Anne Kirsch – Chief Safety and Security Officer
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
Michael Shiffer – Vice President – Operations Planning

Co-Chairman Sedore called the meeting to order. A moment of silence was observed in memory of the four deceased commuters and their families and those who were injured in the December 1, 2013 derailment.

There were three public speakers.

Orrin Getz of Rockland County commented on west- of- Hudson matters. He recognized that the December 1 derailment is under NTSB review. However, he expressed his opinion that we need to hear from the conductor of the derailed train. He believes that a report on the upgrade of the Pt. Jarvis Line signal system is needed. He noted that New Jersey Transit is working with the Department of energy to develop an advanced 'micro grid' that will permit trains to operate during blackouts.

Murray Bodin of Concerned Grandparents expressed his opinion that there is a need to change from doing things the old way to new, innovative ways of doing things.

William Henderson of PCAC expressed condolences to those impacted by the December 1, 2013 derailment. He looks forward to a full investigation and the potential of moving ahead in a positive manner with a clear vision to assure the safety of operations.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of November 12, 2013. Board Member Albert was not present for the vote.

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

President's Opening Remarks:

President Permut reported that the right-of-way project in the Bronx has been completed, the January 18, 2014 schedule change will reflect the completion of this project. Right-of-way improvements will begin in other areas of Metro-North's system, weather permitting. Metro-North has begun implementation of the Employee Electronic Protection System (EEEPs) to protect right-of-way workers who will participate in the removal of track blocks. The October 2013 financial results are favorable. On January 1, 2014, an approximate 5% fare increase will go into effect on the New Haven Line for travel between stations within Connecticut and between Connecticut and New York stations; the fare increase does not affect travel to and from stations within New York State, except for travel between Rye and Port Chester Stations and a limited number of other stations where an approximate 2.5% fare increase will be in effect. Ridership year-to-date October 2013 was .1% higher than in the comparable period of 2012. As to the capital program, drainage improvements have been completed at Riverdale Station and the Sing-Sing Creek at the Ossining Station on the Hudson line. In January 2014, work will begin on a new 500 car parking garage in North White Plains.

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

Action Item:

Upon motion duly made and seconded the Committee forwarded the following action item to the Board for approval.

- MTA Metro-North Railroad's 2013 November Forecast, 2014 Final Proposed Budget and the 4-year Financial Plan 2014-2017.

A staff summary and report setting forth the details of the above item is filed with the records of this meeting.

Information Item:

- Elevator & Escalator Service Report – 3rd Quarter 2013 – President Permut reported that reliability at the outlying stations has improved. All but one escalator in Grand Central Terminal have been rehabilitated; the final escalator will be taken out of service and rehabilitated in the beginning of 2014. In late 2014 to early 2015, Metro-North will begin to replace all escalators in Grand Central Terminal with escalators that are designed to handle heavy traffic.

The details of the above item are contained in a report filed with the records of this meeting.

Procurements:

There were a total of 16 Metro-North procurements on the agenda.

There were two non-competitive procurements: (1) a New York State Preferred Source procurement with NYSID for document scanning and archiving services to support Metro-North's Relocation Project from the Madison Avenue buildings to the Graybar Building and (2) a five-year miscellaneous service contract with Signature Tech., Inc. dba Com-Net for maintenance and support for the Grand Central Terminal and New Haven Visual Information System (VIS) and Passenger Information Display (PID) Systems.

There were four competitive procurements: (1) a competitively solicited, 5-year miscellaneous service contract with Technical Elevator Testing, Inc. (TET) to provide safety inspections and testing of 112 elevators at various Metro-North stations and employee facilities in New York State and Connecticut as part of a new program to confirm compliance with current codes and to enhance safety, (2) a contract change with the firm of Louis T. Klauder and Associates (LTK) for a time extension of 18 months with additional funding for the continuation of construction inspection and engineering services to support the M-8 railcar manufacture, (3) a contract change, executed in accordance with the MTA IT Restructuring Plan and with the knowledge and concurrence of the MTA's new Chief Information Officer, that Metro-North (the lead agency) is advancing for an All-Agency IT Consultant Services contract that will allow the agencies to retain the services of 38 prequalified vendors in 65 categories to furnish IT Consulting Services on an as-needed basis and (4) a contract change to increase funding and extend an existing contract with Georgetown Rail Equipment Company (GREX) for the provision of Self Propelled Slot Train (SPS) services throughout Metro-North's Operating Territory; no MBE/WBE goals were assigned to the contract due to the highly specialized nature of the work and the unavailability of contractors who are able to do the work. The vote on item 3 above was deferred

until the December 18th Board meeting with the provision in the interim of additional information regarding the history of the contract.

In response to Board Member Moerdler's questions, President Permut discussed the three contract modifications with LTK, noting that contract modifications were driven by how Metro-North ordered the optional railcars, not by LTK's performance. With respect to the proposed contract with GREX, President Permut noted that SPS is a critical piece of equipment necessary to perform right-of-way clean-up and has limited availability nationally. Metro-North will look into the feasibility of purchasing its own equipment to be operated by Metro-North employees. Board Member Pally noted that, even when contracts are of a specialized nature, he is concerned when no MBE/WBE goals are set. Board Member Moerdler would like to see the vendor community develop and train employees, including women and minorities, so that they are better able to operate their own business. In response to Board Member Blair's question regarding the LTK contract, Mr. McCarthy noted that the delays are typical of those seen in building railcars due to the difficult nature of the work performed. President Permut noted that Metro-North works closely with LTK.

There were ten ratifications that directly support the continued operations of the Maintenance of Way Division for track rehabilitation, drainage improvements, tie replacement, fencing repairs and general cleanup for the critical six-mile section between Melrose and Woodlawn in the Bronx, as well as other areas throughout Metro-North's territory. Metro-North sought competitive quotes/bids whenever possible and, in cases where contractors had contracts in-place with Metro-North and their equipment was readily available and respond to immediate requirements, Metro-North executed agreements to enable work to begin as soon as possible. The specific procurement actions taken included: employment of two track bed surfacing crews, hi-rail vacuum trucks, rotary dump trucks, hi-rail tamper and regulator, and procurement of tie plates.

Upon motion duly made and seconded, all procurement items, with the exception of the All-Agency IT Consultant Services contract for which the vote was deferred until the December Board meeting, were approved for recommendation to the Board. Staff summaries and reports setting forth the details of the above items are filed with the records of this meeting.

December 1, 2013 Derailment:

The Long Island Rail Road Committee joined the discussion regarding the derailment. Chairman Prendergast noted that he was present at the site of the derailment within 35 minutes of its occurrence and remained on site for the remainder of the day. President Permut expressed heartfelt condolences to families that suffered a fatality and all passengers and crew. He gave an overview of the event, the emergency response and the follow-up actions taken, noting that NTSB rules bar Metro-North from publicly releasing certain information. On December 1, 2013, train 8808 left Poughkeepsie at 5:54 a.m. heading southbound towards Grand Central Terminal. The train stopped at Tarrytown without incident and proceeded south towards the Spuyten Duyvil curve. At milepost 11.35 the locomotive and all seven coaches derailed, resulting in four deaths and 69 customer injuries. Multiple agencies responded. Board Member Moerdler noted that Hatzolah Volunteer Ambulance assisted 12 passengers. The NTSB subsequently issued a press release stating the train was operating at 82 miles per hour in a 30 mile per hour zone. As all three tracks in the area of the derailment were damaged, a temporary service plan was put into place until the train and debris could be cleared and the track and signal system repaired under approval of the NTSB. By December 4, 98% of Hudson Line service was restored, with all repairs completed and full service restored on December 8.

Metro-North identified actions to be taken in coordination with the FRA in response to its December 6th Emergency Order. The actions taken include: installing automatic speed protection at the Spuyten Duyvil curve; developing similar modifications at four other critical curves and at five movable bridges on the New Haven Line; enhanced communication on board trains between the engineer and the rest of the train crew to ensure reduced speeds through critical areas; lowering speed limits at 33 locations; installation of speed restriction signs at Port Chester Station and along the right-of-way to alert engineers of reductions in maximum authorized speed at the four critical curves; modifying older railcars by the end of 2014 with technology that determines if an engineer is operating the train in an alert manner and an expanded speed control program to ensure trains are operated within the appropriate maximum allowable speed. President Williams noted that Long Island Rail Road has identified seven curves at which automatic speed protection may be appropriate and will be installing speed restriction signs.

A Metro-North company-wide safety stand-down was held to improve employee communication, with stand-downs to be held quarterly. The railroad is also participating in the FRA's Confidential Close Call Reporting System (C3RS). Also, beginning December 16, 2013, the FRA will conduct Operation Deep Dive, a 60-day comprehensive safety assessment of Metro-North to review Metro-North's compliance with federal regulations, safety-critical procedures and practices and the safety culture at Metro-North. Metro-North looks forward to all assistance and benefits of expertise that the FRA brings to the process. Board Member Ballan asked if the Board will be provided with statistics on the FRA Confidential Close Call Reporting System. Chairman Prendergast noted that the program is not punitive in nature and is modeled after the FAA program. Chairman Prendergast noted that he was in constant contact with the Governor the day of and after the derailment. Governor Cuomo has issued a directive that any actions taken by Metro-North should also be taken at Long Island Rail Road. Chairman Prendergast has asked Carmen Bianco to institute these actions at New York City Transit, where appropriate.

Chairman Prendergast and President Permut discussed Positive Train Control (PTC), noting that it would enforce speed restrictions on critical curves. Metro-North embraces PTC and needs to overcome funding issues and the need to acquire spectrum. The Governor has ordered Metro-North to implement PTC as close as possible to the December 31, 2015 deadline. In response to Board members' questions and comments, President Permut noted that Long Island Rail Road has acquired the necessary spectrum for its operating area and that Metro-North has acquired about half of the spectrum required for PTC. The railroads have begun PTC system design work, have started to equip cars with PTC components and have designed pilot programs to test the new technology. President Williams noted that work to develop the design of the PTC system began in 2009, a contract for a PTC system integrator was awarded in November 2013 and the railroads filed all required implementation plans that were approved by the FRA. Chairman Prendergast noted that the FRA is aware of the challenges faced by the railroads. A RIFF application was submitted and well received by the FRA and the Department of Transportation. President Williams believes the FCC holds sufficient spectrum to meet the railroads' needs. Long Island Rail Road's 'dark territory' is exempt from PTC requirements. Chairman Prendergast stated that MTA will examine whether every section of Metro-North and Long Island Rail Road should be equipped with PTC. He noted that the installation of New York City Transit's control center will speed up PTC but many issues need to be resolved to meet the deadline. The railroads are working on an acceleration plan which will be presented to CPOC in January 2014. He noted that both senators have been very helpful in assisting the railroads to obtaining funding. Board Member Ballan thanked Chairman Prendergast

and President Permut for their sensitivity and leadership; he looks forward to updates on PTC implementation and the challenges faced.

In response to questions by Committee members, President Permut noted that the derailed train had a standard foot pressure 'dead man' control. He noted that Metro-North was able to quickly install automatic speed protection at the Spuyten Duyvil curve using two existing interlockings. Chairman Prendergast noted that automatic speed protection requires re-coding of the existing system. He noted that the design solutions are complex and need to be thought through because you want to bring the train to a stop slowly. Movable bridges also can pose problems if the bridge is not in the proper position. Chairman Prendergast noted that Metro-North can look at potential improvements, such as illuminating speed restriction signs, noting, however, that engineers know what they need to do and must be fully compliant with the Book of Rules. With respect to the flashing of headlights when approaching another train, Mr. Kesich noted the Book of Rules requires engineers to dim their headlights in times of darkness to avoid blinding the oncoming engineer. President Permut noted that the railroad ensures compliance with the Book of Rules by conducting efficiency checks wherein engineers and train crews are observed on duty. The railroad also examines event recorders to ensure compliance with the rules. He noted that discipline is a progressive process. Metro-North is always looking to improve the discipline process.

Board Member Blair would like to see an increased focus on operational safety. Chairman Prendergast stated that he is a firm believer in a safety culture. He believes safety is a priority with every employee from the top of the agency down having the ability to take action. MTA has employed a safety consultant who will provide recommendations. In addition, Metro-North will receive recommendations from the FRA Deep Dive review, TCCI and the Blue Ribbon review panel.

Chairman Prendergast and President Permut responded to Board Members' questions and requests for an action plan addressing system safety and redundancy. Chairman Prendergast noted that he made a commitment to the governor to develop an action plan and he will provide that plan to the Committee. The action plan will identify resources to be used to handle safety issues. The report will specifically address the various safety issues that exist in each agency so the Board may get a broader safety picture. Chairman Prendergast noted that all MTA agencies have safety experts.

Chairman Prendergast and President Permut responded to questions about what can be done to ensure engineers are alert. Chairman Prendergast noted that, when approaching critical curves, conductors are required to contact the engineer face-to-face or via radio. He noted that the FRA has assisted Metro-North in developing and implementing new rules and procedures. President Permut stated that Metro-North enacted a new rule specifying what conductors must do when approaching critical curves and areas with speed restrictions, noting that the rule clearly sets forth the conductor's duties. Board Member Tessitore suggested the Board be given the opportunity to see how conductors are trained on the Book of Rules. Chairman Prendergast stated that something can be done to show the Board how employees are trained.

Board Members Blair and Moerdler lauded Metro-North and President Permut for providing excellent service and Metro-North's great success over the years. Governor Patterson discussed the tragedies of history, stating that dealing with these situations is the basis of leadership. He stated that Chairman Prendergast, President Permut and all those he has come in contact with have handled these situations well and he is proud to work with them. Co-Chairman Sedore noted

that safety has always been the foremost focus in all the MTA agencies and Metro-North needs to be complemented for focusing on safety.

Adjournment

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Linda Montanino".

Linda Montanino
Assistant Secretary



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
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February 2014

Adopted Budget/Financial Plan 2014	Finance
2013 Annual Operating & Safety Results	Operations/Safety & Security
Elevator & Escalator Service Report-4 th Quarter 2013	Operations

March 2014

2013 Annual Ridership/Marketing Plan Report	Operations Planning & Analysis
Annual Strategic Investments & Planning Study	Capital Planning
2014 Spring/Summer Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 4 th Quarter 2013	Diversity and EEO

April 2014 (Joint meeting with LIRR)

Final Review of 2013 Operating Budget Results	Finance
Annual Inventory Report	Procurement

May 2014

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

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

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.

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 & Safety Results

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

Elevator & Escalator Service Report – 4th Quarter 2013

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

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.

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.

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.

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.

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.

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.

Elevator & Escalator Service Report – 1st Quarter 2014

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

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.

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.

SEPTEMBER 2014

2014 Final Mid-Year Forecast

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

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

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 lines for the Fall of 2014.

Elevator & Escalator Service Report – 2nd Quarter 2014

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

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.

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

NOVEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

Review Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

Elevator & Escalator Service Report – 3rd Quarter 2014

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

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.

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

**Procurements
January 2014**

Subject Request for Authorization to Award Various Procurements						Date January 6, 2014			
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	1-27-14	x			<i>[Signature]</i>	President	<i>[Signature]</i>	General Counsel
2	MTA Board Mtg	1-29-14	x			x	Sr. VP Operations	<i>[Signature]</i>	Capital Programs
						x	Sr. VP Administration	<i>[Signature]</i>	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		Labor Relations		Human Resources		Other
			Safety						

PURPOSE:

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

DISCUSSION:

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

		# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule G:	Miscellaneous Service Contracts	1	\$97,147
	• Zetron, Inc.		\$97,147
Schedule J:	Modifications to Miscellaneous Procurement Contracts	1	\$27,682,000
	• Kawasaki Railcar Inc. (KRC)		\$27,682,000
SUB TOTAL:		2	\$27,779,147

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	2	\$8,121,500
• Corys Thunder, Inc. \$4,697,023		
• CitiStorage, Inc. \$3,424,477		
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$330,911
• Sportworks Northwest, Inc. \$330,911		
SUB TOTAL:	3	\$8,452,411

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	1	\$188,640
▪ Unified Power, USA Inc. \$188,640		
SUB TOTAL:	1	\$188,640
TOTAL:	6	\$36,420,198

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.

JANUARY 2014

METRO-NORTH RAILROAD

LIST OF NON-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. Zetron, Inc. \$97,147 (not-to-exceed)

Install, Test and Commission the Acom Communications System

Approval is requested for a non-competitive, miscellaneous service contract with Zetron, Inc. to install, test and commission the Acom Communication System for the Metro North Railroad Emergency Control Center (ECC). The FRA mandates working radio communications between the rail dispatcher and all equipment and workers on the rights-of-way. The Acom system provides a computer based console for each rail dispatcher position to interface with all wayside radios, telephone and intercom services in order to communicate with trains and coordinate operations personnel throughout MNR's territory.

The Acom system at the ECC will serve as the fall back/disaster recovery system to the Operations Control Center (OCC) system. Zetron is the Original Equipment Manufacturer (OEM) for MNR's Acom system and the proprietary vendor of the Acom system hardware, database, servers and communications software. Additionally, all consoles, ancillary equipment, microprocessor devices, and software are all proprietary to Zetron, and upgrade services are obtainable only through Zetron.

The installation, testing and commissioning of the Acom Communications System at the ECC will provide MNR with redundancy as the ECC system will be a replica of the system in the OCC. The system will have an automatic cut-over feature in case of an emergency. This Communications system will provide not only a disaster recovery system but will also allow for the OCC system to have down-time if the system were ever to require an upgrade to the hardware or software components.

The total cost of this procurement is not-to-exceed \$97,147 and it includes installation, testing and commissioning of an Acom Communication System for the ECC. In accordance with the MTA-All Agency Procurement Guidelines, a notification of the intended sole source procurement was placed in the New York State Contract Reporter, The Daily Challenge, the New York Post, El Diaro, and on the MTA website. 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 proprietary nature of the work and the unavailability of NYS-certified M/WBE contractors/subcontractors able to perform the work. All pricing is deemed fair and reasonable. All work shall be completed no later than May 31, 2014. This procurement is to be funded by the MNR Operating Budget.

J. Modifications to Miscellaneous Procurement Contracts

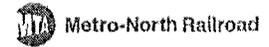
(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

2. Kawasaki Railcar Inc. (KRC) \$27,682,000

Staff Summary Attached

Approval is requested for miscellaneous, non-competitive procurements and various contract changes with Kawasaki Railcar Inc. (KRC) in the gross amount of \$36,076,000, plus other consideration, with KRC providing i) three new M-8 cars; ii) 12 truck assemblies; iii) repair of four damaged M-8 cars; iv) capital spare parts; and v) Bench Test Equipment to allow for diagnostic testing and maintenance of the entire, 405 car M-8 fleet. A pre-existing credit of \$8.394M will be used to offset a portion of the total cost of \$27.682M.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: J

Vendor Name (& Location) Kawasaki Railcar Inc. (KRC)	Contract Number 12797	AWO/Modification #
Purchase of additional equipment, materials and services in support of M-8 program (including replacement and repair of railcars damaged in May 17, 2013 derailment)	Orig. Amt.: (210 base cars): \$521,521,500 Contr.Option-170 cars: \$377,894,654 Contr. Change-25 single cars: \$84,625,000 \$984,041,154	
Contract Term (including Options, if any)	Prior Options and Changes:	\$ 462,519,654
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 984,041,154
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$27,682,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: w/ CDOT	% of This Request to Current Amount:	2.8%
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	% of Modifications (including This Request) to Original Amount:	94%

Kawasaki Railcar Inc. (KRC) \$36.076M (with \$8.394M offset by credits, resulting in net cost of \$27.682M)

Approval is requested for miscellaneous, non-competitive procurements and various contract changes with Kawasaki Railcar Inc. (KRC) in the gross amount of \$36,076,000, plus other consideration as detailed below, with KRC providing i) three new M-8 cars; ii) 12 truck assemblies; iii) repair of four damaged M-8 cars; iv) capital spare parts; and v) Bench Test Equipment to allow for diagnostic testing and maintenance of the entire, 405 car M-8 fleet. A pre-existing credit of \$8.394M will be used to offset a portion of the total cost.

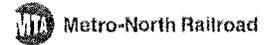
The parties to the M-8 contract ("the Contract") have, since 2012, been working on the technical requirements of various items required for the on-going and long-term maintenance of the M-8 railcars. These include specifying the Bench Test Equipment (BTE) that is required to perform diagnostic testing of critical sub-systems, as well as defining the capital spare part requirements to support the M-8 fleet.

Further to the above discussions related to BTE and spare parts, the May 17, 2013 New Haven line derailment in Bridgeport, CT resulted in additions to the list of materials and services that MNR needs to acquire from KRC, including i) three new M-8 railcars (a 'married pair' and a B car) to replace cars damaged beyond repair; ii) additional truck assemblies so that MNR forces can repair two damaged cars; and iii) the provision of labor and parts by KRC so four additional cars that suffered significant damage also can be repaired and returned to revenue service.

The only cost effective and technically sound method of purchasing the three cars is by utilizing the M-8 Contract. As the original car manufacturer, KRC (along with its major sub-suppliers) is uniquely qualified and positioned to produce these three cars, and the placement of the order at this time is critical to best take advantage of KRC's current production schedule, material availability and availability of their railcar production facility. The price negotiated for the three cars is \$10.95M, or \$3.65M per car. MTA Audit has reviewed and substantiated the related cost data from KRC and its sub-suppliers to confirm the cost of the three cars. MTA Audit has also performed a similar review concerning the agreed upon price for the BTE.

As noted above, there is a pressing need to repair six other M-8 cars damaged in the May 17th derailment so they can be returned to revenue service. As such, the agreement with KRC includes the purchase of twelve (12) M-8 Truck Assemblies, four of which will be used by MNR MoE forces to affect repairs on two damaged M-8 cars, with the other eight units serving as spares for projected future maintenance needs.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Last, as noted, KRC will perform repairs on the four additional M-8 cars that were significantly damaged in the derailment. Because it is not possible to estimate the extent and duration of the work required to repair the four cars or to estimate the costs with any degree of certainty in advance of such work, the repairs will be deemed Extra Work under the terms of the Contract, with KRC being compensated on a time and material basis, with the charges subject to post-audit review.

The procurement thus includes five elements -- capital spare parts, BTE, three new cars, 12 truck assemblies and the repair of the four damaged cars, and provides for MNR's use of an existing credit to offset a portion of the total cost. The final price terms for the items to be purchased are as follows:

<u>Item</u>	<u>Agreed Upon Price</u>
Capital Spare Parts Package	\$8.426M
Twelve Spare Trucks	\$5.2M
Bench Test Equipment Package	\$11.5M
3 M-8 cars	\$10.95M
TOTAL	\$36.076M
Less credit to be applied	\$8.394M
Total cash to be paid	\$27.682M

The total net cost of this agreement, once the pre-existing credit is applied, is \$27.682M, excluding the cost to repair the four damaged cars.

Because such New Haven main line costs are allocated between CDOT and MNR, MNR's share of the total cost is \$9.244M and CDOT's share is \$18.437M.

JANUARY 2014

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. **Corys Thunder Inc.** **\$4,697,023** Staff Summary Attached

Upgrade for Locomotive Simulator Systems & Preventative Maintenance & Support

Approval is requested to award a negotiated six year miscellaneous service contract (RFP process, four proposals received, two firms shortlisted) to Corys Thunder Inc. (Corys) to replace the current analog technology software used for Training Simulation for MNR train engineers with Computer Generated Images (CGI) technology. The new simulator system will utilize CGI technology to re-create and map the existing track layout for all of MNR's territory. It will also re-create various scenarios such as extreme weather, tunnel conditions, high-beam train lighting conditions, and flag and track conditions.

MNR's Training Department currently utilizes the training simulation software to train newly hired engineers and to recertify current engineers as required by FRA regulations. The current software simulates the M-4, M-7 & M-8 fleet of trains and is in need of replacement and expansion. The new and upgraded simulator system software will replace the outdated technology; will expand the system to include all of MNR's territory as well as all of the modes of operations of the current MNR railcar fleet.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario, Daily Challenge, and on the MNR website. MNR received four proposals in response to the RFP from: Corys Thunder Inc., FAAC, Lucille Maud and PS Technology. Both Corys Thunder and FAAC were short-listed to give oral presentations, and after oral presentations, the MNR Selection Committee unanimously selected Corys Thunder Inc. as the best overall firm to perform the work based on their project team's qualifications, superior solutions, capability, and cost. Cory's proposal of \$4,697,023 was the overall lowest price, is 2.5% less than the MNR estimate for the work and is considered fair and reasonable for the level of services anticipated for this project. By selecting Corys (the owner of the proprietary software used in MNR's current simulation system), MNR will be able to reuse the current available image libraries as a plug-and-play item at no additional cost.

After receiving a request for a waiver of goals submitted by the contractor, the MTA Department of Diversity and Civil Rights completed a thorough analysis and determined not to assign any goals to this contract due to the nature of the work and the unavailability of NYS-certified contractors/subcontractors able to perform the work. The procurement is to be funded by the MNR Operating Budget.

2. **CitiStorage, Inc.**

\$3,424,477 (not-to-exceed)

Staff Summary Attached

All-Agency Records Management

Approval is requested for a competitively solicited (RFP process, E-Procurement platform used, three proposals received), all-agency miscellaneous service contract for a five year base period with five, one-year renewable options to provide Records Management Services. This contract will be utilized by the following MTA Agencies: Metro-North Railroad (the lead Agency), Long Island Rail Road, Bridges and Tunnels, MTA Bus Co., MTA Headquarters, and New York City Transit. The total not-to-exceed amount of the contract is \$3,424,477, which includes the combined annual storage costs of all Agencies for the five-year base term and associated costs related to the removal and transportation of material boxes from the current vendor, Iron Mountain.

MNR publicly advertised the RFP in the New York State Contract Reporter, New York Post, El Diario and the MNR website on June 19, 2013. Five firms responded: CitiStorage, Iron Mountain, Cornerstone Records Management, GRM Document Management, and Crown Records Management.

A two-step method RFP was administered through the MedPricer E-Procurement Platform. The E-Procurement platform is the MTA Board approved competitive process for soliciting and receiving proposals electronically and competitively negotiating in real-time on-line with the vendors competing for the procurement. Prospective proposers downloaded the RFP documents directly from the internet-based web site, submitted all requests for information and uploaded their technical and cost proposals to the platform. Based on the total weighted average score of both technical and cost components reviewed by the Selection Committee, three firms were selected as finalists (CitiStorage, Iron Mountain, and Cornerstone Records Management) and were requested to submit Best and Final Offers (BAFO) based on key factors (i.e.-unit costs per/box stored, destruction and permanent removal costs as well as the absorption of the transfer fee to relocate existing files from Iron Mountain). This process was used to identify the contractor providing the best overall value. CitiStorage was rated the highest of all three proposers, having overall costs for box storage, destruction and transfer that were approximately 20% lower than the other two proposers. In comparison to the unit prices presently paid for the various services, the MTA Agencies will realize a combined savings of approximately \$467K over the initial five year term of the contract and an estimated \$738K in the event the five annual renewal options are exercised. All unit costs for retrieval, removal and destruction will stay the same for the initial five year contract period and through the period of options if exercised.

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 unavailability of NYS-certified M/WBE contractors/subcontractors able to perform the work. This procurement is to be funded by each participating Agency's Operating Budget.

J. Modifications to Miscellaneous Procurement 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)

3. Sportworks Northwest, Inc. \$330,911 (not-to-exceed) Staff Summary Attached
Purchase of Bicycle Racks for M-8 Railcars

Approval is requested to exercise an option to purchase 110 (100 production units and 10 spares) bicycle racks for installation on 50 Connecticut Department of Transportation (CDOT) owned M-8 railcars at a cost not-to-exceed \$45,500. In addition, MNR is also seeking approval to elect future options available from the original MTA Board approved award in January 2011 to complete the installation of bike racks on the remaining 330 railcars in the M-8 fleet in the total amount not-to-exceed \$285,411. The 25 M-8 single cars will not be equipped with bike racks.

In 2011, Sportworks was awarded a competitively solicited miscellaneous purchase contract to provide prototype bicycle racks to be used in MNR Rail Equipment. The Sportworks' design was field tested on an M-8 railcar which was met with positive feedback by the public and subsequently approved for usage in partnership with MNR and CDOT. Presently, CDOT has authorized the fabrication and delivery of 110 production units and spares for an expanded field test on 50 M-8 railcars (2 racks per car). The total value for this action is \$45,500. Subsequent options for installation on the remaining cars in the M-8 fleet may be elected at a cost not-to-exceed \$285,411. CDOT approval will be required prior to exercising the options.

The total cost of this procurement is not-to-exceed \$330,911 for this action and potential future options. The estimated total cost for the M-8 Railcars shall be shared on 65/35% per the MNR/CDOT Service Agreement. The cost expanded field test for the 110 production units, \$45,500, is to be funded 100% by CDOT. 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 nature of the work and the unavailability of either NYS or CT-certified contractors/subcontractors able to perform the work.

Staff Summary

Item Number G					
Dept & Dept Head Name: Procurement & Material Management, Anthony Bombacc, Jr.					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	1-27-14	X		
2	MTA Board Mtg.	1-29-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Sr. V.P. Admin.		V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Corys Thunder	Contract Number 1-31692
Description Upgrade for Locomotive Simulator Systems & Preventative Maint. & Support	
Total Amount \$4,697,023 (not-to-exceed)	
Contract Term (including Options, if any) Six Years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source Operating Capital Project # L0882705 Work Order # 60286	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a negotiated six year miscellaneous service contract (RFP process, four proposals received, two firms shortlisted) to Corys Thunder Inc. (Corys) to replace the current analog technology software used for Training Simulation for MNR train engineers with Computer Generated Images (CGI) technology. The new simulator system will utilize CGI technology to re-create and map the existing track layout for all of MNR's territory. It will also re-create various scenarios such as extreme weather, tunnel conditions, high-beam train lighting conditions, and flag and track conditions.

II. DISCUSSION:

MNR's Training Department currently utilizes the training simulation software to train newly hired engineers and to recertify current engineers as required by FRA regulations. The current software simulates the M-4, M-7 & M-8 fleet of trains and is in need of replacement and expansion. The new and upgraded simulator system software will replace the outdated technology; will expand the system to include all of MNR's territory as well as all of the modes of operations of the current MNR railcar fleet.

The scope of work for the new system will include development and implementation of CGI technology re-creating and mapping the existing track layout for all MNR territories including, but not limited to:

- GCT to Poughkeepsie
- GCT to Brewster
- GCT to New Haven, Danbury, Waterbury
- Brewster to Wassaic.
- All the Yards.

Staff Summary

On September 12, 2013 a Request for Proposal (RFP) was issued to eleven (11) firms. The RFP was advertised in the New York State Contract Reporter, the New York Post, El Diario, Daily Challenge and on the MTA/MNR Website. Of the 11 firms solicited, four proposals were received from: Corys, FAAC, Lucille Maud, and PS Technology. PS Technology's proposal was deemed nonresponsive as they did not include the contract terms and conditions with their proposal and requested that their proposal be withdrawn.

A Selection Committee comprised of members representing Metro-North's Training Department and the Procurement and Material Management Department evaluated the proposals. The criteria for selection established in the RFP are as follows:

1. Technical Capability
2. Experience
3. Cost
4. Project Plan

After a technical evaluation of the three responsive proposals, the Selection Committee selected two firms for oral presentation: Corys and FAAC. After oral presentations, the MNR Selection Committee unanimously selected Corys as the best overall firm to perform the work based on their project team's qualifications, superior solutions, capability, and cost. Corys is the incumbent vendor providing maintenance and support to the present simulators and owns the proprietary software rights to the current system. Cory's proposal of \$4,697,023 was the overall lowest price, is 2.5% less than the MNR estimate for the work and is considered fair and reasonable for the level of services anticipated for this project. By selecting Corys (the owner of the proprietary software used in MNR's current simulation system), MNR will be able to reuse the current available image libraries as a plug-and-play item at no additional cost.

The required scope of work will be completed within one year of award and will be followed by maintenance and support for five years. The total duration of this contract will be six years.

III. D/M/WBE INFORMATION:

After receiving a request for a waiver of goals submitted by the contractor, the MTA Department of Diversity and Civil Rights completed a thorough analysis and determined not to assign any goals to this contract due to the nature of the work and the unavailability of NYS-certified contractors/subcontractors able to perform the work.

IV. IMPACT ON FUNDING:

The total cost of this procurement is not-to-exceed \$4,697,023 and it is to be funded by the MNR Operating Budget.

V. ALTERNATIVES:

There are no alternatives to this award. MNR does not have the in-house technical expertise to manufacture and develop the operating software for these simulators.

Staff Summary

Item Number G					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bonface, Jr.					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	1-27-14	X		
2	MTA Board Mtg.	1-29-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President		Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	Sr. V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name CitiStorage, Inc.	Contract Number RFP 9054-A
Description All Agency Records Management	
Total Amount \$3,424,477 (not-to-exceed)	
Contract Term (including Options, if any) Five Year Base Term with Five Annual Renewal Options	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Approval is requested for a competitively solicited (RFP, E-Procurement platform used, three proposals received), all-agency, miscellaneous service contract for a five year base period with five, one-year renewable options to provide Records Management Services. This contract will be utilized by the following MTA Agencies: Metro-North Railroad (the lead Agency), Long Island Rail Road, Bridges and Tunnels, MTA Bus Co., MTA Headquarters, and New York City Transit. The total not-to-exceed amount of the contract is \$3,424,477, which includes the combined annual storage costs of all Agencies for the five-year base term and associated costs related to the removal and transportation of material boxes from the current vendor, Iron Mountain.

II. DISCUSSION:

The current All-Agency Records Management Contract was awarded in June 2000 to Iron Mountain by MNR as the lead agency with an original expiration date of August 3, 2013. The contract was extended through August 3, 2014, to allow adequate time to solicit this new RFP, site tours, oral presentations and receive Best and Final Offers (BAFO) and complete negotiations from the Proposers. Further, the contract extension also allows adequate time to transfer the Agency's existing files from the current contractor, Iron Mountain to CitiStorage. NYCT presently utilizes the firm, CitiStorage under a separate competitively solicited and awarded contract. The transfer will take approximately one year to complete.

MNR publicly advertised RFP No. 9054-A in the New York State Contract Reporter, New York Post, El Diario and on the MNR website on June 19, 2013. Five firms responded to the RFP: CitiStorage, Iron Mountain, Cornerstone Records Management, GRM Document Management, and Crown Records Management.

A two-step method RFP was administered through the MedPricer E-Procurement Platform. The E-Procurement platform is the MTA Board approved competitive process for soliciting and receiving proposals electronically and competitively negotiating in real-time on-line with the vendors competing for the procurement. Prospective proposers downloaded the RFP documents directly from the internet-based web site, submitted all requests for information and uploaded their technical and cost proposals to the platform.

Staff Summary

On July 18, 2013, the technical proposals were formally received by MedPricer and the e-files were forwarded to MNR Procurement on July 24th. Five firms submitted proposals – CitiStorage, Iron Mountain, Cornerstone Records Management, GRM Document Management, and Crown Records Management. On August 1, 2013, MedPricer opened the Cost Proposals in the presence of the Selection Committee and conducted an electronic Live Negotiation via their E-Procurement Platform. Under this live negotiation, a series of questions were posed by the participating MTA Agencies, to all of the proposers. The live negotiation also provided an opportunity for the firms to submit “real-time” revised pricing. The goal of the live negotiation was to gauge the firms’ understanding of the Work Scope, clarify any information provided in the technical proposal, and eliminate those firms whose proposals were not competitive in the RFP-described technical areas.

As the possibility existed for the substantial transfer of existing boxes (based upon a vendor other than the incumbent being awarded this contract), the pricing requested within the RFP was based on the willingness to absorb 40% of the current vendors’ (Iron Mountain for MNR, LIRR, Bus and B & T, and HQ and CitiStorage for NYCT) permanent removal cost, as well as the standard costs (storage, supply, delivery, handling, retrieval, refile, and reboxing). This “absorption cost” question was posed during the live negotiation and yielded acceptances from Iron Mountain, CitiStorage and Cornerstone. Crown Records Management and GRM Document Management did not respond positively.

Based on the total weighted average score of both technical and cost components reviewed by the Selection Committee, three firms were selected as finalists (CitiStorage, Iron Mountain, and Cornerstone Records Management) and were requested to submit Best and Final Offers (BAFO) based on key factors (i.e.-unit costs per/box stored, destruction and permanent removal costs as well as the absorption of the transfer fee to relocate existing files from Iron Mountain). This process was used to identify the contractor providing the best overall value. CitiStorage was rated the highest of all three proposers, having overall costs for box storage, destruction and transfer that were approximately 20% lower than the other two proposers. In comparison to the unit prices presently paid for the various services, the MTA Agencies will realize a combined savings of approximately \$467K over the initial five year term of the contract and an estimated \$738K in the event the five annual renewal options are exercised. All unit costs for retrieval, removal and destruction will stay the same for the initial five year contract period and through the period of options if exercised.

Therefore, the Selection Committee determined that CitiStorage provides the best value and overall service for the required All-Agency Records Management Services.

III. D/M/WBE INFORMATION:

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 unavailability of NYS-certified M/WBE contractors/subcontractors able to perform the work.

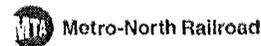
IV. IMPACT ON FUNDING:

Each Participating Agency will fund their portion of the Contract utilizing their respective Operating Budgets.

V. ALTERNATIVES:

There are no alternatives for this Contract; MTA does not have the available space nor expertise to provide for Records Management Services.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: J

Vendor Name (& Location) Sportworks Northwest, Inc.
Description Purchase of Bicycle Racks for M-8 Railcars
Contract Term (including Options, if any) N/A
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other CDOT
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony Lombace, Jr.

Contract Number 65846	AWO/Modification # 1
Original Amount:	\$ 85,000
Prior Modifications:	\$ 0.00
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$ 85,000
This Request:	\$ 330,911 (not-to-exceed)
% of This Request to Current Amount:	% 389.3
% of Modifications (including This Request) to Original Amount:	% 389.3

Discussion:

Approval is requested to exercise an option to purchase 110 (100 production units and 10 spares) bicycle racks for installation on 50 Connecticut Department of Transportation (CDOT) owned M-8 railcars at a cost not-to-exceed \$45,500. In addition, MNR is also seeking approval to elect future options available from the original MTA Board approved award in January 2011 to complete the installation of bike racks on the remaining 330 railcars in the M-8 fleet in the total amount not-to-exceed \$285,411. The 25 M-8 single cars will not be equipped with bike racks.

In 2011, Sportworks was awarded a competitively solicited miscellaneous purchase contract to provide prototype bicycle racks to be used in MNR Rail Equipment. The Sportworks' design was field tested on an M-8 railcar which was met with positive feedback by the public and subsequently approved for usage in partnership with MNR and CDOT. Presently, CDOT has authorized the fabrication and delivery of 110 production units and spares for an expanded field test on 50 M-8 railcars (2 racks per car). The total value for this action is \$45,500. Subsequent options for installation on the remaining cars in the M-8 fleet may be elected at a cost not-to-exceed \$285,411. CDOT approval will be required prior to exercising the options.

The total cost of this procurement is not-to-exceed \$330,911 for this action and potential future options. The estimated total cost for the M-8 Railcars shall be shared on 65/35% per the MNR/CDOT Service Agreement. The cost expanded field test for the 110 production units, \$45,500, is to be funded 100% by CDOT. 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 nature of the work and the unavailability of either NYS or CT-certified contractors/subcontractors able to perform the work.

JANUARY 2014

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

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

**1. Unified Power, USA Inc. \$188,640 (not-to-exceed)
Replacement of Two Uninterrupted Power Supply (UPS) Systems**

Ratification is requested of a non-competitive procurement for the replacement of two Uninterrupted Power Supply (UPS) Systems (UPS-1 and UPS-2) that supply emergency backup power. As one of the two UPS systems was not functional, and the other has reached the end of its useful life, the immediate repair and replacement of both units was necessary to ensure that MNR's Operations Control Center (OCC) and its Centralized Traffic Control (CTC) system remains fully operational with adequate emergency backup power systems. Unified Power, the OEM of MNR's current system, has the necessary material in house to support the immediate repair, replacement and installation of the existing UPS system.

The cost to be paid for this emergency procurement is deemed to be fair and reasonable. The total cost is not-to-exceed \$188,640 and it is funded by the MNR Operating Budget.

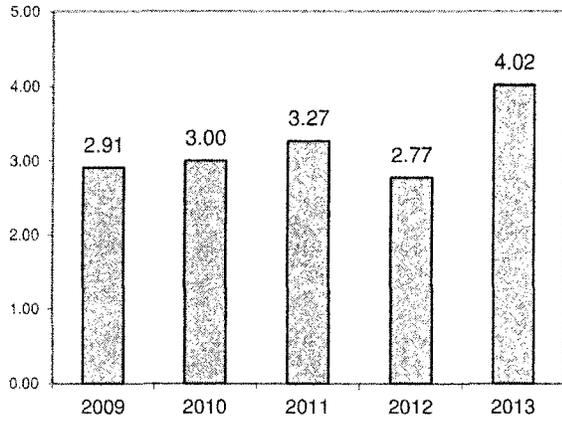


Metro-North Railroad

Safety Report

January 2014

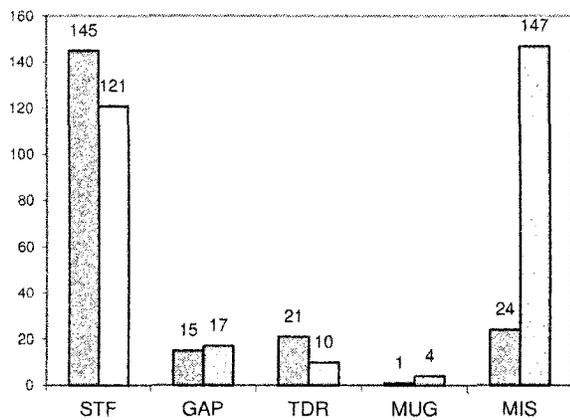
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru November



Total Customer Injuries

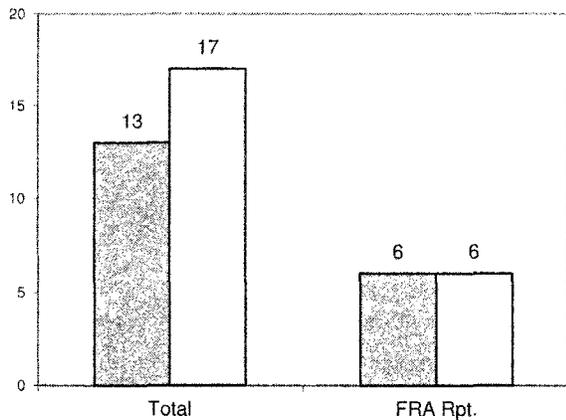
Year	Total	Total FI*
2009	207	2.91
2010	217	3.00
2011	239	3.27
2012	204	2.77
2013	301	4.02

% change from last year: 45.0%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	145	15	21	1	24
2013	121	17	10	4	147

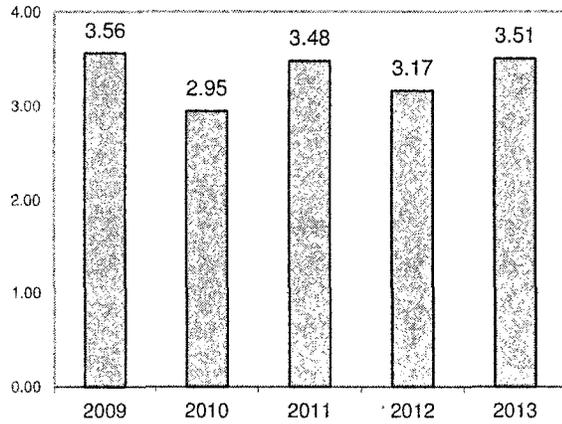


Contractor Injuries

Year	Total	FRA Rpt.
2012	13	6
2013	17	6
% Chg	30.8%	0.0%

* - Injuries per 1,000,000 rides

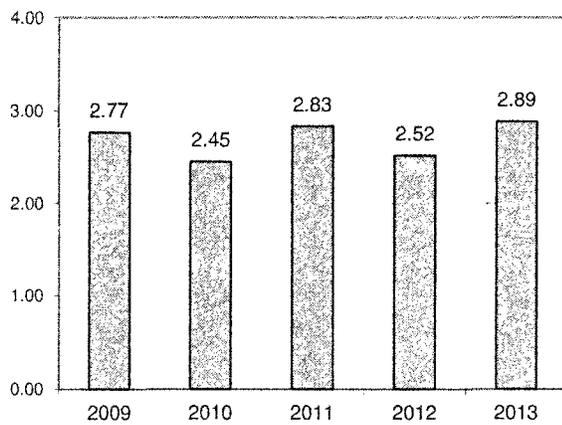
MTA Metro-North Railroad Summary of Employee Injuries thru November



Total Employee Injuries

Year	Total	Total FI*
2009	207	3.56
2010	167	2.95
2011	199	3.48
2012	182	3.17
2013	209	3.51

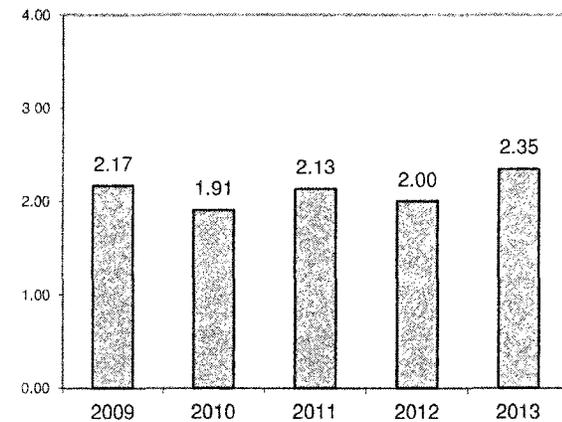
% change from last year: 10.8%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	161	2.77
2010	139	2.45
2011	162	2.83
2012	145	2.52
2013	172	2.89

% change from last year: 14.4%
2013 FRA FI Goal 2.35

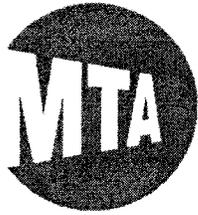


Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	110	16	1.89	0.28	2.17
2010	90	18	1.59	0.32	1.91
2011	95	27	1.66	0.47	2.13
2012	107	8	1.86	0.14	2.00
2013	134	6	2.25	0.10	2.35

% change from last year: 17.4%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked



Metro-North Railroad

Operations Report

January 2014

Performance Summary			2013 Data			2012 Data		
			Annual Goal	December	YTD thru December	December	YTD thru December	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	91.6%	94.8%	98.2%	97.6%	
		AM Peak	97.0%	83.9%	92.5%	98.1%	97.5%	
		AM Reverse Peak	97.6%	92.8%	94.5%	98.9%	97.9%	
		PM Peak	98.0%	92.8%	95.1%	97.3%	97.1%	
		Total Peak		88.7%	93.8%	97.9%	97.4%	
		Off Peak Weekday	97.9%	92.5%	94.5%	98.0%	97.4%	
		Weekend	97.9%	94.4%	97.0%	98.6%	98.2%	
		Hudson Line	Overall	98.2%	89.8%	96.7%	98.7%	98.0%
		AM Peak	98.0%	84.9%	95.7%	98.7%	98.6%	
		AM Reverse Peak	98.5%	89.2%	96.6%	100.0%	98.1%	
		PM Peak	98.4%	91.3%	97.1%	98.6%	97.9%	
		Total Peak		88.1%	96.4%	98.8%	98.2%	
		Off Peak Weekday	98.1%	92.0%	96.6%	98.2%	97.7%	
		Weekend	98.2%	88.8%	97.2%	99.1%	98.1%	
		Harlem Line	Overall	98.3%	94.6%	96.4%	98.6%	98.2%
		AM Peak	98.0%	87.4%	94.8%	98.4%	98.1%	
		AM Reverse Peak	98.0%	95.0%	95.0%	97.7%	98.3%	
		PM Peak	98.5%	97.6%	96.7%	97.1%	97.9%	
		Total Peak		92.6%	95.6%	97.8%	98.1%	
		Off Peak Weekday	98.4%	94.7%	96.4%	98.7%	98.0%	
		Weekend	98.5%	98.0%	98.0%	99.4%	98.6%	
		New Haven Line	Overall	97.2%	90.3%	92.4%	97.5%	96.8%
		AM Peak	95.7%	80.6%	88.6%	97.5%	96.3%	
		AM Reverse Peak	96.8%	92.9%	92.9%	99.4%	97.4%	
		PM Peak	97.5%	89.9%	92.7%	96.7%	95.9%	
		Total Peak		86.1%	90.8%	97.5%	96.3%	
		Off Peak Weekday	97.5%	91.2%	91.8%	97.3%	96.7%	
	Weekend	97.4%	95.2%	96.1%	97.8%	98.0%		
Operating Statistics	Trains Scheduled			18,956	222,853	17,711	211,014	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			11.6	12.0	12.4	14.6	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	280	2,053	59	1,262	
	Trains Canceled		160	74	310	3	179	
	Trains Terminated		160	45	392	16	239	
	Percent of Scheduled Trips Completed		99.8%	99.4%	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%	99.4%	99.7%	99.8%	99.8%	
		AM Peak	99.8%	99.3%	99.4%	99.4%	99.6%	
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%	
		PM Peak	99.8%	99.0%	99.5%	99.4%	99.8%	
		Total Peak	99.8%	99.3%	99.5%	99.5%	99.7%	
		Off Peak Weekday	99.8%	99.4%	99.7%	99.9%	99.9%	
		Weekend	99.8%	99.4%	99.7%	99.9%	99.8%	
		Hudson Line	AM Peak	99.8%	99.8%	99.9%	99.7%	99.9%
		PM Peak	99.8%	100.0%	99.8%	99.6%	99.9%	
		Harlem Line	AM Peak	99.8%	99.5%	99.7%	99.9%	99.9%
		PM Peak	99.8%	99.4%	99.6%	99.7%	99.9%	
		New Haven Line	AM Peak	99.8%	98.9%	98.9%	98.8%	99.0%
		PM Peak	99.8%	98.2%	99.3%	99.0%	99.6%	

Categories of Delay	2013 Data			2012 Data	
	November	December	YTD thru December	December	YTD thru December
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	1060	1727	13356	115	1865
Capital Projects	2	6	111	8	223
Maintenance of Equipment	118	269	2020	102	1527
Operations Services	31	87	395	25	208
Police Incidents	66	44	614	58	513
Other	2	6	240	8	223
Customers	94	158	843	53	546
3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	4	12	1	42
Weather and Environmental	438	173	1233	15	1029

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

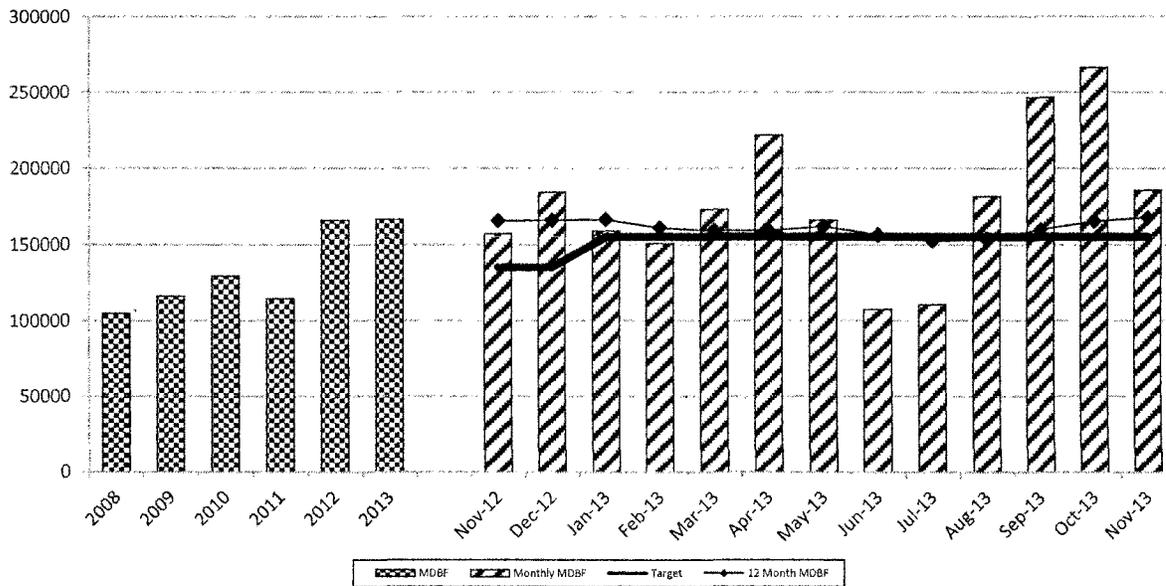
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL					
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term			
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
12/01	Sun	Service disruption on the Hudson Line due to the derailment of train 8808 at CP12.	0	0	0	0	0	0	0	0	0	0	0	0	5	56	21	5	56	21			
12/04	Wed	Residual delays due to the derailment on the Hudson Line at CP12.	12	6	0	5	0	0	5	0	0	14	0	0	0	0	0	36	6	0			
12/04	Wed	Delays due to track 2 out of service with M/W work from CP106 - CP5.	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	12	0	0			
12/04	Wed	Speed restrictions from CP10 to CP12 and MP69.5 to MP71.3, causing delays.	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	10	0	0			
12/06	Fri	Several NHL trains had grey Pantograph Data Screens with no pantograph information available, causing inspections and delays.	0	0	0	0	0	0	8	0	0	2	0	0	0	0	0	10	0	0			
12/09	Mon	Congestions due to 21 and 24 Switch failures.	4	0	0	0	0	0	0	0	0	10	0	0	0	0	0	14	0	0			
12/09	Mon	Speed restrictions at various locations, affecting service on all three (3) lines.	11	0	0	2	0	0	0	0	0	1	0	0	0	0	0	14	0	0			
12/10	Tue	Delays due to track 2 out of service with M/W work from CP106 - CP5.	12	0	0	0	0	0	5	0	0	7	0	0	0	0	0	24	0	0			
12/10	Tue	Speed restrictions at various locations, affecting service on all three (3) lines.	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0	0			
12/11	Wed	Track work at various locations on all three (3) lines.	7	0	0	1	0	0	8	0	0	8	0	0	0	0	0	24	0	0			
12/11	Wed	Speed restrictions at various locations, affecting service on all three (3) lines.	9	0	0	0	0	0	1	0	0	9	0	0	0	0	0	19	0	0			
12/12	Thr	Track work at various locations on all three (3) lines	31	0	0	3	0	0	2	0	0	27	0	0	0	0	0	63	0	0			
12/12	Thr	R1A track circuit was dropping intermittently at CP106, causing delays.	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0			
12/13	Fri	Congestion from CP5 - CP1 account 309B Switch out of service and Track 2 out of service from CP5 - CP106.	59	0	0	2	0	0	0	0	0	4	0	0	0	0	0	65	0	0			
12/13	Fri	The 309 Switch out of service at CP1, 5mph Speed Restriction in effect, causing delays.	0	0	0	0	0	0	11	0	0	37	0	0	0	0	0	48	0	0			
12/13	Fri	Track work at various locations on all three (3) lines.	13	0	0	0	0	0	0	0	0	12	0	0	0	0	0	25	0	0			
12/14	Sat	Slow loading at stations due to the weather conditions.	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0			
12/16	Mon	Speed restrictions at various locations, affecting service on all three (3) lines.	15	0	0	0	0	0	1	0	0	3	0	0	0	0	0	19	0	0			
12/17	Tue	Weather conditions affected Third Rail Burner west of Mount Vernon East Station on track 3 and the 31 Switch at CP217, unable to reverse.	0	0	0	0	0	0	24	1	0	16	2	0	0	0	0	40	3	0			

12/17	Tue	Congestion due to signals of trains ahead at various locations on the New Haven line.	4	0	0	2	0	0	0	0	0	4	0	0	0	0	0	10	0	0
12/18	Wed	Congestion due to signals of trains ahead at various locations affecting all three (3) lines.	7	0	0	1	0	0	2	0	0	11	0	0	0	0	0	21	0	0
12/18	Wed	Track work at various locations on all three (3) lines.	16	0	0	2	0	0	0	0	0	3	0	0	0	0	0	21	0	0
12/18	Wed	Door problems on several trains on all three (3) lines.	5	0	0	1	0	0	4	0	0	5	0	0	0	0	0	15	0	0
12/18	Wed	Speed restrictions at various locations, affecting service on all three (3) lines.	0	0	0	1	0	0	2	0	0	9	0	0	0	0	0	12	0	0
12/18	Wed	Switch failures at several locations on all three (3) lines.	6	0	1	2	0	0	0	0	0	3	0	0	0	0	0	11	0	1
12/18	Wed	Shortage of equipment on the Hudson Line due to brake issues with cab car of 205/6223.	7	1	0	2	0	0	0	0	0	0	0	0	0	0	0	9	1	0
12/19	Thr	Track work at various locations on all three (3) lines.	2	0	0	1	0	0	0	0	0	7	0	0	0	0	0	10	0	0
12/19	Thr	Speed restrictions at various locations, affecting service on all three (3) lines.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
12/20	Fri	Track work at various locations on all three (3) lines.	2	0	0	3	0	0	0	0	0	8	0	0	0	0	0	13	0	0
12/20	Fri	Speed restrictions at various locations, affecting service on all three (3) lines.	0	0	0	0	0	0	1	0	0	9	0	0	0	0	0	10	0	0
12/23	Mon	Track circuit 141 on Track 1 at 70th Street, the GE Track Circuit at CP1 and Third Rail Burner on Track 2 failed during the AM Peak period.	33	0	0	10	0	0	0	0	0	23	0	0	0	0	0	66	0	0
12/23	Mon	Train 512 disabled on Track 2 at 86th Street, unable to take power.	45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46	0	0
12/27	Fri	Due to DPU problems (Hudson and Lower Level) in the OCC, control was lost on the Lower Level and the Hudson Line from CP8 to CP75 from 19.16 to 19.44	0	0	0	0	0	0	10	0	0	3	0	0	0	0	0	13	0	0
TOTAL FOR MONTH			328	7	1	39	0	0	86	1	0	258	2	0	23	56	21	734	66	22
			822																	

	Equipment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Nov MDBF (miles)	Primary Failure Goal	Nov No of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No of Primary Failures	YTD MDBF thru Nov (miles)
Mean Distance Between Failures	M2	88	80,000	321,209	5	1	75,341	92,266	123,713	7	123,375
	M4/M6	96	60,000	44,960	6	8	36,079	45,523	32,328	14	68,980
	M8	284	240,000	253,542	7	7	190,859	229,175	139,301	7	122,198
	M3	140	130,000	309,075	2	1	197,237	253,922	144,536	2	506,923
	M7	336	450,000	387,073	4	5	534,893	682,470	1,762,323	1	719,702
	Coach	213	290,000	348,595	5	4	255,695	338,965	120,156	1	411,770
	P-32	31	35,000	32,108	5	6	25,683	31,609	44,889	4	35,975
	BL-20	12	12,000	13,060	3	2	11,644	13,326	19,314	1	10,265
	Fleet	1200	155,000	185,684	37	34	135,678	167,436	156,868	37	105,362
	M2/4/6/8		120,000	153,480	18	16	93,610	114,289	81,917	28	105,362
M3/7		310,000	374,073	6	6	430,103	551,282	683,799	3	682,153	
Diesel/Coach		120,000	134,429	13	12	105,682	131,804	243,171	6	137,622	

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	December	YTD thru December	December	YTD thru December
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%	92.0%	96.5%	97.4%	97.1%
		AM Peak	97.1%	92.2%	97.4%	98.1%	97.5%
		PM Peak	96.3%	93.0%	96.6%	97.2%	97.3%
		Total Peak	92.6%	97.0%	97.7%	97.4%	97.4%
		Off Peak Weekday	97.1%	90.4%	96.1%	98.1%	97.3%
		Weekend	97.3%	94.2%	96.8%	95.9%	96.4%
	Pascack Line	Overall	97.6%	94.3%	97.3%	97.5%	98.0%
	Valley Line	AM Peak	97.8%	97.6%	98.6%	98.0%	98.3%
		PM Peak	97.3%	95.9%	97.3%	97.0%	98.4%
		Total Peak	96.8%	98.0%	97.5%	98.4%	98.4%
		Off Peak Weekday	97.5%	92.9%	96.8%	97.8%	98.1%
		Weekend	97.8%	93.8%	97.1%	96.9%	97.5%
	Port Jervis Line	Overall	96.2%	88.5%	95.6%	97.2%	95.9%
		AM Peak	96.2%	84.9%	95.8%	98.2%	96.4%
		PM Peak	95.2%	89.6%	95.7%	97.4%	96.0%
	Total Peak	87.3%	95.7%	97.8%	96.2%	96.2%	
	Off Peak Weekday	96.5%	86.4%	95.0%	98.5%	96.3%	
	Weekend	96.5%	95.0%	96.4%	94.4%	94.5%	
Operating Statistics	Trains Scheduled		1,703	19,539	1,665	19,029	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		19.1	21.9	18.3	20.2	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	80	46	272	18	222	
	Trains Canceled		6	40	1	19	
	Trains Terminated		25	67	5	54	
	Percent of Scheduled Trips Completed	99.8%	98.2%	99.5%	99.6%	99.6%	

DECEMBER 2013 STANDEE REPORT

East of Hudson

			DEC 2012	YTD 2012	DEC 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	1	4	0	1
		Total Standees	1	4	0	1
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	49	21	42	24
		Total Standees	49	21	42	24
EAST OF HUDSON TOTAL - AM PEAK			50	25	42	25
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	3
		Total Standees	0	0	0	3
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	6	1	4	4
		Total Standees	6	1	4	4
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	45	12	33	20
		Total Standees	45	12	33	20
EAST OF HUDSON TOTAL - PM PEAK			51	13	37	27

West of Hudson

			DEC 2012	YTD 2012	DEC 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	14	3	0	0
		Total Standees	14	3	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			14	3	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	1	0	0
		Total Standees	0	1	0	0
WEST OF HUDSON TOTAL - PM PEAK			0	1	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.

The Year to Date averages for the New Haven Line do not include standees resulting from the Con Ed power failure between Sept. 25 and Oct. 4. If these standees are included, year to date New Haven Line standees are 66 for the AM Peak and 57 for the PM Peak.

Port Jervis Line November 2012 data based on restoration of train service effective November 19.

Pascack Valley November 2012 data based on restoration of train service effective November 13. Morning peak standees were only customers boarding in New Jersey.

East of Hudson November 2012 data based on full restoration of train service effective November 5.

Operations Planning and Analysis/pbb



Metro-North Railroad

Financial Report January 2014



FINANCIAL STATEMENTS

MONTH ENDED: NOVEMBER 30, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

November YTD financial results were favorable with a net operating deficit that was \$10.8 million or 1.8% lower than the Mid-Year Forecast. Through November, total Operating Revenue was \$6.8 million lower than the Mid-Year Forecast primarily due to lower farebox revenue. Operating expenses were \$17.6 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies, partially offset by higher overtime costs. 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.

Capital program expenditures (and reimbursements) were \$22.5 million lower than Forecast also due to revised timing of several projects (Mainline/High Speed Turnouts, NHL Change-out Shop, Cable Replacement and Track Program work).

Ridership

Total ridership was 6.7 million for November and 76.4 million YTD which was 0.3 million below the Mid-Year Forecast.

East of Hudson

- November ridership of 6.6 million was 2.2% lower than the Mid-Year Forecast and 9.0% higher than 2012.
- YTD ridership of 74.9 million was 0.4% lower than the Mid-Year Forecast and 1.0% above 2012.
- YTD Commutation ridership was higher than the Mid-Year Forecast by 0.3% and 0.6% lower for the month. Compared to 2012, YTD commutation ridership was 2.3% higher.
- Non-commutation ridership for November was 1.3% lower than the Mid-Year Forecast and 0.8% lower than 2012.

West of Hudson

- YTD ridership was 0.6% higher than the Mid-Year Forecast reflecting higher commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$760 million through November was \$29.3 million, or 3.7% lower than the Mid-Year Forecast.

- Farebox Revenue of \$563.9 million was \$7.7 million lower than the Mid-Year Forecast primarily due to credits to customers impacted by the Con Edison power failure on the New Haven Line and lower ridership from both the Con Edison power failure and the CSX derailment on the Hudson Line.
- Other Operating Revenue of \$58.1 million was \$0.9 million above the Mid-Year Forecast primarily due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$138 million was \$22.5 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$1,357.9 million through November were \$40.1 million (2.9%) lower than the Mid-Year Forecast:

- \$30.5 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 \$1.3 million (0.2%) 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 69.1% through November was 1.2 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.36 for the period was \$0.28 lower than the Forecast also due to the overall lower expenses.
- Revenue per Passenger of \$7.62 for the period was on target to the Forecast.

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

REVENUE

Total Revenue and reimbursements were \$29.3 million (3.7%) lower than the Mid-Year Forecast through November:

- **Farebox Revenue** – year-to-date and the month were lower than the Mid-Year Forecast by \$7.7 million and \$6.2 million, respectively, primarily due to credits to customers impacted by the Con Edison power failure on the New Haven Line and lower ridership from both the Con Edison power failure and the CSX derailment on the Hudson Line.
- **Other Operating Revenue** – year-to-date and the month were above the Mid-Year Forecast by \$0.9 million and \$0.8 million, respectively due primarily to higher net GCT retail revenue.
- **Capital and Other Reimbursements** – YTD and the month were lower versus the Mid-Year Forecast by \$22.5 and \$2.2 million, respectively, due to changes in the timing of several projects (Mainline/High Speed Turnouts, Overhead Bridge Program, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$1,357.9 million were \$40.1 million (2.9%) lower than the Mid-Year Forecast. For the month, expenses were \$6.8 million (5.2%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$768.6 million YTD. This was \$1.3 million (0.2%) above the Mid-Year Forecast due to higher overtime requirements and related fringe costs primarily due to the Right-of-Way improvement program work, partly offset by vacancies. For the month, labor expenses were \$2.6 million lower than the Mid-Year Forecast.

Non-Labor Expenses

YTD non-labor expenses were \$322.3 million, \$30.5 million lower than the Mid-Year Forecast and \$2.2 million lower for the month:

- **Electric Power** – \$4.0 million lower year-to-date due to lower rates. For the month, expenses were \$0.1 million higher than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$9.0 million lower year-to-date than the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs, locomotive overhaul costs and utilities payments) and timing of reimbursable projects. These decreases are offset by service and equipment costs to support the Right-of-Way Infrastructure Improvement project. For the month, these costs were \$0.6 million lower than the Mid-Year Forecast.
- **Professional Services** – \$10.2 million below the Mid-Year Forecast year-to-date primarily due to lower IT related work, legal fees, advertising, and reimbursable projects. For the month, expenses were \$1.2 million lower than the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$8.8 million below the Mid-Year Forecast due to timing differences in reimbursable capital projects and an inventory valuation adjustment. For the month, expenses were \$0.5 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – year-to-date expenditures were \$0.5 million above the Mid-Year Forecast due to a reclassification of Materials & Supplies expense for a reimbursable capital project. For the month, expenses were \$0.3 million lower than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$267.1 million year-to-date (\$23.4 million for the month), which was \$10.9 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 November was \$317.8 million, which is \$22.8 million favorable to the Mid-Year Forecast. This is essentially due to \$30.3 million in lower actual cash disbursements, a function of overall lower expenses, partly offset by \$7.5 million in lower receipts due to lower passenger revenues, revenue pass-throughs and capital reimbursements.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	\$54.390	\$48.205	(\$6.185)	(11.4)	\$0.000	\$0.000	\$0.000	-	\$54.390	\$48.205	(\$6.185)	(11.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.091	5.920	0.829	16.3	0.000	0.000	0.000	-	5.091	5.920	0.829	16.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.656	6.549	(4.107)	(38.5)	10.656	6.549	(4.107)	(38.5)
CDOT	0.000	0.000	0.000	-	3.662	5.326	1.664	45.4	3.662	5.326	1.664	45.4
Other	0.000	0.000	0.000	-	1.197	1.447	0.249	20.8	1.197	1.447	0.249	20.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.515	13.322	(2.193)	(14.1)	15.515	13.322	(2.193)	(14.1)
Total Revenue/Receipts	\$59.481	\$54.125	(\$5.356)	(9.0)	\$15.515	\$13.322	(\$2.193)	(14.1)	\$74.996	\$67.447	(\$7.549)	(10.1)
Expenses												
<i>Labor:</i>												
Payroll	\$34.986	\$33.171	\$1.815	5.2	\$3.502	\$2.990	\$0.513	14.6	\$38.488	\$36.160	\$2.328	6.0
Overtime	5.133	5.762	(0.629)	(12.3)	1.312	1.318	(0.006)	(0.4)	6.446	7.080	(0.635)	(9.8)
Health and Welfare	7.441	8.153	(0.712)	(9.6)	1.173	0.997	0.176	15.0	8.614	7.150	1.465	17.0
OPEB Current Payment	2.000	1.843	0.157	7.8	0.000	0.000	0.000	-	2.000	1.843	0.157	7.8
Pensions	6.438	6.530	(0.092)	(1.4)	0.729	0.630	0.099	13.5	7.167	7.160	0.007	0.1
Other Fringe Benefits	8.161	8.876	(0.714)	(8.8)	0.825	0.731	0.094	11.4	8.986	9.607	(0.621)	(6.9)
Reimbursable Overhead	(3.739)	(2.913)	(0.826)	(22.1)	3.559	2.826	0.733	20.6	(0.180)	(0.087)	(0.093)	(51.8)
Total Labor	\$60.421	\$59.421	\$0.999	1.7	\$11.101	\$9.493	\$1.609	14.5	\$71.522	\$68.914	\$2.608	3.6
<i>Non-Labor:</i>												
Electric Power	\$6.493	\$6.550	(\$0.057)	(0.9)	\$0.000	\$0.005	(\$0.005)	-	\$6.493	\$6.555	(\$0.062)	(1.0)
Fuel	2.421	2.645	(0.225)	(9.3)	0.000	0.000	0.000	-	2.421	2.645	(0.225)	(9.3)
Insurance	1.262	1.371	(0.110)	(8.7)	0.260	0.232	0.027	10.5	1.521	1.604	(0.083)	(5.4)
Claims	0.041	0.031	0.010	24.4	0.000	0.000	0.000	-	0.041	0.031	0.010	24.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.097	7.106	0.991	12.2	2.546	2.960	(0.414)	(16.3)	10.643	10.066	0.577	5.4
Professional Service Contracts	2.913	2.208	0.706	24.2	0.552	0.100	0.452	81.9	3.466	2.308	1.158	33.4
Materials & Supplies	6.065	6.142	(0.077)	(1.3)	1.018	0.430	0.588	57.7	7.083	6.572	0.511	7.2
Other Business Expenses	2.142	1.775	0.367	17.1	0.037	0.101	(0.064)	*	2.179	1.876	0.303	13.9
Total Non-Labor	\$29.433	\$27.828	\$1.605	5.5	\$4.414	\$3.829	\$0.584	13.2	\$33.846	\$31.657	\$2.189	6.5
<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 Adjs.	\$89.853	\$87.249	\$2.604	2.9	\$15.515	\$13.322	\$2.193	14.1	\$105.368	\$100.571	\$4.797	4.6
Depreciation	20.665	18.618	2.046	9.9	0.000	0.000	0.000	-	20.665	18.618	2.046	9.9
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	\$115.293	\$110.643	\$4.650	4.0	\$15.515	\$13.322	\$2.193	14.1	\$130.808	\$123.965	\$6.843	5.2
Net Surplus/(Deficit)	(\$55.812)	(\$56.518)	(\$0.706)	(1.3)	\$0.000	\$0.000	\$0.000	-	(\$55.812)	(\$56.518)	(\$0.706)	(1.3)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.665	18.618	(2.046)	(9.9)	0.000	0.000	0.000	-	20.665	18.618	(2.046)	(9.9)
Operating/Capital	(3.815)	(1.908)	1.907	50.0	0.000	0.000	0.000	-	(3.815)	(1.908)	1.907	50.0
Other Cash Adjustments	11.108	(4.342)	(15.450)	*	0.000	0.000	0.000	-	11.108	(4.342)	(15.450)	*
Total Cash Conversion Adjustments	\$27.958	\$12.369	(\$15.589)	(55.8)	\$0.000	\$0.000	\$0.000	-	\$27.958	\$12.369	(\$15.589)	(55.8)
Net Cash Surplus/(Deficit)	(\$27.854)	(\$44.149)	(\$16.295)	(58.5)	\$0.000	\$0.000	\$0.000	-	(\$27.854)	(\$44.149)	(\$16.295)	(58.5)

- 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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	\$571.650	\$563.939	(\$7.711)	(1.3)	\$0.000	\$0.000	\$0.000	-	\$571.650	\$563.939	(\$7.711)	(1.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	57.167	58.076	0.909	1.6	0.000	0.000	0.000	-	57.167	58.076	0.909	1.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	96.328	72.640	(23.688)	(24.6)	96.328	72.640	(23.688)	(24.6)
CDOT	0.000	0.000	0.000	-	51.256	54.666	3.411	6.7	51.256	54.666	3.411	6.7
Other	0.000	0.000	0.000	-	12.945	10.699	(2.246)	(17.4)	12.945	10.699	(2.246)	(17.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	160.529	138.005	(22.524)	(14.0)	160.529	138.005	(22.524)	(14.0)
Total Revenue/Receipts	\$628.817	\$622.015	(\$6.802)	(1.1)	\$160.529	\$138.005	(\$22.524)	(14.0)	\$789.346	\$760.020	(\$29.325)	(3.7)
Expenses												
<i>Labor</i>												
Payroll	\$378.195	\$373.389	\$4.806	1.3	\$36.996	\$34.173	\$2.823	7.6	\$415.191	\$407.562	\$7.629	1.8
Overtime	51.403	60.984	(9.581)	(18.6)	14.991	15.067	(0.076)	(0.5)	66.393	76.051	(9.658)	(14.5)
Health and Welfare	83.695	84.209	(0.513)	(0.6)	12.393	11.323	1.070	8.6	96.088	95.531	0.557	0.6
OPEB Current Payment	19.000	19.676	(0.676)	(3.6)	0.000	0.000	0.000	-	19.000	19.676	(0.676)	(3.6)
Pensions	68.200	68.943	(0.742)	(1.1)	7.463	6.796	0.666	8.9	75.663	75.739	(0.076)	(0.1)
Other Fringe Benefits	87.192	86.757	0.435	0.5	9.143	8.721	0.422	4.6	96.335	95.479	0.857	0.9
Reimbursable Overhead	(39.500)	(33.534)	(5.966)	(15.1)	38.073	32.056	6.017	15.8	(1.427)	(1.477)	0.050	3.5
Total Labor	\$648.186	\$660.424	(\$12.238)	(1.9)	\$119.058	\$108.137	\$10.922	9.2	\$767.244	\$768.561	(\$1.317)	(0.2)
<i>Non-Labor</i>												
Electric Power	\$74.323	\$70.091	\$4.233	5.7	\$0.000	\$0.211	(\$0.211)	-	\$74.323	\$70.301	\$4.022	5.4
Fuel	25.156	26.803	(1.646)	(6.5)	0.000	0.000	0.000	-	25.156	26.803	(1.646)	(6.5)
Insurance	13.208	13.001	0.207	1.6	2.976	2.743	0.233	7.8	16.184	15.744	0.440	2.7
Claims	0.390	0.304	0.086	22.1	0.000	0.000	0.000	-	0.390	0.304	0.086	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	85.739	78.830	6.910	8.1	15.113	12.977	2.135	14.1	100.852	91.807	9.045	9.0
Professional Service Contracts	26.452	19.216	7.235	27.4	7.353	4.344	3.009	40.9	33.805	23.561	10.244	30.3
Materials & Supplies	59.823	58.361	1.462	2.4	15.391	8.037	7.354	47.8	75.213	66.398	8.816	11.7
Other Business Expenses	26.217	25.779	0.438	1.7	0.638	1.555	(0.917)	*	26.855	27.334	(0.479)	(1.8)
Total Non-Labor	\$311.309	\$292.385	\$18.924	6.1	\$41.470	\$29.867	\$11.603	28.0	\$352.779	\$322.252	\$30.527	8.7
<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.	\$959.495	\$952.809	\$6.686	0.7	\$160.529	\$138.004	\$22.525	14.0	\$1,120.023	\$1,090.813	\$29.211	2.6
Depreciation	217.924	207.852	10.072	4.6	0.000	0.000	0.000	-	217.924	207.852	10.072	4.6
OPEB Obligation	57.294	57.294	0.000	0.0	0.000	0.000	0.000	-	57.294	57.294	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	\$1,237.485	\$1,219.883	\$17.601	1.4	\$160.529	\$138.004	\$22.525	14.0	\$1,398.013	\$1,357.887	\$40.126	2.9
Net Surplus/(Deficit)	(\$608.668)	(\$597.868)	\$10.800	1.8	\$0.000	\$0.001	\$0.001	-	(\$608.668)	(\$597.867)	\$10.801	1.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	217.924	207.852	(10.072)	(4.6)	0.000	0.000	0.000	-	217.924	207.852	(10.072)	(4.6)
Operating/Capital	(31.093)	(15.874)	(15.219)	48.9	0.000	0.000	0.000	-	(31.093)	(15.874)	(15.219)	48.9
Other Cash Adjustments	81.161	88.043	6.883	8.5	0.000	0.000	0.000	-	81.161	88.043	6.883	8.5
Total Cash Conversion Adjustments	\$267.993	\$280.022	\$12.029	4.5	\$0.000	\$0.000	\$0.000	-	\$267.993	\$280.022	\$12.029	4.5
Net Cash Surplus/(Deficit)	(\$340.675)	(\$317.846)	\$22.829	6.7	\$0.000	\$0.001	\$0.001	-	(\$340.675)	(\$317.845)	\$22.830	6.7

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

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 NOVEMBER 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
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$6.185)	(11.4%)	Reflects fare credits for customers impacted by the Con Edison power failure and lower ridership across all lines.	(\$7.711)	(1.3%)	
OTHER OPERATING REVENUE	Non-Reimb	\$0.829	16.3%	Primarily reflects higher net GCT retail revenue and higher advertising revenue.	\$0.909	1.6%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.193)	(14.1%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$22.524)	(14.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$1.815	5.2%	Primarily due to vacancies.	\$4.806	1.3%	Reflects timing of expenditures for the Mainline High Speed Turnouts, C-29 and Replace/Repair Undergrade Bridge and lower than projected positions in Capital Administration.
	Reimb	\$0.513	14.6%	Reflects timing of expenditures for the 2013 Cyclical Track Program, MainLine/Highspeed Turnouts and the Replace/Repair Undergrade Bridges.	\$2.823	7.6%	
OVERTIME	Non-Reimb	(\$0.629)	(12.3%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program, station enhancements and rail testing and timing differences related to payroll and calendar cutoff dates.	(\$9.581)	(18.6%)	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.
HEALTH AND WELFARE	Non-Reimb	\$1.289	17.3%	Primarily reflects an adjustment to reduce anticipated overaccrual of fringe costs.	(\$0.513)	(0.6%)	Reflects lower project activity.
	Reimb	\$0.176	15.0%	Reflects lower project activity.	\$1.070	8.6%	
OPEB CURRENT PAYMENT	Non-Reimb	\$0.157	7.8%	Primarily reflects an adjustment to reduce anticipated overaccrual of fringe costs.	(\$0.676)	(3.6%)	
PENSIONS	Reimb	\$0.099	13.5%	Reflects lower project activity.	\$0.666	8.9%	Reflects lower project activity.

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
NOVEMBER 2013
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.714)	(8.8%)	Primarily reflects higher employee claim payments.	\$0.435	0.5%	
	Reimb	\$0.094	11.4%	Reflects rate differentials and project adjustments.	\$0.422	4.6%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.826)	(22.1%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, Track Programs, Cos Cob West Substation, New Haven Rail Yard Change-out Shop and Overhead Bridge Program.	(\$5.966)	(15.1%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, New Haven Rail Yard Change-out Shop, Cable Replacement Projects, Track Programs and Overhead Bridge Program.
	Reimb	\$0.733	20.6%	Reflects lower project activity.	\$6.017	15.8%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	(\$0.057)	(0.9%)		\$4.233	5.7%	Primarily due to lower rates on the New Haven Line.
FUEL	Non-Reimb	(\$0.225)	(9.3%)	Primarily due to higher rates.	(\$1.646)	(6.5%)	Due to higher rates and cooler temperatures during spring.
INSURANCE	Non-Reimb	(\$0.110)	(8.7%)	Higher liability insurance expense for the month.	\$0.207	1.6%	
	Reimb	\$0.027	10.5%	Reflects lower project activity.	\$0.233	7.8%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.010	24.4%	Primarily due to the timing of claims expense.	\$0.086	22.1%	Primarily due to the timing of claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.991	12.2%	Primarily reflects the timing of expenses for maintenance contracts and GCT utilities.	\$6.910	8.1%	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 and MTA police services.
	Reimb	(\$0.414)	(16.3%)	Reflects higher than anticipated activity on the Cos Cob West Substation and the Hurricane Sandy - Tree Removal project partially offset by delay on the Mainline/Highspeed Turnouts and the West of Hudson Track Program.	\$2.135	14.1%	Reflects lower activity on the West of Hudson Track Program.

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
 NOVEMBER 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
		\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.706	24.2%	Favorable variance primarily reflects the timing of expenses for IT costs and outside training.	\$7.235	27.4%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, medical services, and outside training.
	Reimb	\$0.452	81.9%	Reflects lower than anticipated activity on the NHL- EMU Fleet Replacement project and the delay of the Overhead Bridge Program - EOFH and 2013 Cyclical Track Program and the prior year correction on the Substation Tagging Relay Program.	\$3.009	40.9%	Reflects delay on the Overhead Bridge Program - EOFH and the Stamford Station Real-Time Information System.
MATERIAL AND SUPPLIES	Reimb	\$0.588	57.7%	Reflects delay on the NH Rail Yard - Component Out Shop, Bronx Stations/Capacity Imp. and the 2013 Cyclical Track Program.	\$7.354	47.8%	Reflects delay on the NH Rail Yard - Component Change out Shop, Replace Fiber/C&S Cables, Bronx Stations Capacity IMP, 2013 Cyclical Track Program, NH Branch Line Grade Xing Imp., 2012 Cyclical Track Program and the West of Hudson Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.367	17.1%	Reflects lower NJT Subsidy payments for the month.	\$0.438	1.7%	
	Reimb	\$0.064	*	Reflects insignificant variances on several other projects.	\$0.917	*	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.
DEPRECIATION	Non-Reimb	\$2.046	9.9%	Timing of capitalization of assets.	\$10.072	4.6%	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-Reimb	\$1.907	50.0%	Reflects lower activity during the period on the GCT Escalators Heavy Repair And Maintenance, Snowmelter Cabinets, Vehicle Fleet Replacement, Locomotive Overhaul FOR 6 GP 35 Locos, and Cellular LCD Station Displays projects, partially offset by the Penta PA Upgrade project.	\$15.219	48.9%	Reflects lower activity during the period on the Vehicle Fleet Replacement, GCT Cooling Towers Rehabilitation, Repair Third Rail Fire Alarm System in Park Ave Tunnel, Snowmelter Cabinets, GCT Escalators Heavy Repair And Maintenance, Ticket Vending Machines Upgrade, WHO Improvements, Replace Raitop Culverts, and Cellular LCD Station Displays projects.

* Variance exceeds 100%.

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

	November						November Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service ¹	51,754	\$2.9	44,280	\$2.3	7,473 14.4%	\$0.6 20.0%	457,372	\$25.0	481,965	\$25.3	(24,593) -5.4%	(\$0.4) -1.4%
Unscheduled Service	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	1,358	\$0.1	(1,358)	(\$0.1)
Programmatic/Routine Maintenance	17,392	\$0.8	37,713	\$1.8	(20,321) *	(\$1.0) *	207,978	\$9.8	337,641	\$16.2	(129,663) -62.3%	(\$6.4) -65.1%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	10,405	\$0.5	13,528	\$0.7	(3,123) -30.0%	(\$0.2) -44.3%
Vacancy/Absentee Coverage ²	16,815	\$0.7	21,115	\$1.0	(4,300) -25.6%	(\$0.2) -32.6%	171,829	\$7.5	209,215	\$9.4	(37,387) -21.8%	(\$1.9) -25.2%
Weather Emergencies	9,781	\$0.5	13,374	\$0.6	(3,592) -36.7%	(\$0.2) -37.6%	129,835	\$6.2	141,027	\$6.8	(11,192) -8.6%	(\$0.6) -10.1%
Safety/Security/Law Enforcement ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Other ⁴	6,818	\$0.3	5,635	\$0.0	1,183 17.3%	\$0.2 84.2%	57,297	\$2.4	53,687	\$2.4	3,611 6.3%	(\$0.0) -0.2%
Subtotal	102,560	\$5.1	122,117	\$5.8	(19,557) -19.1%	(\$0.6) -12.2%	1,034,715	\$51.4	1,238,421	\$61.0	(203,706) -19.7%	(\$9.6) -18.6%
REIMBURSABLE OVERTIME	25,109	\$1.3	22,853	\$1.3	2,256 9.0%	(\$0.0) -0.4%	301,431	\$15.0	316,089	\$15.1	(14,658) -4.9%	(\$0.1) -0.5%
TOTAL OVERTIME	127,670	\$6.4	144,970	\$7.1	(17,301) -13.6%	(\$0.6) -9.8%	1,336,147	\$66.4	1,554,511	\$76.1	(218,364) -16.3%	(\$9.7) -14.5%

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)

	#REF1			#REF1		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	7,473	\$0.6		(24,593)	(\$0.4)	Increased overtime required for service coverage in April due to service investment and for New Haven Line derailment service restoration in May.
	14.4%	20.0%		-5.4%	-1.4%	
<u>Unscheduled Service</u>	0	\$0.0		(1,358)	(\$0.1)	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(20,321)	(\$1.0)	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.	(129,663)	(\$6.4)	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.
	-	-		-62.3%	-65.1%	
<u>Unscheduled Maintenance</u>	0	\$0.0		(3,123)	(\$0.2)	
	-	-		-30.0%	-44.3%	
<u>Vacancy/Absentee Coverage</u> ²	(4,300)	(\$0.2)		(37,387)	(\$1.9)	Incremental coverage for ongoing training efforts in MoE.
	-25.6%	-32.6%		-21.8%	-25.2%	
<u>Weather Emergencies</u>	(3,592)	(\$0.2)		(11,192)	(\$0.6)	
	-36.7%	-37.6%		-8.6%	-10.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	1,183	\$0.2	Reflects timing differences related to payroll and calendar cutoff dates.	3,611	(\$0.0)	Reflects timing differences related to payroll and calendar cutoff dates.
	17.3%	84.2%		6.3%	-0.2%	
Subtotal	(19,557)	(\$0.6)		(203,706)	(\$9.6)	
	-19.1%	-12.2%		-19.7%	-18.6%	
REIMBURSABLE OVERTIME	2,256	(\$0.0)		(14,658)	(\$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.
	9.0%	-0.4%		-4.9%	-0.5%	
TOTAL OVERTIME	(17,301)	(\$0.6)		(218,364)	(\$9.7)	

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

	November 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$53.839	\$47.656	(\$6.183)	(11.5)	\$577.102	\$573.546	(\$3.556)	(0.6)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.023	3.711	(2.312)	(38.4)	71.178	71.587	0.409	0.6
<i>Capital & Other Reimbursements:</i>								
MTA	11.542	7.404	(4.138)	(35.9)	86.027	74.142	(11.885)	(13.8)
CDOT	3.908	5.760	1.852	47.4	50.553	54.534	3.981	7.9
Other	1.116	0.898	(0.218)	(19.5)	18.977	22.541	3.564	18.8
Total Capital and Other Reimbursements	16.566	14.062	(2.504)	(15.1)	155.557	151.217	(4.340)	(2.8)
Total Receipts	\$76.428	\$65.429	(\$10.999)	(14.4)	\$803.837	\$796.350	(\$7.487)	(0.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$38.527	\$36.203	\$2.324	6.0	\$422.239	\$407.094	\$15.145	3.6
Overtime	5.671	6.900	(1.229)	(21.7)	67.854	77.266	(9.412)	(13.9)
Health and Welfare	6.541	15.477	(8.936)	*	92.933	99.706	(6.773)	(7.3)
OPEB Current Payment	2.000	2.277	(0.277)	(13.9)	19.000	20.394	(1.394)	(7.3)
Pensions	7.034	6.976	0.058	0.8	60.676	60.316	0.360	0.6
Other Fringe Benefits	8.262	9.212	(0.950)	(11.5)	98.765	97.304	1.461	1.5
Total Labor	\$68.035	\$77.045	(\$9.010)	(13.2)	\$761.467	\$762.080	(\$0.613)	(0.1)
<i>Non-Labor:</i>								
Electric Power	\$6.898	\$4.103	\$2.795	40.5	\$72.361	\$65.515	\$6.846	9.5
Fuel	1.971	1.789	0.182	9.2	21.973	21.811	0.162	0.7
Insurance	0.444	0.000	0.444	100.0	14.309	15.893	(1.584)	(11.1)
Claims	0.047	0.167	(0.120)	*	0.633	1.198	(0.565)	(89.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.140	7.840	2.300	22.7	105.590	85.265	20.325	19.2
Professional Service Contracts	3.430	5.879	(2.449)	(71.4)	35.361	26.794	8.567	24.2
Materials & Supplies	9.331	9.243	0.088	0.9	88.016	88.798	(0.782)	(0.9)
Other Business Expenditures	3.986	3.512	0.474	11.9	44.802	46.841	(2.039)	(4.6)
Total Non-Labor	\$36.247	\$32.533	\$3.714	10.2	\$383.045	\$352.115	\$30.930	8.1
<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	\$104.282	\$109.578	(\$5.296)	(5.1)	\$1,144.512	\$1,114.195	\$30.317	2.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$27.854)	(\$44.149)	(\$16.295)	(58.5)	(\$340.675)	(\$317.845)	\$22.830	6.7
Subsidies								
MTA	20.007	47.232	27.225	*	260.654	249.958	(10.696)	(4.1)
CDOT	7.847	0.983	(6.864)	(87.5)	79.161	70.838	(8.323)	(10.5)
Total Subsidies	\$27.854	\$48.215	\$20.361	73.1	\$339.815	\$320.796	(\$19.019)	(5.6)
Cash Timing and Availability Adjustment	\$0.000	(\$4.066)	(\$4.066)	-	\$0.777	(\$3.034)	(\$3.811)	*

-- 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	November, 2013			Year-To-Date as of November 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(6.183)	(11.5%)	Lower revenues from fare credits provided to customers impacted from the Con Ed power failure on the NHL, as well as lower ridership, and receipt timing differences.			
OTHER REVENUE	(2.312)	(38.4%)	Timing differences for net GCT revenue, partially offset by higher miscellaneous receipts.			
CAPITAL AND OTHER REIMBURSEMENTS: MTA	(4.138)	(35.9%)	Lower project activity, partially offset by timing difference in receipts.	(11.885)	(13.8%)	Primarily lower activity.
CDOT	1.852	47.4%	Primarily due to higher project activity.	3.981	7.9%	Higher project activity for the period.
OTHER	(0.218)	(19.5%)	Slightly lower project activity.	3.564	18.8%	Receipt timing differences (Primarily Con Ed vault repairs), and Venzon cellular installation at GCT.
PAYROLL	2.324	6.0%	Primarily due to vacancies and delayed hiring, as well as payment timing for both non-agreement and agreement wage increases.	15.145	3.6%	Primarily due to higher vacancies than forecast and delayed hiring to fill retiree positions, and payment timing for both management and agreement wage increases.
OVERTIME	(1.229)	(21.7%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, increased flagging, and vacancy coverage.	(9.412)	(13.9%)	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	(8.936)	*	Higher NYSHIP/Empire Plan and MetLife payments in the month.	(6.773)	(7.3%)	Timing in payments for NYSHIP/Empire Plan and MetLife payments.
OPEB CURRENT PAYMENT	(0.277)	(13.9%)	Higher payment for retiree health costs in the month.	(1.394)	(7.3%)	Timing in payment for retiree health costs.
OTHER FRINGE BENEFITS	(0.950)	(11.5%)	Higher payments for employee injury claims (\$0.9m).			
ELECTRIC POWER	2.795	40.5%	Primarily timing in payments for New Haven Line and Harlem/Hudson Line power.	6.846	9.5%	A timing difference in payments for New Haven Line power, 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	0.182	9.2%	Payment timing difference for both revenue and non-revenue fuel.			

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	November, 2013			Year-To-Date as of November 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.444	100.0%	Payment timing difference for automobile insurance.	(1.584)	(11.1%)	Primarily due to payment timing for catastrophic bond coverage and force account insurance, partially offset by lower premiums for station liability and property insurance.
CLAIMS	(0.120)	*	Nothing material to report.	(0.565)	(89.3%)	Higher non-employee injury settlements for the period.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.300	22.7%	Timing in payments for office space leases, steam and gas utilities, security services, and other miscellaneous services, as well as lower payments in the month for capital project activity (West of Hudson track improvements, Vehicle Replacement program), partially offset by higher payments in the month for Maintenance of Way areas of poor drainage repairs.	20.325	19.2%	Timing in payments for capital related projects (GCT Cooling Tower Rehabilitation, West of Hudson improvements, highway vehicle replacement program, ferry service operations), as well as MTA Police Services, revenue vehicle maintenance & repairs, and lower expenditures for commissary supplies, safety equipment & supplies, utilities, and various other operating and capital contract services.
PROFESSIONAL SERVICE CONTRACTS	(2.449)	(71.4%)	Payment timing difference for NHL BSC costs, and other various expenses.	8.567	24.2%	Timing difference for engineering services, I.T. hardware and services, outside audit, and lower outside training, legal fees, as well as lower capital project expenditures (EoH Overhead Bridge Program and others), partially offset by higher payments in the period for NHL BSC costs, and other miscellaneous payments.
OTHER BUSINESS EXPENSES	0.474	11.9%	Lower miscellaneous payments in the month.			
MTA SUBSIDY RECEIPTS	27.225	*	Higher subsidy draw primarily due to a higher net cash deficit in the month, lower CDOT subsidy payments, and the change in available bank balance.	(10.696)	(4.1%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by lower CDOT subsidy payments, and the change in available bank balance.
CDOT SUBSIDY RECEIPTS	(6.864)	(87.5%)	Payment timing difference .	(8.323)	(10.5%)	Primarily payment timing difference.
TOTAL SUBSIDY RECEIPTS	20.361	73.1%		(19.019)	(5.6%)	

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

	November 2013				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.551)	(\$0.549)	\$0.002	0.3	\$5.452	\$9.607	\$4.155	76.2
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.932	(2.209)	(3.141)	*	14.011	13.511	(0.500)	(3.6)
<i>Capital & Other Reimbursements</i>		0.000			0.000	0.000		
MTA	0.886	0.855	(0.031)	(3.5)	(10.301)	1.502	11.803	*
CDOT	0.246	0.434	0.188	76.3	(0.703)	(0.132)	0.570	81.2
Other	(0.081)	(0.549)	(0.467)	*	6.032	11.842	5.810	96.3
Total Capital and Other Reimbursements	1.051	0.740	(0.311)	(29.6)	(4.972)	13.212	18.184	*
Total Revenue/Receipts	\$1.432	(\$2.018)	(\$3.450)	*	\$14.491	\$36.330	\$21.838	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.039)	(\$0.043)	(\$0.004)	(9.7)	(\$7.048)	\$0.468	\$7.516	*
Overtime	0.775	0.180	(0.594)	(76.7)	(1.461)	(1.215)	0.246	16.8
Health and Welfare	2.073	(8.327)	(10.401)	*	3.155	(4.175)	(7.330)	*
OPEB Current Payment	0.000	(0.434)	0.000		0.000	(0.718)	(0.718)	-
Pensions	0.133	0.184	0.051	38.6	14.987	15.423	0.436	2.9
Other Fringe Benefits	0.724	0.395	(0.329)	(45.5)	(2.430)	(1.825)	0.604	24.9
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.180)	(0.087)	0.093	51.8	(1.427)	(1.477)	(0.050)	(3.5)
Total Labor	\$3.487	(\$8.131)	(\$11.618)	*	\$5.777	\$6.481	\$0.704	12.2
<i>Non-Labor:</i>								
Electric Power	(\$0.405)	\$2.452	\$2.857	*	\$1.962	\$4.786	\$2.824	*
Fuel	0.450	0.856	0.407	90.4	3.183	4.992	1.808	56.8
Insurance	1.077	1.604	0.527	48.9	1.875	(0.149)	(2.024)	*
Claims	(0.006)	(0.136)	(0.130)	*	(0.243)	(0.894)	(0.651)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.503	2.226	1.723	*	(4.738)	6.542	11.280	*
Professional Service Contracts	0.036	(3.571)	(3.607)	*	(1.556)	(3.233)	(1.677)	*
Materials & Supplies	(2.248)	(2.671)	(0.423)	(18.8)	(12.803)	(22.400)	(9.598)	(75.0)
Other Business Expenses	(1.807)	(1.636)	0.171	9.5	(17.947)	(19.507)	(1.560)	(8.7)
Total Non-Labor	(\$2.401)	(\$0.876)	\$1.525	63.5	(\$30.266)	(\$29.863)	\$0.403	1.3
<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.	\$1.086	(\$9.007)	(\$10.093)	*	(\$24.489)	(\$23.382)	\$1.106	4.5
Depreciation	20.665	18.618	(2.046)	(9.9)	217.924	207.852	(10.072)	(4.6)
OPEB Obligation	4.776	4.776	0.000	0.0	57.294	57.294	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	2.771	1.927	(0.844)	30.4
Total Expenditures Adjustments	\$26.526	\$14.387	(\$12.139)	(45.8)	\$253.501	\$243.692	(\$9.809)	(3.9)
Total Cash Conversion Adjustments	\$27.958	\$12.369	(\$15.589)	(55.8)	\$267.993	\$280.022	\$12.029	4.5

-- 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)

	Month of November		Variance		Year-to-Date November		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.345	\$15.975	(\$0.369)	-2.3	\$172.117	\$172.010	(\$0.107)	-0.1
Hudson Line	\$12.009	\$11.725	(\$0.284)	-2.4	\$126.004	\$124.928	(\$1.076)	-0.9
New Haven Line	\$25.996	\$21.018	(\$4.977)	-19.1	\$273.097	\$267.130	(\$5.967)	-2.2
Total Farebox Revenue	\$54.350	\$48.718 ⁽¹⁾	(\$5.631)	-10.4	\$571.218	\$564.068 ⁽¹⁾	(\$7.150)	-1.3
<u>Ridership</u>								
Harlem Line	2.216	2.161	(0.055)	-2.5	24.662	24.646	(0.016)	-0.1
Hudson Line	1.306	1.281	(0.025)	-1.9	14.675	14.622	(0.053)	-0.4
New Haven Line	3.241	3.173 ⁽²⁾	(0.068)	-2.1	35.902	35.666 ⁽²⁾	(0.236)	-0.7
Total Ridership East of Hudson	6.763	6.615	(0.148)	-2.2	75.240	74.934	(0.305)	-0.4
West of Hudson	0.128	0.123	(0.005)	-3.7	1.432	1.441	0.009	0.6
Total Ridership	6.891	6.738	(0.153)	-2.2	76.671	76.375	(0.296)	-0.4

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.036 million for the month and \$0.420 million year-to-date.

(2) New Haven Line ticket and ridership totals include 19,459 monthly and 1,064 weekly ticket exchanges during October and November for customers impacted by the ConEdison service disruption.

East of Hudson:

Year-to-date ridership of 74.9 million was 0.4% lower to the Mid-Year Forecast and 1.0% higher than 2012. For the month, ridership of 6.6 million was 2.2% lower than the Mid-Year Forecast and 9.0% higher than November 2012. The New Haven Line was 0.7% unfavorable to the Mid-Year Forecast for the period as a result of the service disruptions during the year. The Harlem Line was 0.1% unfavorable, and the Hudson line was unfavorable by 0.4% unfavorable due to the service disruption in July as a result of the CSX freight train derailment and the November Spuyten Duyvil derailment. The estimated ridership loss due to these incidents were 90,000 and 40,000 respectively.

Commutation ridership was 0.3% higher year-to-date and 0.6% lower for the month vs. the Mid-Year Forecast. Compared to November 2012 year-to-date, commutation ridership was 2.3% higher. Non-commutation ridership was 1.3% below the Mid-Year Forecast year-to-date, and 0.8% lower than 2012. For the month, non-commutation ridership was 4.2% lower than the Mid-Year Forecast and 7.2% higher than 2012.

West of Hudson:

West of Hudson ridership was 0.6% higher year-to-date versus the Mid-Year Forecast. For the month West of Hudson was 3.7% lower than Mid-Year Forecast, reflecting a 2.5% higher commutation, offset by a 10.6% lower non-commutation ridership. For the year-to-date, commutation ridership was 2.3% higher and non-commutation ridership was 1.6% lower to the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
November 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	19	3
COS/Corporate & Public Affairs	16	15	1
Legal	18	18	(0)
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	32	28	4
Training	48	47	1
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	18	16	2
Capital Planning & Programming	16	14	3
Business Development, Facilities & Mktg (1)	22	24	(2)
Long Range Planning	7	8	(1)
VP Finance & Information Systems	1	1	0
Controller	79	78	1
Information Technology & Project Mgmt	111	85	26
Budget	20	17	3
Customer Service (2) (3)	45	45	0
Procurement & Material Mgmt (4)	30	29	1
Total Administration	531	487	44
Operations			
Operations Administration	52	48	3
Operations Services	1,807	1,748	59
Customer Service (2) (3)	239	228	11
Business Development, Facilities & Mktg (1)	38	35	3
Metro-North West (5)	33	38	(5)
Total Operations	2,169	2,097	72
Maintenance			
GCT	368	366	2
Maintenance of Equipment	1,318	1,251	67
Maintenance of Way	1,729	1,666	63
Procurement & Material Mgmt (4)	132	121	11
Total Maintenance	3,547	3,403	144
Engineering/Capital			
Construction Management	39	38	1
Engineering & Design	68	56	12
Total Engineering/Capital	107	94	13
Total Positions	6,353	6,081	272
Non-Reimbursable	5,847	5,665	182
Reimbursable	507	417	90
Total Full-Time	6,352	6,080	272
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 Information 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 Management, Purchasing, and Procurement Administration functions.

(5) Metro-North West unfavorable variance is due to T&E staff performing flagging work on various projects.

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	182	167	15
Professional, Technical, Clerical	349	320	29
Operational Hourlies	-	-	-
Total Administration	531	487	44
Operations (1)			
Managers/Supervisors	146	144	3
Professional, Technical, Clerical	233	221	12
Operational Hourlies	1,790	1,733	57
Total Operations	2,169	2,097	72
Maintenance (1)			
Managers/Supervisors	507	477	30
Professional, Technical, Clerical	507	490	18
Operational Hourlies	2,532	2,437	96
Total Maintenance	3,547	3,403	144
Engineering/Capital			
Managers/Supervisors	45	37	8
Professional, Technical, Clerical	62	58	5
Operational Hourlies	-	-	-
Total Engineering/Capital	107	94	13
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	880	824	56
Professional, Technical, Clerical	1,152	1,088	64
Operational Hourlies	4,322	4,169	153
Total Positions	6,353	6,081	272

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**

November 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)	2,169	2,097	72	Reflects vacancies in operation services, customer service and business development staffing (ticket sellers, train operations staff and coach cleaners).
Maintenance (1)	3,547	3,403	144	Reflects vacancies in Maintenance of Way and Maintenance of Equipment positions (trackmen, vehicle & machine operators, signal maintainers and electricians).
Administration (1)	531	487	44	Primarily reflects timing differences in hiring information technology and administrative personnel.
Engineering / Capital	107	94	13	
Total Agency-wide Headcount	6,353	6,081	272	
Non-Reimbursable	5,847	5,665	182	
Reimbursable	507	417	90	

Notes

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

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2013 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	628.8	622.1	622.0	(6.8)	(1.1)	(0.1)	(0.0)
Total Expenses before Non-Cash Liability Adjs	959.5	978.1	951.6	7.9	0.8	26.5	2.7
Depreciation	217.9	206.0	207.9	10.1	4.6	(1.8)	(0.9)
OPEB Obligation	57.3	57.3	57.3	-	0.0	-	0.0
Environmental Remediation	2.8	1.7	1.9	0.8	30.4	(0.2)	(13.3)
Total Expenses	1,237.5	1,243.1	1,218.7	18.8	1.5	24.4	2.0
Net Surplus/(Deficit)	(608.7)	(621.0)	(596.7)	12.0	2.0	24.4	3.9

Note: Totals may not add due to rounding

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

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.1)	(0.0)	No significant variance to Year-End Forecast.
Total Expenses	\$24.4	2.0	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 increased overtime needs for facilities and infrastructure maintenance 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 *
NOVEMBER 2013**

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2013</u>	<u>FORECAST</u>	<u>2012</u>	<u>FORECAST</u>	<u>2012</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	57.0%	60.1%	54.0%	-3.1%	3.0%
Adjusted ⁽²⁾	65.8%	68.2%	61.1%	-2.4%	4.7%
Cost per Passenger					
Standard ⁽¹⁾	\$13.11	\$13.52	\$14.08	\$0.41	\$0.97
Adjusted ⁽²⁾	\$12.89	\$13.30	\$13.87	\$0.41	\$0.98
Passenger Revenue/Passenger ⁽³⁾	\$7.47	\$8.13	\$7.60	(\$0.66)	(\$0.13)
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2013</u>	<u>FORECAST</u>	<u>2012</u>	<u>FORECAST</u>	<u>2012</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	60.6%	59.8%	62.0%	0.8%	-1.4%
Adjusted ^{(2) (4)}	69.1%	67.9%	69.1%	1.2%	0.0%
Cost per Passenger					
Standard ⁽¹⁾	\$12.57	\$12.86	\$11.76	\$0.29	(\$0.81)
Adjusted ⁽²⁾	\$12.36	\$12.64	\$11.57	\$0.28	(\$0.79)
Passenger Revenue/Passenger ⁽³⁾	\$7.62	\$7.68	\$7.29	(\$0.06)	\$0.33

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

(2) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

(3) Includes Bar Car Services.

(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 67.9% year-to-date.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

Ridership Report January 2014

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

NOVEMBER 2013

Operations Planning & Analysis Department
January, 2014

NOVEMBER 2013 RIDERSHIP REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

November

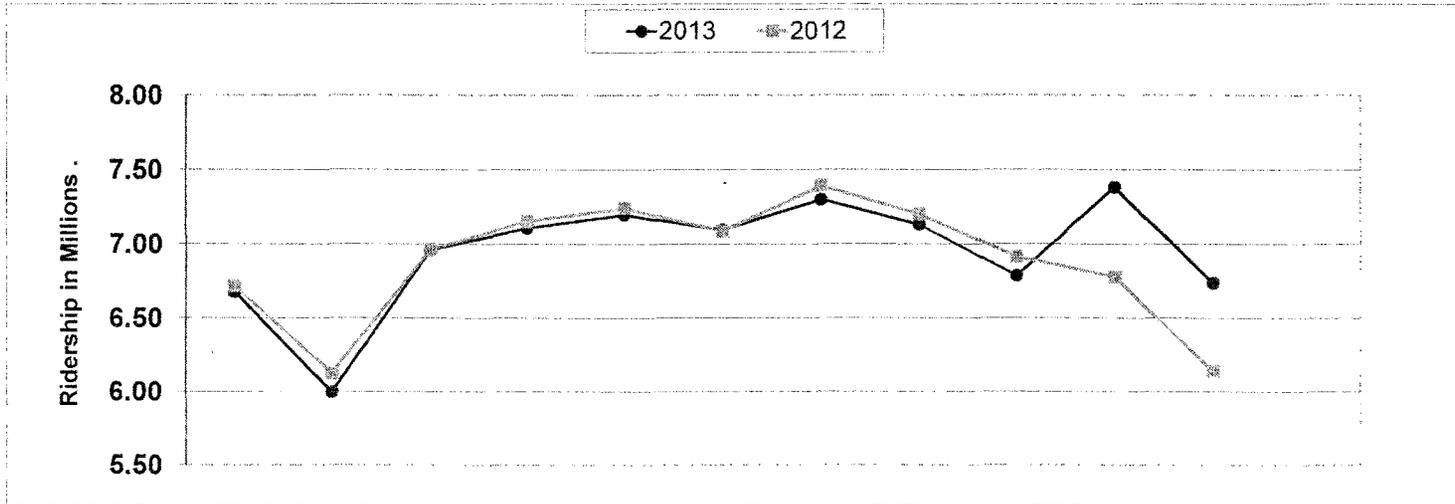
- November 2013 **Total MNR System Ridership** was 6.781 million vs. 6.180 million in November 2012, an increase of 600,850 passengers (+9.7%).
- November 2013 **Total Rail Ridership** was 6.738 million vs. 6.139 million in November 2012, an increase of 599,167 passengers (+9.8%).
 - **Rail Commutation Ridership** was (+11.1%) vs. 2012
 - **Rail Non-commutation Ridership** was (+8.1%) vs. 2012
- November 2013 **East of Hudson Ridership** was 6.614 million vs. 6.070 million in November 2012, an increase of 544,153 passengers (+9.0%).
- November 2013 **West of Hudson Ridership** was 0.123 million vs. 0.068 million in November 2012, an increase of 55,014 passengers (+80.3%)
- November 2013 **Connecting Services Ridership** was 0.043 million vs. 0.041 million in November 2012, an increase of 1,683 passengers (+4.0%).
- November 2013 **Rail Revenue** was \$49.8 million vs. \$47.2 million in November 2012, an increase of \$2,564,486 (+5.4%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.9% above 2012 and 0.4% below forecast.
- 2013 YTD **Total Rail Ridership** was 0.9% above 2012 and 0.4% below forecast.
- 2013 YTD **East of Hudson Ridership** was 1.0% above 2012 and 0.4% below forecast.
- 2013 YTD **West of Hudson ridership** was 4.0% below 2012 and 0.6% above forecast.
- 2013 YTD **Connecting Services Ridership** was 0.6% below 2012 and 3.5% below forecast.
- 2013 YTD **Rail Revenue** was 5.3% above 2012 and 1.2% below forecast.

NOVEMBER RAIL RIDERSHIP ⁽¹⁾

• NOVEMBER's Total Rail Ridership was 9.8% above 2012 and 2.2% below forecast.

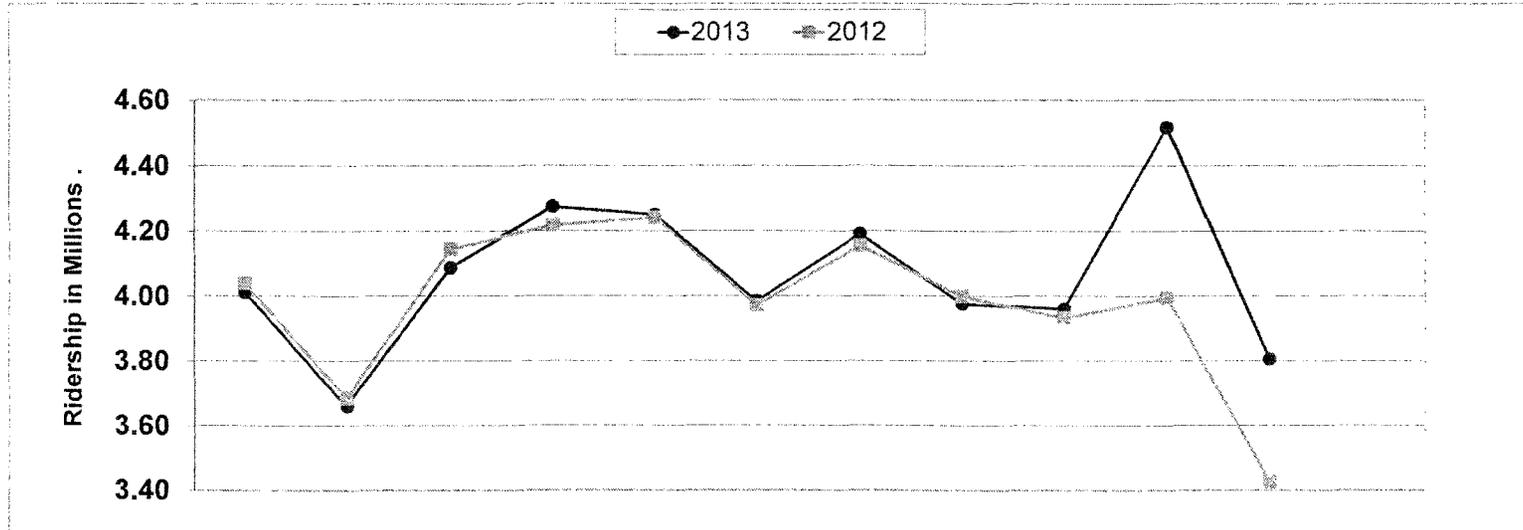


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30	7.13	6.79	7.38	6.74		76.38
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39	7.20	6.91	6.78	6.14		75.71
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%	-1.0%	-1.9%	8.9%	9.8%		0.9%

1) Includes East and West of Hudson

NOVEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- NOVEMBER's Rail Commutation Ridership was 11.1% above 2012 and 0.6% below forecast.

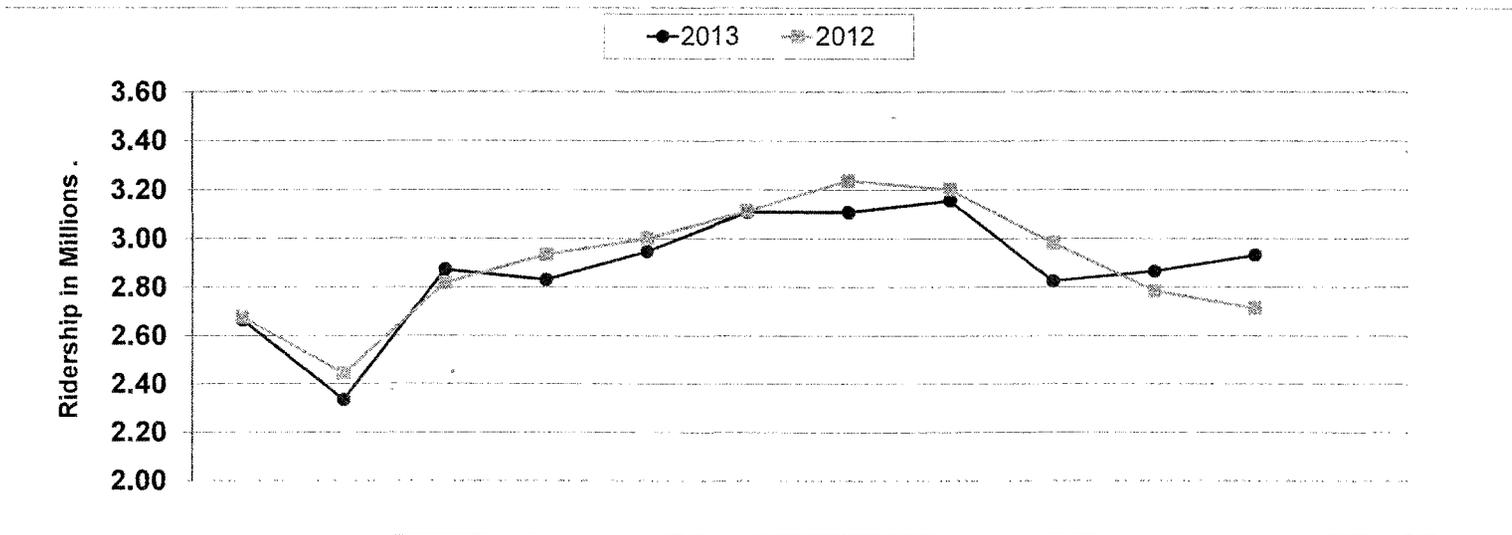


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25	3.99	4.19	3.98	3.96	4.52	3.81		44.72
2012	4.04	3.68	4.14	4.22	4.24	3.97	4.15	4.00	3.93	3.99	3.43		43.81
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%	0.4%	0.9%	-0.6%	0.7%	13.1%	11.1%		2.1%

1) Includes East and West of Hudson

NOVEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

• NOVEMBER's Rail Non-Commutation Ridership was 8.1% above 2012 and 4.3% below forecast.

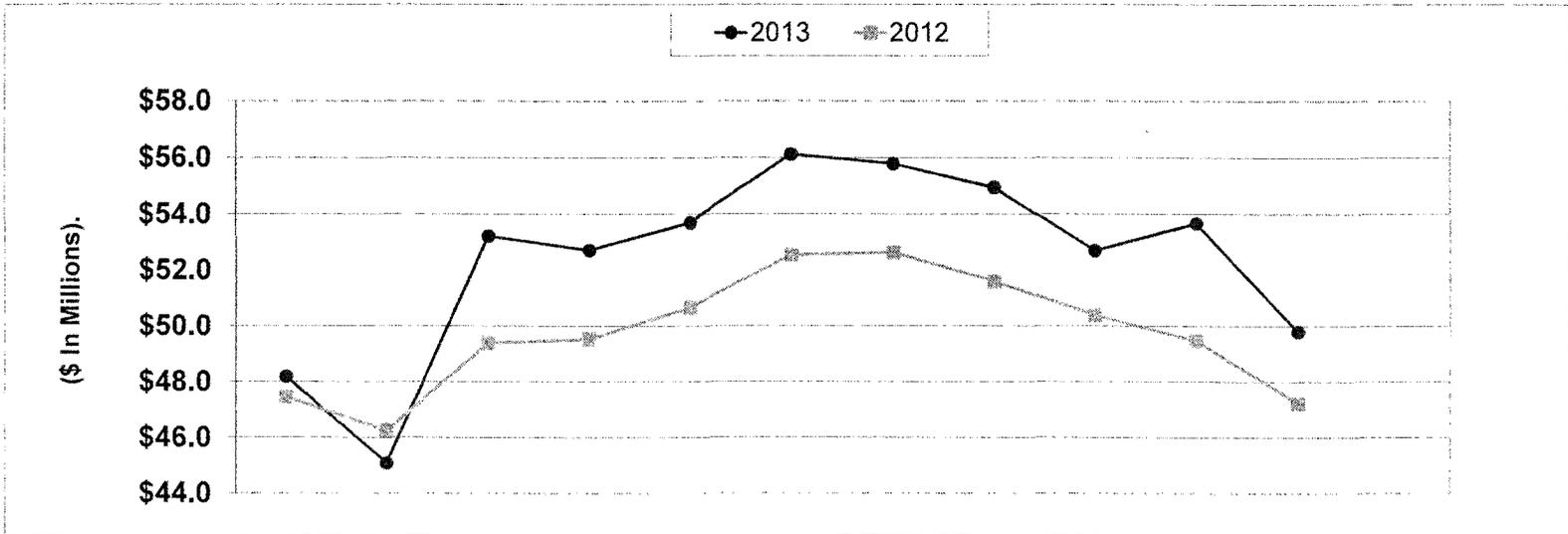


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11	3.11	3.16	2.82	2.87	2.93		31.65
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24	3.20	2.98	2.78	2.71		31.91
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%	-1.5%	-5.3%	3.0%	8.1%		-0.8%

1) Includes East and West of Hudson

NOVEMBER RAIL REVENUE ⁽¹⁾

- NOVEMBER's Total Rail Revenue was 5.4% above 2012 and 10.2% 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	\$49.8		\$576.0
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4	\$49.5	\$47.2		\$547.2
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%	6.5%	4.6%	8.5%	5.4%		5.3%

1) Includes East and West of Hudson

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

TICKET TYPE/SERVICE	NOVEMBER 2013	NOVEMBER 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,736,461	3,385,667	350,794	10.4%
West of Hudson	69,067	39,571	29,496	74.5%
Total Rail Commutation Ridership	3,805,528	3,425,238	380,290	11.1%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,878,156	2,684,797	193,359	7.2%
West of Hudson	54,416	28,898	25,518	88.3%
Total Rail Non-Commutation Ridership	2,932,572	2,713,695	218,877	8.1%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,614,617	6,070,464	544,153	9.0%
West of Hudson	123,483	68,469	55,014	80.3%
TOTAL RAIL RIDERSHIP	6,738,100	6,138,933	599,167	9.8%
CONNECTING SERVICES RIDERSHIP (2)	43,300	41,617	1,683	4.0%
TOTAL MNR SYSTEM RIDERSHIP	6,781,400	6,180,550	600,850	9.7%

Notes

- 1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

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

TICKET TYPE/SERVICE	2013 YTD	2012 YTD (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	43,889,393	42,912,324	977,069	2.3%
West of Hudson	833,884	893,439	(59,555)	-6.7%
Total Rail Commutation Ridership	44,723,277	43,805,763	917,514	2.1%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	31,044,898	31,301,607	(256,709)	-0.8%
West of Hudson	607,012	606,829	183	0.0%
Total Rail Non-Commutation Ridership	31,651,910	31,908,436	(256,526)	-0.8%
TOTAL RAIL RIDERSHIP				
East of Hudson	74,934,291	74,213,931	720,360	1.0%
West of Hudson	1,440,896	1,500,268	(59,372)	-4.0%
TOTAL RAIL RIDERSHIP	76,375,187	75,714,199	660,988	0.9%
CONNECTING SERVICES RIDERSHIP (2)	504,998	508,228	(3,230)	-0.6%
TOTAL MNR SYSTEM RIDERSHIP	76,880,185	76,222,427	657,758	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
NOVEMBER 2013**

LINE	NOVEMBER 2013 ACTUAL	NOVEMBER 2013 FORECAST	VARIANCE VS. FORECAST		NOVEMBER 2012 RESTATED ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,160,739	2,216,053	(55,314)	-2.5%	2,019,949	140,790	7.0%
Hudson Line	1,280,952	1,305,626	(24,674)	-1.9%	1,162,923	118,029	10.1%
New Haven Line	3,172,926	3,241,318	(68,392)	-2.1%	2,887,592	285,334	9.9%
Total East of Hudson	6,614,617	6,762,997	(148,380)	-2.2%	6,070,464	544,153	9.0%
WEST OF HUDSON							
Port Jervis Line	75,365	80,618	(5,253)	-6.5%	45,623	29,742	65.2%
Pascack Valley Line	48,118	47,650	468	1.0%	22,846	25,272	110.6%
Total West of Hudson	123,483	128,268	(4,785)	-3.7%	68,469	55,014	80.3%
TOTAL RAIL RIDERSHIP	6,738,100	6,891,265	(153,165)	-2.2%	6,138,933	599,167	9.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	28,269	27,387	882	3.2%	26,590	1,679	6.3%
Haverstraw-Ossining Ferry	9,241	9,371	(130)	-1.4%	9,098	143	1.6%
Newburgh-Beacon Ferry	5,790	6,107	(317)	-5.2%	5,929	(139)	-2.3%
Total Connecting Services	43,300	42,865	435	1.0%	41,617	1,683	4.0%
TOTAL MNR SYSTEM	6,781,400	6,934,130	(152,730)	-2.2%	6,180,550	600,850	9.7%

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	24,646,193	24,662,240	(16,047)	-0.1%	24,317,551	328,642	1.4%
Hudson Line	14,622,018	14,675,403	(53,385)	-0.4%	14,487,701	134,317	0.9%
New Haven Line	35,666,080	35,902,094	(236,014)	-0.7%	35,408,679	257,401	0.7%
Total East of Hudson	74,934,291	75,239,737	(305,446)	-0.4%	74,213,931	720,360	1.0%
WEST OF HUDSON							
Port Jervis Line	900,121	904,932	(4,811)	-0.5%	949,472	(49,351)	-5.2%
Pascack Valley Line	540,775	526,702	14,073	2.7%	550,796	(10,021)	-1.8%
Total West of Hudson	1,440,896	1,431,634	9,262	0.6%	1,500,268	(59,372)	-4.0%
TOTAL RAIL RIDERSHIP	76,375,187	76,671,371	(296,184)	-0.4%	75,714,199	660,988	0.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	325,139	331,711	(6,572)	-2.0%	322,050	3,089	1.0%
Haverstraw-Ossining Ferry	117,067	116,173	894	0.8%	112,789	4,278	3.8%
Newburgh-Beacon Ferry	62,792	75,590	(12,798)	-16.9%	73,389	(10,597)	-14.4%
Total Connecting Services	504,998	523,474	(18,476)	-3.5%	508,228	(3,230)	-0.6%
TOTAL MNR SYSTEM	76,880,185	77,194,845	(314,660)	-0.4%	76,222,427	657,758	0.9%

Notes:

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



Metro-North Railroad

Capital Program Report
January 2014

**CAPITAL PROGRAM
HIGHLIGHTS
January 27, 2014**

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

The Design-Builder is progressing with the design. Parking permit holders for the existing garage received final notification of the garage closing and were relocated to an alternate parking location arranged by MNR Parking Department. The existing garage will be closed for demolition commencing January 2014.

Poughkeepsie Station Improvements

Contract was awarded to Design team that will continue improvements to the station to achieve a state-of-good repair, make the facility uniformly attractive, and improve safety for MNR's customers.

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.

The following two Small Business Mentoring Projects under the New Haven Station Improvements are underway with submittal process in progress:

- Pelham- 13% Complete -New Rochelle Platform Guardrail Replacement & Pelham Bike Parking Area (concrete slab over outbound side underpass stairs).
- Larchmont – 13 % Complete - Platform, Ramp, Stairs, and Guardrail Replacement.

Fordham Station Improvements

A contract to improve pedestrian egress on the northbound platform and well as other overall station improvements at Fordham Station was executed; Project kickoff meeting held in December 2013.

POWER

Substation Replacement Bridge-23

Fabrication of the long lead equipment for Phase II, East switchgear components is in progress and delivery is scheduled for the 1st quarter of 2014. First major cutover was completed, with a Phase II – GIS/Transformer outage tentatively scheduled for 2nd quarter of 2014. Factory Acceptance Testing (FAT) for Pelham balancing substation has been completed and accepted by MNR Capital Engineering & Power Departments. Commissioning anticipated to commence first quarter of 2014.

Harlem River Lift Bridge-Cable Replacement/Control System

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

TRACK AND STRUCTURES

2013 Cyclical Track Program

Project is temporarily on-hold; work force assigned to the Mud Spot Remediation project.

Rehabilitation - Woodbury Viaduct

Shop drawings submission and review continues. Scour repairs are complete and Route 32 shoulder was restored to traffic. Replacement bearings for the east abutment have been fabricated and delivered to the work site. Repairs to the concrete piers are ongoing.

Rehabilitate Catenary Structures

Approximately 2/3 of the tower bases were completed as of 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 –one bridge remaining and is scheduled to be painted in the spring of 2014.

HU 32.81 Track 4 over Croton River – Contractor commenced with the cutting of the dapped timber ties and will perform touch-up/field painting when the weather permits.

Design of 5 Undergrade Bridges –60% design for NH 25.74 and the 100% Design of HU 3.41 are nearing completion. Bridge Replacement Reports were submitted for HA 61.06 and HA 61.36 in December 2013.

HU 4.69 Harlem River Lift Bridge walkways adjacent to Tracks 1 and 2: Fabrication and installation of the walkway adjacent to Track 2 is 95% complete. The fabrication and installation of the walkway adjacent to Track 1 is complete.

Undergrade Bridges – West of Hudson

Design of repairs to seven (7) undergrade bridges on the Port Jervis Line: Design of JS 51.00 is progressing toward 60%. JS 38.03: Repairs are complete.

Otisville Tunnel Repairs

Project achieved substantial completion in November 2013.

Overhead Bridges – East of Hudson

HU 38.90 Montrose Station Road Bridge – work is complete.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V, Preliminary Design (Consist Track)* – 30% design was submitted in December 2013 for review and comment.
- *Phase V, Stage I Pre-demo work* – construction work continues.

- *Phase V, Stage I Design-Build* – RFP for the design-build construction of the Consist Shop was advertised in December 2013.

Employee Welfare & Storage Facilities

North White Plains Roofs: Construction award for the North White Plains Maintenance of Way & Maintenance Equipment Facility Roof is anticipated in January 2014.

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 (already drilled in the walls), other work in train shed continues. (2) The consultant continued work on the train shed and platform design. 100% design submittals were received in December 2013 and are currently under review. (3) Train shed repair effectiveness study is complete with minor comments from MNR to be incorporated.

Park Avenue Tunnel Renewal

Masonry repairs in the tunnels (Track Nos.: 1, 2, 3 and 4) are nearing completion. Additional repairs in the train shed over Track J between East 54th and East 57th Streets have been completed.

GCT Elevator Rehabilitation Phase 4

The 100% Design of SE1 and SE2 elevators was submitted on December 13, 2013 for review and comment. The 100% submittal for T-35 and A-car elevators is anticipated first quarter 2014.

GCT Utilities – Domestic Water System

Contractor shop drawing submittal process is underway for long lead items.

ROLLING STOCK

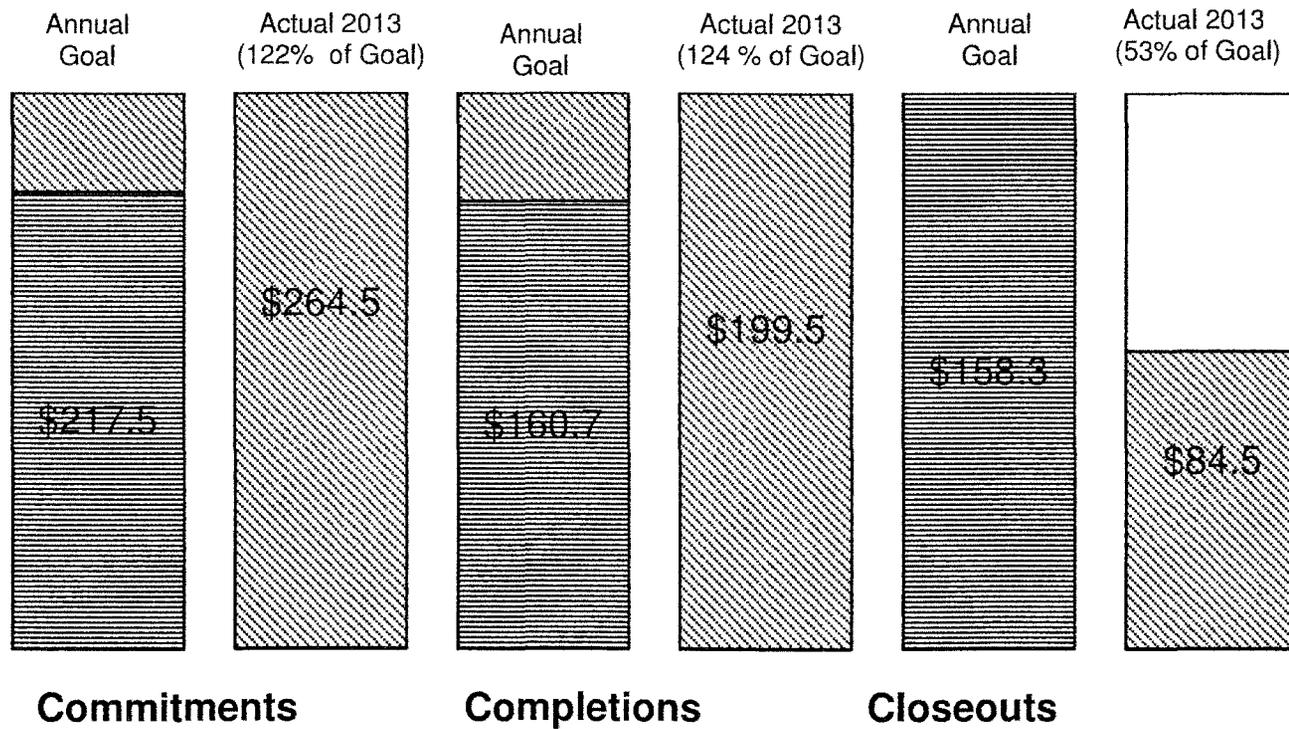
M-8 Car Program

As of December 31, 2013, 292 cars have been conditionally accepted and placed into revenue service.

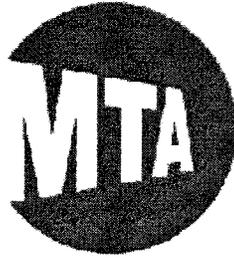
2013 MNR Capital Program Goals

As of December 31, 2013

In Millions



2013 Goals
 Actual as of December 31, 2013
 Forecast : December 31, 2013



Police Report January 2014



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	6	-1	-17%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	24	21	3	14%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	30	29	1	3%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	1	0	0%
Robbery	45	55	-10	-18%
Felony Assault	28	36	-8	-22%
Burglary	10	13	-3	-23%
Grand Larceny	238	229	9	4%
Grand Larceny Auto	7	5	2	40%
Total Major Felonies	330	339	-9	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad**

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	14	7	7	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	8	8	100%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	17	19	-2	-11%
Felony Assault	13	8	5	63%
Burglary	6	12	-6	-50%
Grand Larceny	103	95	8	8%
Grand Larceny Auto	6	5	1	20%
Total Major Felonies	146	139	7	5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
December 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	2	2	1
Fel. Assault	1	1	0	0
Burglary	0	0	0	0
Grand Larceny	24	9	14	1
GLA	0	0	0	0
Total	30	12	16	2
Crimes Per Day	0.97	0.39	0.52	0.06



MTA Police Department
Arrest Summary: Department Totals

1/6/2014
10:08:00AM

1/1/2013 to 12/31/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	47
Felony Assault	35
Burglary	10
Grand Larceny	68
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	50
Assault-Misdemeanor	64
Breach of Peace	12
Child Endangerment	3
Conspiracy	14
Criminal Contempt	6
Criminal Impersonation	10
Criminal Mischief	45
Criminal Possession Stolen Property	26
Criminal Tampering	3
Criminal Trespass	39
Disorderly Conduct	11
Drug Offenses	32
DUI Offenses	17
Failure to Appear	1
Falsely Reporting an Incident	9
Forgery	23
Fraud	8
Graffiti	6
Harassment	6
Identity Theft	1
Issue a Bad Check	2
Menacing	16
Obstruct Government	11
Petit Larceny	94
Public Lewdness	24
Reckless Endangerment	8
Resisting Arrest	69
Sex Offenses	10
Stalking	1
Theft of Services	101
Unlawful Imprisonment/Kidnapping	2
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	36
Weapons Offenses	9
Unauthorized Use Vehicle	1
Arrest Totals	940