



**Metropolitan Transportation Authority**

# **Meeting of the Metro-North Railroad Committee**

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## **February 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

February 24, 2014 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, January 27, 2014

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

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA  
Hon. James L. Sedore, Jr., Chairman of the Committee  
Hon. Mitchell H. Pally  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Norman Brown  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy

Not Present:

Hon. Jeffrey A. Kay  
Hon. Andrew M. Saul  
Hon. Carl V. Wortendyke

Also Present:

Hon. John H. Banks, III  
Hon. David A. Paterson  
Howard R. Permut – President, Metro-North Railroad  
Raymond Burney – Sr. Vice President, Administration  
Michael R. Coan – Chief, MTA Police Department  
Seth J. Cummins – Vice President and General Counsel  
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing  
Anne Kirsch – Chief Safety and Security Officer  
Susan Doering – Vice President-Customer Service & Stations  
John Kesich – Senior Vice President Operations  
Timothy McCarthy – Senior Director, Capital Programs  
Kim Porcelain – Vice President - Finance and Information Systems  
Robert Rodriguez – Director – Diversity and EEO  
Michael Shiffer – Vice President – Operations Planning

Chairman Sedore called the meeting to order.

There were two public speakers.

Orrin Getz of Rockland County commented on west- of- Hudson matters. He saluted and thanked President Permut for his 30 years of service, pointing to the various service improvements that have been made on both sides of the Hudson during his tenure. He discussed New Jersey Transit's service plan during the January 22 snowstorm, noting that gaps in the schedule led to overcrowding, and suggested that Metro-North take an active role during such storms by advising New Jersey Transit on how to handle service during these weather events.

Murray Bodin of Concerned Grandparents stated that the manner in which building security handles the public has significantly improved. He expressed his opinion that the reports given during Committee meetings should communicate opinions rather than the statistics that he has already read in the agenda.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of December 16, 2013. Upon motion duly made and seconded, the Committee approved the 2014 work plan. Vice Chairman Ferrer was not present for the vote.

Board member Blair noted that committee reports benefit a wide segment of the riding public who may not read the agenda. Governor Paterson noted that if the reports in the agenda are not read, they would not be reflected in the record of the meeting. President Permut, in response to Board member Blair's question, stated Metro-North and New Jersey Transit are in communication during weather events. However, New Jersey Transit cannot always make changes to the service it provides to Metro-North customers because Metro-North lines are only two of the many lines operated by New Jersey Transit.

#### **President's Opening Remarks:**

President Permut reported that the January 23, 2014 the two-hour service disruption was the result of human error that occurred during an electrical repair project which should have been performed during off-peak hours instead of during peak hours when thousands of customers were trying to get home in cold weather. An internal review is underway and Metro-North will be retaining an independent consultant to examine the incident and recommend any necessary changes to operating procedures and practices. Metro-North sincerely regrets this incident and apologizes for the inconvenience its customers experienced. Board member Moerdler asked that Metro-North determine whether the work could be done in-house. In response to Board members' comments and questions, President Permut noted that Anne Kirsch is performing an analysis of the incident which should be available in approximately two weeks.

President Permut reported that total annual east of Hudson ridership in 2013 was the highest in Metro-North's history, with Metro-North carrying 81.8 million east of Hudson passengers. If not for the major service disruptions that occurred in 2013, Metro-North would have carried approximately 82.4 million riders. Annual east of Hudson ridership was .7% higher than in 2012, annual commutation ridership was 1.9% higher than in 2012 and annual non-commutation ridership was 1% lower than in 2012. While east of Hudson ridership in 2013 was record-setting, total rail



system-wide ridership, which includes west of Hudson ridership, will not be the highest ever due to the decrease in west of Hudson ridership that has occurred since 2008.

President Permut commented on his retirement, noting that, although it is time for him to move onto the next phase of his life, his departure from Metro-North is bittersweet. He noted some of the highlights and challenges of his career and thanked the Board members for their support during his tenure as president. He extended good wishes to the Board and incoming president Joseph Giulietti. Chairman Sedore thanked President Permut and recognized the highlights and value of President Permut's many years of service with Metro-North. Thereafter, the Committee members presented President Permut with a plaque.

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

#### **Safety Report:**

Ms. Kirsch reported on the safety initiatives that have taken place since Executive Order 29 was issued on December 6, 2013, including signal modifications at critical curves and safety stand downs. She noted that the confidential close call reporting system -- C3RS -- will be implemented in partnership with labor organizations, the FRA, the Volpe Center and NASA. In response to Board member Brown's question, Ms. Kirsch noted that a Memorandum of Understanding is required between Metro-North, the unions and the FRA regarding the program to establish the parameters of the program. The FRA 'deep dive' review also is ongoing. While Board Member Moerdler believes tension exists between on-time performance and the desire to maximize safety, President Permut noted that safety is never sacrificed in interest of on-time performance. He noted that Planning and Operations are in the process of examining the schedule to determine whether a schedule modification is needed in light of the capital projects that are planned or in progress.

Board members Moerdler and Ballan asked if the Committee can be briefed on the circumstances of the CSX derailment even though the NTSB has not issued a final report. Ms. Kirsch noted that Metro-North is working closely with NTSB and NTSB is looking at a variety of issues, such as weight, loading and speed. Ms. Kirsch will provide the Committee with a briefing of the findings that the NTSB has made public. Board member Pally noted that federal law dictates what can be revealed during the course of an NTSB investigation. Board member Moerdler asked that the record note that he believes Senator Schumer should take whatever steps are necessary to change the current law so that full disclosure is permitted.

The details of the Safety report are contained in reports filed with the records of the meeting.

#### **Procurements:**

There were six procurements on the agenda.

There were two non-competitive procurements: (1) a miscellaneous service contract with Zetron, Inc. to install, test and commission the Acom Communication System for the Metro-North Emergency Control Center (ECC) and (2) miscellaneous procurements and various contract changes with Kawasaki Railcar, Inc. (KRC) to provide three new M-8 cars, 12 truck assemblies, to repair of four damaged M-8 cars, to provide capital spare parts and bench test equipment to allow for diagnostic testing and maintenance of the entire 405 car M-8 fleet.

There were four competitive procurements: (1) a negotiated six-year miscellaneous service contract with Corys Thunder Inc. (Corys) to replace the current analog technology software used for Training Simulation for Metro-North train engineers with Computer Generated Images (CGI) technology; (2) an all-agency contract with CitiStorage to provide records management services to Metro-North, Long Island Rail Road, Bridges and Tunnels, MTA Bus Company, MTA Headquarters and New York City Transit; (3) an option to purchase 110 bicycle racks for installation on 50 Connecticut Department of Transportation (CDOT) owned M-8 railcars; and (4) 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 (the 25 M-8 single cars will not be equipped with bike racks).

There was one ratification on the agenda this month. The ratification was as follows: replacement of two Uninterrupted Power Supply (UPS) Systems (UPS-1 and UPS-2) that supply emergency backup power needed to ensure that Metro-North's Operations Control Center (OCC) and its Centralized Traffic Control (CTC) system remains fully operational with adequate emergency backup power systems.

Board member Moerdler commented on contracts that do not have MBE/WBE goals because there are no individuals in these groups who are qualified to do the work, expressing his belief that vendors should have a requirement to take on and train minority and women partners and would like to see every contract with a built-in requirement to train and mentor. Michael Garner noted that goals are placed on contracts only when there are firms in the marketplace who are able to perform under the contract, and added that his office is talking to major vendors to see how mentoring can be integrated into projects and is being as proactive as possible. Governor Paterson noted that past court cases had a chilling effect on the creation of mentoring programs, expressing his belief that these firms are not available because they were unable to do business. He noted that he is pleased with apprentice and mentoring programs that have started. Mr. Garner thanked the governor for his leadership on this issue and noted that we still can do better in doing business in a more inclusive manner.

Upon motion duly made and seconded, all procurement items 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.

#### **Executive Session:**

Upon motion duly made and seconded, the Committee voted to convene in executive session to discuss matters related to proposed or pending litigation. Thereafter, the Committee voted to re-convene in public session.

#### **Public Session:**

Upon motion duly made and seconded, all procurement items 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.

Adjournment

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

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Linda Montanino".

Linda Montanino  
Assistant Secretary

Jan 2013 Committee Minutes  
Legal/Corporate/Committee Minutes Current

## 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

#### February 2014

Adopted Budget/Financial Plan 2014	Finance
2013 Annual Operating Results	Operations
Elevator & Escalator Service Report—4 <sup>th</sup> Quarter 2013	Operations

#### March 2014

2013 Annual Safety Results	Safety/Security
2013 Annual Ridership Report	Operations Planning & Analysis
Annual Strategic Investments & Planning Study	Capital Planning
2014 Spring/Summer Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 4 <sup>th</sup> 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 <sup>st</sup> Quarter 2014	Operations
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2014	Diversity and EEO

#### June 2014

Positive Train Control	President
Grand Central Terminal Retail Development	MTA Real Estate

#### July 2014

Environmental Audit	Environmental Compliance
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September 2014

2014 Final Mid-Year Forecast	Finance
2015 Preliminary Budget (Public Comment)	Finance
2014 Fall Schedule Change	Operations Planning & Analysis
Elevator & Escalator Service Report-2 <sup>nd</sup> Quarter 2014	Operations
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2014	Diversity and EEO

October 2014

2015 Preliminary Budget (Public Comment)	Finance
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November 2014 (Joint meeting with LIRR)

2015 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
Elevator & Escalator Service Report-3 <sup>rd</sup> Quarter 2014	Operations
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2014	Diversity and EEO

December 2014

2015 Final Proposed Budget	Finance
2015 Proposed Committee Work Plan	Committee Chairs & Members

January 2015

Approval of 2015 Committee Work Plan	Committee Chairs & Members
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# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 2014 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

#### 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.

#### President's Report

A monthly report will be provided highlighting major accomplishments and progress on key initiatives on performance indicators.

#### Safety

A monthly report will be provided highlighting key safety performance statistics and indicators.

#### Operations

A monthly report will be provided highlighting key operating and 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

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**

#### Approval of 2014 Committee Work Plan

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 Results

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

#### Elevator & Escalator Service Report – 4<sup>th</sup> Quarter 2013

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

### **MARCH 2014**

#### 2013 Annual Safety Results

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

#### 2013 Annual Ridership Report

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

#### 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– 4<sup>th</sup> 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 – 1<sup>st</sup> Quarter 2014

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

##### Diversity & EEO Report– 1<sup>st</sup> 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 – 2<sup>nd</sup> Quarter 2014

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



Diversity & EEO Report– 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2014

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

Diversity & EEO Report– 3<sup>rd</sup> 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**

# **Information Items**

## **February 2014**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2013 Final Estimate, 2014 Adopted Budget, and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013, as well as other technical adjustments.

These adjustments are presented on the reconciliation schedules from the November Financial Plan which are included with this submission and are described below:

- As part of the July 2013 Financial Plan, the MTA restored \$18 million per year in service and service quality investments. The Metro-North share of these service improvements reflects the expanded installation of real-time train status information monitors at all New York State stations at a non-reimbursable capital cost of \$0.4 million in 2013 and \$1.7 million annually from 2014-2020.
- A cost of \$1.4 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training to all employees.
- Refinements to reimbursable project expenditures (and reimbursements) in 2014 and 2015 include:
  - \$8.0 million in 2014 for Superstorm Sandy restoration work.
  - \$10.9 million for the relocation of offices and equipment from 347 Madison Avenue to the Graybar Building (420 Lexington Avenue) of which \$7.9 million is included in 2014 and \$3.0 million is added in 2015.
- 2014 includes a projected reimbursement of \$10 million from Con Edison for losses incurred from the New Haven Line power outage that began on September 25, 2013 and ended October 6, 2013.
- The November Plan included a 2014 provision for traction and power upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$0.6 million to 2013 from 2014.

Attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

		Favorable/(Unfavorable)									
		2013		2014		2015		2016		2017	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline											
Surplus/(Deficit)		5,900	(\$679.759)	6,005	(\$704.899)	5,982	(\$724.746)	5,971	(\$739.273)	5,978	(\$766.548)
Technical Adjustments:											
Correction of Non-Reimbursable/Reimbursable Positions				37							
Miscellaneous OH Recovery Adjustment for Capital Projects							(0.147)	(0.146)		(0.148)	
Sub-Total Technical Adjustments		0	\$0.000	37	\$0.000	0	(\$0.147)	0	(\$0.146)	0	(\$0.148)
MTA Plan Adjustments:											
Service Investments (Proposed in July)											
MTA re-estimates:											
Reduction in Unfunded Pension Liability (LIRR)											
Energy - NYPA			(0.634)		0.634						
Con Edison (MNR)					10.000						
EEO Training			(1.381)								
Other											
Sub-Total MTA Plan Adjustments		0	(\$2.015)	0	\$10.634	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline											
Surplus/(Deficit)		5,900	(\$681.774)	5,968	(\$694.265)	5,982	(\$724.893)	5,971	(\$739.419)	5,978	(\$766.696)

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>578</b>	<b>\$0.000</b>	<b>578</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
MNR - MTA				15.829		2.927				
MNR - CDOT										
Hurricane Sandy Restoration - Power Systems				(7.972)						
347 Madison Avenue Relocation				(7.857)		(2.927)				
Correction of Non-Reimbursable/Reimbursable Positions				(37)						
Sub-Total Technical Adjustments	0	\$0.000	(37)	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>578</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

Favorable/(Unfavorable)										
2013		2014		2015		2016		2017		
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
<b>2013 November Financial Plan: Baseline Cash</b>										
<b>Surplus/(Deficit)</b>	<b>6,478</b>	<b>(\$402.900)</b>	<b>6,583</b>	<b>(\$469.118)</b>	<b>6,597</b>	<b>(\$459.372)</b>	<b>6,596</b>	<b>(\$463.765)</b>	<b>6,603</b>	<b>(\$488.663)</b>
<b>Technical Adjustments:</b>										
MNR - MTA			15.829		2.927					
MNR - CDOT			-		-					
Hurricane Sandy Restoration - Power Systems			(7.972)		-					
347 Madison Avenue Relocation			(7.857)		(2.927)					
Miscellaneous OH Recovery Adjustment for Capital Projects					(0.147)		(0.146)		(0.148)	
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	(\$0.147)	0	(\$0.146)	0	(\$0.148)
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)		(0.365)		(1.690)		(1.690)		(1.690)		(1.690)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(0.634)		0.634						
Con Edison (MNR)				10.000						
EEO Training		(1.381)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$2.380)	0	\$8.944	0	(\$1.690)	0	(\$1.690)	0	(\$1.690)
<b>2014 February Financial Plan: Cash Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>6,478</b>	<b>(\$405.280)</b>	<b>6,583</b>	<b>(\$460.174)</b>	<b>6,597</b>	<b>(\$461.209)</b>	<b>6,596</b>	<b>(\$465.601)</b>	<b>6,603</b>	<b>(\$490.501)</b>

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	Final Proposed Budget	Service Investments (Proposed in-July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$660.112							\$660.112
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	56.389							56.389
<b>Capital &amp; Other Reimbursements:</b>								0.000
MTA	0.000							0.000
CDOT	0.000							0.000
Other	0.000							0.000
<b>Total Capital and Other Reimbursements</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Revenue</b>	<b>\$716.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$716.501</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$431.522							\$431.522
Overtime	60.376							60.376
Health and Welfare	106.748							106.748
OPEB Current Payment	22.049							22.049
Pensions	75.961							75.961
Other Fringe Benefits	102.307							102.307
Reimbursable Overhead	(40.514)							(40.514)
<b>Total Labor Expenses</b>	<b>\$758.450</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$758.450</b>
<b>Non-Labor:</b>								
Electric Power	\$86.801	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$86.167
Fuel	26.607	0.000	0.000	0.000	0.000	0.000	0.000	26.607
Insurance	18.313							18.313
Claims	0.535							0.535
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	107.353							107.353
Professional Service Contracts	28.940							28.940
Materials & Supplies	72.718							72.718
Other Business Expenses	25.548				(10.000)			15.548
<b>Total Non-Labor Expenses</b>	<b>\$366.814</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.180</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000							\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,125.265</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,114.631</b>
Depreciation	\$227.237							\$227.237
OPEB Obligation	65.098							65.098
Environmental Remediation	3.800							3.800
<b>Total Expenses</b>	<b>\$1,421.400</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,410.766</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$704.899)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$227.237							\$227.237
Operating/Capital	(43.007)	(1.690)						(44.697)
Other Cash Adjustments	51.550							51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$235.780</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.090</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$469.119)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$460.175)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Capital &amp; Other Reimbursements:</b>								
MTA	113.125						15.829	128.954
CDOT	61.342							61.342
Other	16.278							16.278
<b>Total Capital and Other Reimbursements</b>	<b>190.745</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>206.574</b>
<b>Total Revenue</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$44.707							\$44.707
Overtime	15.862							15.862
Health and Welfare	15.025							15.025
OPEB Current Payment	0.000							0.000
Pensions	8.904							8.904
Other Fringe Benefits	10.370							10.370
Reimbursable Overhead	38.836							38.836
<b>Total Labor Expenses</b>	<b>\$133.705</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$133.705</b>
<b>Non-Labor:</b>								
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	3.818							3.818
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	12.010							12.010
Professional Service Contracts	19.629						0.930	20.559
Materials & Supplies	20.945						14.899	35.844
Other Business Expenses	0.638							0.638
<b>Total Non-Labor Expenses</b>	<b>\$57.040</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$72.869</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>

-- Differences are due to rounding.



**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$660.112							\$660.112
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	56.389							56.389
Capital & Other Reimbursements:	0.000							
MTA	113.125						15.829	128.954
CDOT	61.342							61.342
Other	16.278							16.278
<b>Total Capital and Other Reimbursements</b>	<b>190.745</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>206.574</b>
<b>Total Revenue</b>	<b>\$907.247</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$923.076</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$476.229							\$476.229
Overtime	76.239							76.239
Health and Welfare	121.774							121.774
OPEB Current Payment	22.049							22.049
Pensions	84.865							84.865
Other Fringe Benefits	112.678							112.678
Reimbursable Overhead	(1.678)							(1.678)
<b>Total Labor Expenses</b>	<b>\$892.155</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$892.155</b>
<b>Non-Labor:</b>								
Electric Power	\$86.801	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$86.167
Fuel	26.607	0.000	0.000	0.000	0.000	0.000	0.000	26.607
Insurance	22.131							22.131
Claims	0.535							0.535
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	119.363							119.363
Professional Service Contracts	48.570						0.930	49.499
Materials & Supplies	93.662						14.899	108.562
Other Business Expenses	26.187				(10.000)			16.187
<b>Total Non-Labor Expenses</b>	<b>\$423.855</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$429.050</b>
<b>Other Expense Adjustments:</b>								
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,316.010</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,321.205</b>
Depreciation	\$227.237							\$227.237
OPEB Obligation	65.098							65.098
Environmental Remediation	3.800							3.800
<b>Total Expenses</b>	<b>\$1,612.146</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,617.341</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$704.899)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$227.237							\$227.237
Operating/Capital	(43.007)	(1.690)						(44.697)
Other Cash Adjustments	51.550							51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$235.780</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.090</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$469.119)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$460.175)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Farebox Revenue	\$666,414							\$666,414
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	71.957							71.957
<b>Capital &amp; Other Reimbursements:</b>								
MTA	112.376						15.829	128.205
CDOT	64.076							64.076
Other	16.707							16.707
<b>Total Capital and Other Reimbursements</b>	<b>193.159</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>208.988</b>
<b>Total Receipts</b>	<b>\$931.530</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$947.359</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$487,892							\$487,892
Overtime	78.852							78.852
Health and Welfare	126.105							126.105
OPEB Current Payment	22.049							22.049
Pensions	85.856							85.856
Other Fringe Benefits	114.252							114.252
GASB Account	8.917							8.917
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$923.923</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$923.923</b>
<b>Non-Labor:</b>								
Electric Power	\$88,795	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$88,161
Fuel	23.007	0.000	0.000	0.000	0.000	0.000	0.000	23.007
Insurance	22.406							22.406
Claims	0.681							0.681
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	119.979							119.979
Professional Service Contracts	59.681						0.930	60.611
Materials & Supplies	111.723	1.690					14.899	128.312
Other Business Expenditures	50.454				(10.000)			40.454
<b>Total Non-Labor Expenditures</b>	<b>\$476.725</b>	<b>\$1.690</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$483.610</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,400,648</b>	<b>\$1.690</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,407.533</b>
<b>Baseline Cash Deficit</b>	<b>(\$469,118)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$460,174)</b>
<b>Subsidies</b>								
MTA	(\$371,950)	(\$1.690)		\$0.594	\$3.500			(\$369,546)
CDOT	(97,168)			0.040	6.500			(90,628)
<b>Total Subsidies</b>	<b>(\$469,118)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$460,174)</b>
<b>Opening Cash Balance</b>								0.000
<b>Cash Timing and Availability Adjustment</b>								0.000
<b>Closing Cash Balance</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Farebox Revenue	\$6,302							\$6,302
Vehicle Toll Revenue	0.000							
Other Operating Revenue	15,569							15,569
<b>Capital &amp; Other Reimbursements:</b>								
MTA	(0.749)							(0.749)
CDOT	2,734							2,734
Other	0.429							0.429
<b>Total Capital and Other Reimbursements</b>								<b>0,000</b>
<b>Total Receipt Adjustments</b>	<b>\$24,284</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$24,284</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	(\$11,663)							(\$11,663)
Overtime	(2,613)							(2,613)
Health and Welfare	(4,331)							(4,331)
OPEB Current Payment	0.000							0.000
Pensions	(0.991)							(0.991)
Other Fringe Benefits	(1,574)							(1,574)
GASB Account	(8,917)							(8,917)
Reimbursable Overhead	(1,678)							(1,678)
<b>Total Labor Expenditures</b>	<b>(\$31,768)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$31,768)</b>
<b>Non-Labor:</b>								
Electric Power	(\$1,994)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$1,994)
Fuel	3,600	0.000	0.000	0.000	0.000	0.000	0.000	3,600
Insurance	(0.275)							(0.275)
Claims	(0.146)							(0.146)
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	(0.616)							(0.616)
Professional Service Contracts	(11,111)						0.000	(11,111)
Materials & Supplies	(18,061)	(1,690)					0.000	(19,751)
Other Business Expenditures	(24,268)				0.000			(24,268)
<b>Total Non-Labor Expenditures</b>	<b>(\$52,871)</b>	<b>(\$1,690)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$54,561)</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenditure Adjustments</b>	<b>(\$84,638)</b>	<b>(\$1,690)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$86,328)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$60,355)</b>	<b>(\$1,690)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$62,045)</b>
Depreciation Adjustment	\$227,237							\$227,237
OPEB Obligation	65,098							65,098
Environmental Remediation	3,800							3,800
<b>Total Cash Conversion Adjustments</b>	<b>\$235,781</b>	<b>(\$1,690)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$234,091</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$621.318	\$660.112	\$673.953	\$685.453	\$696.281
Other Operating Revenue	72.322	56.389	54.173	54.772	56.473
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$693.640</b>	<b>\$716.501</b>	<b>\$728.126</b>	<b>\$740.226</b>	<b>\$752.753</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$412.986	\$431.522	\$441.131	\$446.587	\$455.365
Overtime	62.620	60.376	58.950	56.086	57.146
Health and Welfare	96.604	106.748	112.373	116.509	123.317
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	75.972	75.961	77.027	76.872	77.775
Other Fringe Benefits	98.582	102.307	106.609	108.291	111.052
Reimbursable Overhead	(35.949)	(40.514)	(39.990)	(40.738)	(41.495)
<b>Total Labor Expenses</b>	<b>\$731.815</b>	<b>\$758.450</b>	<b>\$778.978</b>	<b>\$787.777</b>	<b>\$808.696</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$78.535	\$86.167	\$92.079	\$98.011	\$103.915
Fuel	29.073	26.606	25.756	25.918	26.660
Insurance	14.802	18.313	21.124	24.217	27.835
Claims	0.393	0.535	0.535	0.535	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	98.732	107.353	110.283	108.073	109.085
Professional Service Contracts	27.973	28.940	28.019	29.201	28.963
Materials & Supplies	71.135	72.718	72.212	73.935	74.113
Other Business Expenses	33.229	15.548	27.203	29.334	30.965
<b>Total Non-Labor</b>	<b>\$353.872</b>	<b>\$356.180</b>	<b>\$377.211</b>	<b>\$389.223</b>	<b>\$402.071</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,085.688</b>	<b>\$1,114.630</b>	<b>\$1,156.189</b>	<b>\$1,177.000</b>	<b>\$1,210.767</b>
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Total Expenses</b>	<b>\$1,375.414</b>	<b>\$1,410.766</b>	<b>\$1,453.018</b>	<b>\$1,479.643</b>	<b>\$1,519.446</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$681.774)</b>	<b>(\$694.265)</b>	<b>(\$724.892)</b>	<b>(\$739.418)</b>	<b>(\$766.693)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
Operating Capital	(31.902)	(44.697)	(31.842)	(18.690)	(18.690)
Other Cash Adjustments	83.624	51.549	70.038	65.019	65.396
<b>Total Cash Conversion Adjustments</b>	<b>\$276.493</b>	<b>\$234.089</b>	<b>\$263.683</b>	<b>\$273.816</b>	<b>\$276.193</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.281)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.500)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
MNR - MTA	86.168	128.954	119.606	119.424	122.085
MNR - CDOT	68.887	61.342	78.402	86.283	93.466
MNR - Other	9.747	16.278	16.621	16.976	17.312
Capital and Other Reimbursements	164.802	206.574	214.630	222.683	232.863
<b>Total Revenue</b>	<b>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</b>
<b>Expenses</b>					
<u><b>Labor:</b></u>					
Payroll	\$36.548	\$44.707	\$45.569	\$46.420	\$47.292
Overtime	16.330	15.862	16.170	16.474	16.782
Health and Welfare	12.296	15.025	15.444	16.148	16.761
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	7.364	8.904	8.399	8.235	8.037
Other Fringe Benefits	9.312	10.370	11.187	11.502	11.815
Reimbursable Overhead	34.892	38.836	39.580	40.320	41.069
<b>Total Labor</b>	<b>\$116.742</b>	<b>\$133.705</b>	<b>\$136.348</b>	<b>\$139.098</b>	<b>\$141.755</b>
<u><b>Non-Labor:</b></u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	2.918	3.818	3.929	4.003	4.078
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	23.832	12.010	20.564	27.022	31.638
Professional Service Contracts	5.592	20.559	29.062	28.959	30.793
Materials & Supplies	14.846	35.844	24.077	22.940	23.929
Other Business Expenses	0.871	0.638	0.649	0.661	0.671
<b>Total Non-Labor</b>	<b>\$48.060</b>	<b>\$72.869</b>	<b>\$78.281</b>	<b>\$83.584</b>	<b>\$91.108</b>
<u><b>Other Adjustments:</b></u>					
Other					
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$621.318	\$660.112	\$673.953	\$685.453	\$696.281
Other Operating Revenue	72.322	56.389	54.173	54.772	56.473
MNR - MTA	86.168	128.954	119.606	119.424	122.085
MNR - CDOT	68.887	61.342	78.402	86.283	93.466
MNR - Other	9.747	16.278	16.621	16.976	17.312
Capital and Other Reimbursements	164.802	206.574	214.630	222.683	232.863
<b>Total Revenue</b>	<b>\$858.442</b>	<b>\$923.076</b>	<b>\$942.755</b>	<b>\$962.908</b>	<b>\$985.616</b>
<b>Expenses</b>					
<u><b>Labor:</b></u>					
Payroll	\$449.533	\$476.229	\$486.700	\$493.007	\$502.657
Overtime	78.951	76.239	75.120	72.560	73.928
Health and Welfare	108.900	121.774	127.817	132.657	140.078
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	83.336	84.865	85.426	85.108	85.811
Other Fringe Benefits	107.894	112.678	117.796	119.793	122.866
Reimbursable Overhead	(1.057)	(1.678)	(0.410)	(0.419)	(0.426)
<b>Total Labor</b>	<b>\$848.557</b>	<b>\$892.155</b>	<b>\$915.326</b>	<b>\$926.875</b>	<b>\$950.451</b>
<u><b>Non-Labor:</b></u>					
Electric Power	\$78.535	\$86.167	\$92.079	\$98.011	\$103.915
Fuel	29.073	26.606	25.756	25.918	26.660
Insurance	17.720	22.131	25.053	28.220	31.913
Claims	0.393	0.535	0.535	0.535	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.564	119.363	130.847	135.095	140.722
Professional Service Contracts	33.565	49.499	57.081	58.159	59.756
Materials & Supplies	85.982	108.562	96.289	96.875	98.042
Other Business Expenses	34.101	16.187	27.852	29.994	31.636
<b>Total Non-Labor</b>	<b>\$401.932</b>	<b>\$429.049</b>	<b>\$455.492</b>	<b>\$472.808</b>	<b>\$493.179</b>
<u><b>Other Adjustments:</b></u>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,250.490</b>	<b>\$1,321.205</b>	<b>\$1,370.818</b>	<b>\$1,399.683</b>	<b>\$1,443.630</b>
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Total Expenses</b>	<b>\$1,540.216</b>	<b>\$1,617.340</b>	<b>\$1,667.647</b>	<b>\$1,702.326</b>	<b>\$1,752.309</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$681.774)</b>	<b>(\$694.265)</b>	<b>(\$724.892)</b>	<b>(\$739.418)</b>	<b>(\$766.693)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
Operating Capital	(31.902)	(44.697)	(31.842)	(18.690)	(18.690)
Other Cash Adjustments	83.624	51.549	70.038	65.019	65.396
<b>Total Cash Conversion Adjustments</b>	<b>\$276.493</b>	<b>\$234.089</b>	<b>\$263.683</b>	<b>\$273.816</b>	<b>\$276.193</b>
	<b>\$405.280</b>	<b>\$460.175</b>	<b>\$461.209</b>	<b>\$465.601</b>	<b>\$490.501</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.281)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.500)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$627.245	\$666.414	\$680.953	\$692.953	\$704.781
Other Operating Revenue	85.091	71.957	70.444	71.154	72.068
MNR - MTA	80.462	128.205	121.322	120.765	123.277
MNR - CDOT	68.627	64.076	80.307	86.275	93.458
MNR - Other	20.938	16.707	16.983	17.771	17.237
Capital and Other Reimbursements	\$170.027	\$208.988	\$218.612	\$224.811	\$233.972
<b>Total Revenue</b>	<b>\$882.363</b>	<b>\$947.359</b>	<b>\$970.009</b>	<b>\$988.918</b>	<b>\$1,010.821</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$456.525	\$487.892	\$488.518	\$490.761	\$502.256
Overtime	79.302	78.852	75.675	73.131	74.881
Health and Welfare	113.487	126.105	132.425	137.405	144.967
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	67.940	85.856	86.316	85.504	86.211
Other Fringe Benefits	103.903	114.252	119.113	118.626	122.167
GASB Account	(4.399)	8.917	9.105	9.291	9.474
Reimbursable Overhead					
<b>Total Labor</b>	<b>\$837.758</b>	<b>\$923.923</b>	<b>\$934.029</b>	<b>\$938.887</b>	<b>\$965.492</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$80.548	\$88.161	\$93.875	\$99.861	\$105.821
Fuel	25.473	23.006	22.156	22.318	23.060
Insurance	18.765	22.406	26.250	28.514	32.306
Claims	1.039	0.681	0.681	0.681	0.681
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	135.137	119.979	128.598	144.546	149.620
Professional Service Contracts	36.491	60.611	63.357	61.072	62.595
Materials & Supplies	101.368	128.313	109.495	103.616	103.620
Other Business Expenditures	51.064	40.454	52.777	55.024	58.127
<b>Total Non-Labor</b>	<b>\$449.885</b>	<b>\$483.611</b>	<b>\$497.189</b>	<b>\$515.632</b>	<b>\$535.830</b>
<b><u>Other Adjustments:</u></b>					
Other					
Cash Timing and Availability Adjustment					
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,287.643</b>	<b>\$1,407.534</b>	<b>\$1,431.218</b>	<b>\$1,454.519</b>	<b>\$1,501.322</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.280)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.501)</b>
<b><u>Subsidies</u></b>					
MTA	\$308.594	\$369.548	\$365.247	\$371.145	\$392.219
CDOT	\$96.686	\$90.627	\$95.962	\$94.456	\$98.282
<b>Total Subsidies</b>	<b>\$405.280</b>	<b>\$460.175</b>	<b>\$461.209</b>	<b>\$465.601</b>	<b>\$490.501</b>
<b>Net Surplus/Deficit</b>	<b>\$405.280</b>	<b>\$460.175</b>	<b>\$461.209</b>	<b>\$465.601</b>	<b>\$490.501</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$5.927	\$6.302	\$7.000	\$7.500	\$8.500
Other Operating Revenue	12.770	15.569	16.272	16.382	15.596
<i>Capital and Other Reimbursements:</i>					
MTA	(5.706)	(0.749)	1.716	1.341	1.192
CDOT	(0.260)	2.734	1.905	(0.008)	(0.008)
Other	11.191	0.429	0.362	0.795	(0.075)
Total Capital and Other Reimbursements	5.225	2.414	3.982	2.128	1.109
<b>Total Receipts</b>	<b>\$23.921</b>	<b>\$24.284</b>	<b>\$27.254</b>	<b>\$26.010</b>	<b>\$25.205</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$6.992)	(\$11.663)	(\$1.818)	\$2.246	\$0.401
Overtime	(0.351)	(2.613)	(0.556)	(0.571)	(0.953)
Health and Welfare	(4.587)	(4.331)	(4.607)	(4.748)	(4.889)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	15.396	(0.991)	(0.890)	(0.396)	(0.400)
Other Fringe Benefits	3.991	(1.574)	(1.317)	1.167	0.699
GASB Account	4.399	(8.917)	(9.105)	(9.291)	(9.474)
Reimbursable Overhead	(1.057)	(1.678)	(0.410)	(0.419)	(0.426)
<b>Total Labor</b>	<b>\$10.799</b>	<b>(\$31.768)</b>	<b>(\$18.703)</b>	<b>(\$12.012)</b>	<b>(\$15.041)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$2.013)	(\$1.994)	(\$1.796)	(\$1.850)	(\$1.906)
Fuel	3.600	3.600	3.600	3.600	3.600
Insurance	(1.045)	(0.275)	(1.197)	(0.294)	(0.393)
Claims	(0.646)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(12.573)	(0.616)	2.249	(9.451)	(8.898)
Professional Service Contracts	(2.926)	(11.112)	(6.276)	(2.913)	(2.839)
Materials & Supplies	(15.386)	(19.751)	(13.206)	(6.741)	(5.578)
Other Business Expenditures	(16.964)	(24.268)	(24.926)	(25.030)	(26.492)
<b>Total Non-Labor</b>	<b>(\$47.953)</b>	<b>(\$54.562)</b>	<b>(\$41.697)</b>	<b>(\$42.824)</b>	<b>(\$42.651)</b>
<b><u>Other Adjustments:</u></b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$13.232)</b>	<b>(\$62.046)</b>	<b>(\$33.146)</b>	<b>(\$28.827)</b>	<b>(\$32.487)</b>
Depreciation Adjustment	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$276.494</b>	<b>\$234.090</b>	<b>\$263.683</b>	<b>\$273.817</b>	<b>\$276.192</b>



**MTA METRO-NORTH RAILROAD**  
**2014 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	507,621	\$26.299	43.6%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	422,659	19.169	31.7%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	253,215	11.347	18.8%
<u>Weather Emergencies</u>	49,855	2.294	3.8%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	29,380	1.268	2.1%
Subtotal	<b>1,262,730</b>	<b>\$60.376</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	315,607	\$15.862	
<b>TOTAL OVERTIME</b>	<b>1,578,337</b>	<b>\$76.239</b>	

<sup>1</sup> Other & reimbursable budget includes PTE \$'s only. Does not include hours.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Ridership/(Utilization)**  
(in millions)

	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b><u>RIDERSHIP</u></b>					
Harlem Line	27.065	27.768	28.322	28.765	29.131
Hudson Line	16.016	16.401	16.682	16.935	17.173
New Haven Line	39.331	40.081	40.633	41.062	41.511
<b>Total East of Hudson Ridership</b>	<b>82.412</b>	<b>84.249</b>	<b>85.636</b>	<b>86.763</b>	<b>87.815</b>
West of Hudson	1.605	1.623	1.650	1.679	1.693
<b>Total Ridership</b>	<b>84.018</b>	<b>85.873</b>	<b>87.287</b>	<b>88.441</b>	<b>89.507</b>
<b><u>FAREBOX REVENUE</u></b>					
Harlem Line	\$189.307	\$197.487	\$201.889	\$205.379	\$208.143
Hudson Line	137.572	142.990	145.627	148.060	150.304
New Haven Line	293.958	319.144	325.935	331.504	337.319
West of Hudson Mail & Ride	0.481	0.492	0.501	0.510	0.514
<b>Total Farebox Revenue</b>	<b>\$621.318</b>	<b>\$660.112</b>	<b>\$673.953</b>	<b>\$685.453</b>	<b>\$696.281</b>

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

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety <sup>(1)</sup>	22	45	45	45	45
COS/ Corporate & Public Affairs <sup>(1)</sup>	16	17	17	17	17
Customer Service <sup>(1)</sup>	48	52	52	52	52
Legal	18	18	18	18	18
Claims	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Administration	3	3	3	3	3
VP Human Resources	7	7	7	7	7
Human Resources & Diversity	28	28	28	28	28
Training	50	58	58	58	58
Employee Relations & Diversity	5	5	5	5	5
VP Planning	2	2	2	2	2
Operations Planning & Analysis	18	18	18	18	18
Capital Planning & Programming	16	16	16	16	16
Business Development Facilities & Mktg <sup>(1)</sup>	24	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	26	26	26	26
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems <sup>(2)</sup>	1	3	3	3	3
Controller	80	81	81	81	81
Information Technology & Project Mgmt	124	125	125	125	125
Budget <sup>(2)</sup>	20	18	18	18	18
Procurement & Material Management <sup>(2)</sup>	46	42	42	42	42
Corporate <sup>(1)</sup>	0	2	2	2	2
<b>Total Administration</b>	<b>569</b>	<b>607</b>	<b>607</b>	<b>607</b>	<b>607</b>
<b>Operations</b>					
Operations Administration	61	61	61	61	61
Operations Services <sup>(3)</sup>	1,798	1,457	1,471	1,477	1,489
Customer Service <sup>(1)</sup>	239	239	239	239	239
Business Development Facilities & Mktg <sup>(1)</sup>	38	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	38	38	38	38
Metro-North West	27	34	34	34	34
<b>Total Operations</b>	<b>2,163</b>	<b>1,829</b>	<b>1,843</b>	<b>1,849</b>	<b>1,861</b>
<b>Maintenance</b>					
GCT <sup>(1)</sup>	389	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	179	179	179	179
Maintenance of Equipment <sup>(3)</sup>	1,351	1,735	1,735	1,745	1,745
Maintenance of Way <sup>(1)</sup>	1,776	1,999	1,999	1,982	1,977
Procurement & Material Management <sup>(2)</sup>	120	124	124	124	124
<b>Total Maintenance</b>	<b>3,636</b>	<b>4,037</b>	<b>4,037</b>	<b>4,030</b>	<b>4,025</b>
<b>Engineering/Capital</b>					
Construction Management	42	42	42	42	42
Engineering & Design	68	68	68	68	68
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Baseline Total Positions</b>	<b>6,478</b>	<b>6,583</b>	<b>6,597</b>	<b>6,596</b>	<b>6,603</b>
<b>Non-Reimbursable<sup>(4)</sup></b>	<b>5,900</b>	<b>5,968</b>	<b>5,982</b>	<b>5,971</b>	<b>5,978</b>
<b>Reimbursable<sup>(4)</sup></b>	<b>578</b>	<b>615</b>	<b>615</b>	<b>625</b>	<b>625</b>
<b>Total Full-Time</b>	<b>6,477</b>	<b>6,582</b>	<b>6,596</b>	<b>6,595</b>	<b>6,602</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

<sup>(1)</sup>Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

<sup>(2)</sup>Reflects the following transfer of positions between departments or functional groups:  
- 2 positions transferred from the Budget Department to the VP Finance Department.  
- 4 Procurement Specialists were reclassified from Administrative to Maintenance functions.

<sup>(3)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

<sup>(4)</sup>2014 includes the change in allocation of reimbursable positions versus the November plan.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation\***

FUNCTION/OCCUPATIONAL GROUP		2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>						
	Managers/Supervisors <sup>(1)</sup>	192	196	196	196	196
	Professional, Technical, Clerical <sup>(1)</sup>	377	410	410	410	410
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>569</b>	<b>607</b>	<b>607</b>	<b>607</b>	<b>607</b>
<b>Operations</b>						
	Managers/Supervisors <sup>(2)</sup>	156	149	149	149	149
	Professional, Technical, Clerical	238	238	238	238	238
	Operational Hourlies <sup>(2)</sup>	1,770	1,443	1,457	1,463	1,475
	<b>Total Operations</b>	<b>2,163</b>	<b>1,829</b>	<b>1,843</b>	<b>1,849</b>	<b>1,861</b>
<b>Maintenance</b>						
	Managers/Supervisors <sup>(1)(2)</sup>	541	545	545	545	545
	Professional, Technical, Clerical <sup>(1)</sup>	502	506	506	506	506
	Operational Hourlies <sup>(2)</sup>	2,594	2,987	2,987	2,980	2,975
	<b>Total Maintenance</b>	<b>3,636</b>	<b>4,037</b>	<b>4,037</b>	<b>4,030</b>	<b>4,025</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	49	49	49	49	49
	Professional, Technical, Clerical	61	61	61	61	61
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>						
	Managers/Supervisors	938	939	939	939	939
	Professional, Technical, Clerical	1,177	1,215	1,215	1,215	1,215
	Operational Hourlies	4,363	4,429	4,443	4,442	4,449
	<b>Total Baseline Positions</b>	<b>6,478</b>	<b>6,583</b>	<b>6,597</b>	<b>6,596</b>	<b>6,603</b>

<sup>(1)</sup>Reflects the January 2014 transfer of 16 positions from the Maintenance to the Administrative function resulting from the GCT/Business Development reorganization.

<sup>(2)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$51.584	\$48.219	\$54.256	\$53.772	\$54.734	\$57.242	\$56.942	\$55.494	\$55.440	\$56.035	\$56.785	\$59.611	\$660.112
Vehicle Toll Revenue													
Other Operating Revenue	4.593	4.290	4.024	4.446	4.349	4.529	4.298	4.316	4.292	4.626	5.304	7.322	56.389
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$56.177</b>	<b>\$52.508</b>	<b>\$58.279</b>	<b>\$58.218</b>	<b>\$59.083</b>	<b>\$61.771</b>	<b>\$61.240</b>	<b>\$59.810</b>	<b>\$59.732</b>	<b>\$60.661</b>	<b>\$62.090</b>	<b>\$66.932</b>	<b>\$716.501</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$37.904	\$33.320	\$35.249	\$35.977	\$36.127	\$34.462	\$38.353	\$35.478	\$36.689	\$38.109	\$34.214	\$35.640	\$431.522
Overtime	5.030	4.546	4.980	4.729	4.969	4.676	5.197	4.802	4.873	5.092	5.540	5.941	60.376
Health and Welfare	9.493	8.114	8.692	8.840	8.927	8.404	9.583	8.706	9.054	9.502	8.497	8.926	106.748
OPEB Current Payment	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	22.049
Pensions	6.625	5.846	6.211	6.302	6.351	6.056	6.732	6.232	6.431	6.680	6.108	6.388	75.961
Other Fringe Benefits	8.874	8.305	8.278	8.442	8.434	8.183	9.000	8.392	8.655	8.937	8.247	8.557	102.307
Reimbursable Overhead	(2.943)	(2.602)	(2.908)	(3.789)	(3.704)	(3.650)	(3.882)	(3.392)	(3.594)	(3.899)	(3.038)	(3.113)	(40.514)
<b>Total Labor Expenses</b>	<b>\$66.821</b>	<b>\$59.367</b>	<b>\$62.339</b>	<b>\$62.339</b>	<b>\$62.942</b>	<b>\$59.969</b>	<b>\$66.820</b>	<b>\$62.056</b>	<b>\$63.956</b>	<b>\$66.259</b>	<b>\$61.405</b>	<b>\$64.177</b>	<b>\$756.450</b>
<b>Non-Labor:</b>													
Electric Power	\$6.668	\$7.691	\$8.120	\$6.993	\$7.235	\$6.869	\$7.389	\$7.591	\$6.893	\$7.051	\$6.982	\$6.686	\$86.167
Fuel	2.563	2.282	2.223	2.119	2.128	2.088	1.998	2.032	2.009	2.397	2.302	2.466	26.606
Insurance	1.422	1.433	1.440	1.437	1.571	1.582	1.555	1.555	1.555	1.555	1.584	1.625	18.313
Claims	0.056	0.059	0.059	0.054	0.059	0.054	0.059	0.054	0.059	0.059	0.054	0.087	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.568	7.637	10.613	8.654	8.509	10.562	8.614	8.380	10.086	8.793	9.228	8.710	107.353
Professional Service Contracts	1.847	2.056	2.524	2.557	2.535	3.474	2.381	2.626	2.463	2.535	2.321	1.621	28.940
Materials & Supplies	6.395	6.137	5.993	6.092	6.247	6.167	6.146	6.122	6.140	6.021	6.091	5.167	72.718
Other Business Expenses	2.095	2.181	2.013	1.915	2.176	2.180	2.210	2.262	2.237	2.444	2.419	(8.584)	15.548
<b>Total Non-Labor</b>	<b>\$28.612</b>	<b>\$29.476</b>	<b>\$32.984</b>	<b>\$29.821</b>	<b>\$30.460</b>	<b>\$32.976</b>	<b>\$30.351</b>	<b>\$30.620</b>	<b>\$31.442</b>	<b>\$30.855</b>	<b>\$30.979</b>	<b>\$17.604</b>	<b>\$356.180</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$95.433</b>	<b>\$88.843</b>	<b>\$95.324</b>	<b>\$92.160</b>	<b>\$93.402</b>	<b>\$92.945</b>	<b>\$97.171</b>	<b>\$92.676</b>	<b>\$95.398</b>	<b>\$97.113</b>	<b>\$92.385</b>	<b>\$81.781</b>	<b>\$1,114.630</b>
Depreciation	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
OPEB Obligation	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	65.098
Environmental Remediation	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	3.800
<b>Total Expenses</b>	<b>\$119.794</b>	<b>\$113.204</b>	<b>\$120.635</b>	<b>\$116.521</b>	<b>\$117.763</b>	<b>\$118.256</b>	<b>\$121.532</b>	<b>\$117.038</b>	<b>\$120.709</b>	<b>\$121.475</b>	<b>\$116.746</b>	<b>\$107.093</b>	<b>\$1,410.766</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$63.618)</b>	<b>(\$60.696)</b>	<b>(\$62.356)</b>	<b>(\$58.303)</b>	<b>(\$58.681)</b>	<b>(\$56.485)</b>	<b>(\$60.292)</b>	<b>(\$57.228)</b>	<b>(\$60.977)</b>	<b>(\$60.813)</b>	<b>(\$54.656)</b>	<b>(\$40.160)</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
Operating Capital	(1.755)	(0.868)	(2.581)	(2.104)	(5.664)	(3.653)	(2.735)	(3.581)	(5.125)	(3.425)	(3.568)	(9.638)	(44.697)
Other Cash Adjustments	8.642	8.023	1.871	11.333	(4.983)	(3.789)	5.750	3.105	9.936	6.861	18.983	(14.184)	51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$25.824</b>	<b>\$26.092</b>	<b>\$18.226</b>	<b>\$28.166</b>	<b>\$8.290</b>	<b>\$11.495</b>	<b>\$21.951</b>	<b>\$18.461</b>	<b>\$23.748</b>	<b>\$22.372</b>	<b>\$34.351</b>	<b>(\$4.885)</b>	<b>\$234.090</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$37.794)</b>	<b>(\$34.604)</b>	<b>(\$44.130)</b>	<b>(\$30.137)</b>	<b>(\$50.391)</b>	<b>(\$44.990)</b>	<b>(\$38.341)</b>	<b>(\$38.767)</b>	<b>(\$37.230)</b>	<b>(\$38.442)</b>	<b>(\$20.305)</b>	<b>(\$45.046)</b>	<b>(\$460.175)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements													
MNR - MTA	9.458	8.543	8.865	9.798	12.737	12.302	13.569	14.682	13.236	9.775	7.406	8.585	128.954
MNR - CDOT	3.576	3.035	4.488	4.705	5.004	4.220	4.535	3.699	6.453	8.021	7.458	6.148	61.342
MNR - Other	1.115	1.220	1.390	1.509	1.494	1.530	1.599	1.474	1.417	1.444	1.092	0.995	16.278
<b>Total Revenue</b>	<b>\$14.148</b>	<b>\$12.797</b>	<b>\$14.742</b>	<b>\$16.012</b>	<b>\$19.235</b>	<b>\$18.052</b>	<b>\$19.703</b>	<b>\$19.854</b>	<b>\$21.105</b>	<b>\$19.240</b>	<b>\$15.957</b>	<b>\$15.728</b>	<b>\$206.574</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$3.418	\$3.099	\$3.377	\$4.031	\$3.914	\$3.896	\$4.140	\$3.703	\$3.941	\$4.294	\$3.368	\$3.525	\$44.707
Overtime	1.060	0.956	1.114	1.480	1.432	1.459	1.624	1.427	1.411	1.549	1.189	1.162	15.862
Health and Welfare	1.105	0.996	1.107	1.369	1.326	1.325	1.436	1.276	1.335	1.464	1.129	1.156	15.025
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.668	0.607	0.666	0.807	0.783	0.784	0.837	0.747	0.784	0.854	0.671	0.696	8.904
Other Fringe Benefits	0.768	0.694	0.768	0.943	0.914	0.914	0.985	0.877	0.918	1.004	0.780	0.803	10.370
Reimbursable Overhead	2.870	2.538	2.841	3.683	3.602	3.459	3.693	3.206	3.403	3.701	2.891	2.949	38.836
<b>Total Labor</b>	<b>\$9.889</b>	<b>\$8.890</b>	<b>\$9.875</b>	<b>\$12.313</b>	<b>\$11.972</b>	<b>\$11.838</b>	<b>\$12.715</b>	<b>\$11.236</b>	<b>\$11.792</b>	<b>\$12.866</b>	<b>\$10.029</b>	<b>\$10.290</b>	<b>\$133.705</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.250	0.224	0.256	0.355	0.348	0.349	0.390	0.342	0.346	0.387	0.291	0.280	3.818
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.564	0.952	1.015	0.817	0.825	1.157	1.355	1.350	1.352	1.075	0.764	0.783	12.010
Professional Service Contracts	1.069	1.069	1.068	1.116	1.116	1.066	1.403	1.095	1.350	3.550	3.328	3.328	20.559
Materials & Supplies	2.318	1.604	2.470	1.355	4.921	3.588	3.786	5.777	6.213	1.309	1.500	1.003	35.844
Other Business Expenses	0.059	0.059	0.059	0.055	0.054	0.054	0.054	0.054	0.053	0.053	0.043	0.043	0.638
<b>Total Non-Labor</b>	<b>\$4.259</b>	<b>\$3.907</b>	<b>\$4.868</b>	<b>\$3.699</b>	<b>\$7.264</b>	<b>\$6.214</b>	<b>\$6.988</b>	<b>\$8.618</b>	<b>\$9.314</b>	<b>\$6.374</b>	<b>\$5.928</b>	<b>\$5.437</b>	<b>\$72.869</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$14.148</b>	<b>\$12.797</b>	<b>\$14.742</b>	<b>\$16.012</b>	<b>\$19.235</b>	<b>\$18.052</b>	<b>\$19.703</b>	<b>\$19.854</b>	<b>\$21.105</b>	<b>\$19.240</b>	<b>\$15.957</b>	<b>\$15.728</b>	<b>\$206.574</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$14.148</b>	<b>\$12.797</b>	<b>\$14.742</b>	<b>\$16.012</b>	<b>\$19.235</b>	<b>\$18.052</b>	<b>\$19.703</b>	<b>\$19.854</b>	<b>\$21.105</b>	<b>\$19.240</b>	<b>\$15.957</b>	<b>\$15.728</b>	<b>\$206.574</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$51,584	\$48,219	\$54,256	\$53,772	\$54,734	\$57,242	\$56,942	\$55,494	\$55,440	\$56,035	\$56,785	\$59,611	\$660,112
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4,593	4,290	4,024	4,446	4,349	4,529	4,298	4,316	4,292	4,626	5,304	7,322	56,389
Capital and Other Reimbursements													
MNR - MTA	9,458	8,543	8,865	9,798	12,737	12,302	13,569	14,682	13,236	9,775	7,406	8,585	128,954
MNR - CDOT	3,576	3,035	4,488	4,705	5,004	4,220	4,535	3,699	6,453	8,021	7,458	6,148	61,342
MNR - Other	1,115	1,220	1,390	1,509	1,494	1,530	1,599	1,474	1,417	1,444	1,092	0,995	16,278
<b>Total Revenue</b>	<b>\$70,325</b>	<b>\$65,306</b>	<b>\$73,022</b>	<b>\$74,231</b>	<b>\$78,318</b>	<b>\$79,823</b>	<b>\$80,944</b>	<b>\$79,664</b>	<b>\$80,837</b>	<b>\$79,901</b>	<b>\$78,046</b>	<b>\$82,660</b>	<b>\$923,076</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$41,322	\$36,419	\$38,626	\$40,008	\$40,041	\$38,358	\$42,493	\$39,181	\$40,630	\$42,403	\$37,583	\$39,165	\$476,229
Overtime	6,089	5,503	6,094	6,209	6,401	6,136	6,821	6,229	6,284	6,640	6,730	7,103	76,239
Health and Welfare	10,598	9,110	9,799	10,209	10,253	9,729	11,019	9,982	10,399	10,967	9,626	10,082	121,774
OPEB Current Payment	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	22,049
Pensions	7,293	6,452	6,877	7,109	7,134	6,839	7,569	6,979	7,215	7,534	6,779	7,084	84,865
Other Fringe Benefits	9,642	9,000	9,047	9,386	9,349	9,098	9,985	9,269	9,574	9,941	9,027	9,360	112,678
Reimbursable Overhead	(0.072)	(0.065)	(0.067)	(0.106)	(0.102)	(0.191)	(0.190)	(0.185)	(0.191)	(0.189)	(0.147)	(0.164)	(1,872)
<b>Total Labor</b>	<b>\$76,710</b>	<b>\$68,257</b>	<b>\$72,214</b>	<b>\$74,652</b>	<b>\$74,913</b>	<b>\$71,807</b>	<b>\$79,534</b>	<b>\$73,292</b>	<b>\$75,748</b>	<b>\$79,125</b>	<b>\$71,434</b>	<b>\$74,467</b>	<b>\$892,155</b>
<b>Non-Labor:</b>													
Electric Power	\$6,668	\$7,691	\$8,120	\$6,993	\$7,235	\$6,869	\$7,389	\$7,591	\$6,893	\$7,051	\$6,982	\$6,686	\$86,167
Fuel	2,563	2,282	2,223	2,119	2,128	2,088	1,998	2,032	2,009	2,397	2,302	2,466	26,606
Insurance	1,671	1,657	1,696	1,793	1,919	1,932	1,945	1,896	1,901	1,941	1,875	1,905	22,131
Claims	0.056	0.059	0.059	0.054	0.059	0.054	0.059	0.054	0.059	0.059	0.054	(0.087)	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8,132	8,588	11,628	9,471	9,334	11,719	9,969	9,730	11,438	9,868	9,992	9,493	119,363
Professional Service Contracts	2,915	3,125	3,592	3,673	3,651	4,540	3,784	3,721	3,813	6,086	5,650	4,949	49,499
Materials & Supplies	8,712	7,741	8,463	7,446	11,169	9,754	9,932	11,899	12,352	7,330	7,591	6,171	108,562
Other Business Expenses	2,154	2,240	2,071	1,970	2,230	2,234	2,264	2,316	2,290	2,497	2,462	(8,540)	16,187
<b>Total Non-Labor</b>	<b>\$32,871</b>	<b>\$33,383</b>	<b>\$37,852</b>	<b>\$33,520</b>	<b>\$37,724</b>	<b>\$39,189</b>	<b>\$37,340</b>	<b>\$39,238</b>	<b>\$40,755</b>	<b>\$37,229</b>	<b>\$36,907</b>	<b>\$23,042</b>	<b>\$429,049</b>
<b>Other Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$109,581</b>	<b>\$101,640</b>	<b>\$110,066</b>	<b>\$108,172</b>	<b>\$112,637</b>	<b>\$110,996</b>	<b>\$116,874</b>	<b>\$112,531</b>	<b>\$116,503</b>	<b>\$116,353</b>	<b>\$108,341</b>	<b>\$97,509</b>	<b>\$1,321,205</b>
Depreciation	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$227,237
OPEB Obligation	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	65,098
Environmental Remediation	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	3,800
<b>Total Expenses</b>	<b>\$133,942</b>	<b>\$126,001</b>	<b>\$135,377</b>	<b>\$132,533</b>	<b>\$136,999</b>	<b>\$136,308</b>	<b>\$141,235</b>	<b>\$136,892</b>	<b>\$141,815</b>	<b>\$140,715</b>	<b>\$132,703</b>	<b>\$122,820</b>	<b>\$1,617,340</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$63,618)</b>	<b>(\$60,696)</b>	<b>(\$62,356)</b>	<b>(\$58,303)</b>	<b>(\$58,681)</b>	<b>(\$56,485)</b>	<b>(\$60,292)</b>	<b>(\$57,228)</b>	<b>(\$60,977)</b>	<b>(\$60,813)</b>	<b>(\$54,656)</b>	<b>(\$40,160)</b>	<b>(\$694,265)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$227,237
Operating Capital	(1,755)	(0,868)	(2,581)	(2,104)	(5,684)	(3,653)	(2,735)	(3,581)	(5,125)	(3,425)	(3,568)	(9,638)	(44,697)
Other Cash Adjustments	8,642	8,023	1,871	11,333	(4,983)	(3,789)	5,750	3,105	9,936	6,881	18,983	(14,164)	51,550
<b>Total Cash Conversion Adjustments</b>	<b>\$25,824</b>	<b>\$26,092</b>	<b>\$18,226</b>	<b>\$28,166</b>	<b>\$8,290</b>	<b>\$11,495</b>	<b>\$21,951</b>	<b>\$18,461</b>	<b>\$23,748</b>	<b>\$22,372</b>	<b>\$34,351</b>	<b>(\$4,885)</b>	<b>\$234,090</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$37,794)</b>	<b>(\$34,604)</b>	<b>(\$44,130)</b>	<b>(\$30,137)</b>	<b>(\$50,391)</b>	<b>(\$44,990)</b>	<b>(\$38,341)</b>	<b>(\$38,767)</b>	<b>(\$37,230)</b>	<b>(\$36,442)</b>	<b>(\$20,305)</b>	<b>(\$45,046)</b>	<b>(\$460,175)</b>

MTA METRO NORTH RAILROAD  
February Financial Plan - 2014 Adopted Budget  
Cash Receipts & Expenditures  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$52,080	\$48,719	\$54,772	\$54,292	\$55,265	\$57,758	\$57,508	\$56,034	\$55,981	\$56,561	\$57,332	\$60,112	\$666,414
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	6.540	4.926	4.740	6.542	5.514	5.142	6.390	4.903	6.498	6.707	5.980	8.075	71.957
Capital and Other Reimbursements													
MNR - MTA	7.481	8.179	7.551	8.819	10.319	8.757	9.412	13.918	11.784	12.960	15.924	13.091	128.195
MNR - CDOT	3.746	4.604	4.376	4.575	5.203	4.694	5.011	4.503	6.324	7.882	7.718	5.450	64.086
MNR - Other	1.319	0.760	1.238	1.314	1.243	1.392	1.506	1.497	1.536	1.611	1.693	1.598	16.707
<b>Total Receipts</b>	<b>\$71.166</b>	<b>\$67.188</b>	<b>\$72.677</b>	<b>\$75.542</b>	<b>\$77.544</b>	<b>\$77.743</b>	<b>\$79.827</b>	<b>\$80.855</b>	<b>\$82.123</b>	<b>\$85.721</b>	<b>\$88.647</b>	<b>\$88.326</b>	<b>\$947.359</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$46,002	\$37,992	\$36,651	\$36,792	\$45,158	\$37,283	\$42,005	\$39,037	\$36,661	\$48,797	\$36,072	\$45,442	\$487,892
Overtime	6,819	5,564	5,720	6,100	7,204	6,134	8,299	6,215	6,204	7,513	5,956	7,124	78,852
Health and Welfare	10,459	10,459	10,609	10,459	10,459	10,609	10,459	10,459	10,609	10,459	10,459	10,611	126,105
OP&B Current Payment	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	22,049
Pensions	0.274	0.219	7,132	7,132	7,187	7,132	7,187	7,132	7,132	7,187	7,132	21,010	85,856
Other Fringe Benefits	12,176	9,436	9,166	9,536	11,366	9,666	9,694	11,012	8,540	10,442	6,966	6,252	114,252
GASB Account	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.744	8,917
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$78.310</b>	<b>\$66.250</b>	<b>\$71.858</b>	<b>\$72.599</b>	<b>\$83.954</b>	<b>\$73.404</b>	<b>\$80.224</b>	<b>\$76.435</b>	<b>\$71.726</b>	<b>\$86.978</b>	<b>\$69.165</b>	<b>\$93.020</b>	<b>\$923.923</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$6,828	\$7,848	\$8,291	\$7,147	\$7,398	\$7,069	\$7,573	\$7,766	\$7,048	\$7,186	\$7,129	\$6,878	\$88,161
Fuel	2,265	1,983	1,924	1,819	1,828	1,788	1,697	1,731	1,708	2,097	2,002	2,164	23,006
Insurance	0.000	3,338	1,031	0.011	3,716	1,579	1,497	3,713	1,032	0.000	3,713	2,776	22,406
Claims	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.054	0.681
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4,738	6,574	14,824	7,249	6,764	17,488	7,400	8,486	14,402	8,425	7,300	16,329	119,979
Professional Service Contracts	2,827	3,111	5,768	4,230	4,378	6,833	4,745	5,082	5,798	6,106	5,774	5,961	60,611
Materials & Supplies	9,175	8,398	9,145	8,373	15,739	10,471	10,642	12,154	13,372	8,697	8,957	13,190	128,313
Other Business Expenditures	4,760	4,233	3,909	4,194	4,101	4,044	4,333	4,198	4,210	4,617	4,855	(7,000)	40,454
<b>Total Non-Labor</b>	<b>\$30.650</b>	<b>\$35.542</b>	<b>\$44.949</b>	<b>\$33.080</b>	<b>\$43.981</b>	<b>\$49.329</b>	<b>\$37.944</b>	<b>\$43.187</b>	<b>\$47.627</b>	<b>\$37.185</b>	<b>\$39.787</b>	<b>\$40.352</b>	<b>\$483.611</b>
<b><u>Other Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$108.960</b>	<b>\$101.792</b>	<b>\$116.807</b>	<b>\$105.679</b>	<b>\$127.935</b>	<b>\$122.733</b>	<b>\$118.168</b>	<b>\$119.622</b>	<b>\$119.353</b>	<b>\$124.163</b>	<b>\$108.952</b>	<b>\$133.372</b>	<b>\$1,407.534</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$37.794)</b>	<b>(\$34.604)</b>	<b>(\$44.130)</b>	<b>(\$30.137)</b>	<b>(\$50.391)</b>	<b>(\$44.990)</b>	<b>(\$38.341)</b>	<b>(\$38.767)</b>	<b>(\$37.230)</b>	<b>(\$38.442)</b>	<b>(\$20.305)</b>	<b>(\$45.046)</b>	<b>(\$460.175)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
MTA Subsidy	\$28,279	\$25,285	\$34,354	\$22,362	\$42,227	\$37,965	\$30,533	\$31,436	\$28,542	\$30,072	\$13,783	\$44,712	\$369,548
CDOT Subsidy	9,515	9,319	9,776	7,775	8,164	7,025	7,808	7,331	8,688	8,370	6,522	0.334	\$90,627



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.496	\$0.500	\$0.516	\$0.520	\$0.531	\$0.516	\$0.566	\$0.540	\$0.541	\$0.526	\$0.547	\$0.501	\$6.302
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.947	0.636	0.716	2.096	1.165	0.613	2.092	0.587	2.206	2.081	0.676	0.753	15.568
Capital and Other Reimbursements													
MNR - MTA	(1.977)	(0.364)	(1.314)	(0.979)	(2.418)	(3.545)	(4.157)	(0.784)	(1.452)	3.185	8.518	4.506	(0.759)
MNR - CDOT	0.170	1.569	(0.112)	(0.130)	0.199	0.474	0.476	0.804	(0.129)	(0.139)	0.260	(0.698)	2.744
MNR - Other	0.204	(0.460)	(0.152)	(0.195)	(0.251)	(0.138)	(0.093)	0.023	0.119	0.167	0.601	0.603	0.429
<b>Total Receipts</b>	<b>\$0.841</b>	<b>\$1.882</b>	<b>(\$0.345)</b>	<b>\$1.311</b>	<b>(\$0.774)</b>	<b>(\$2.080)</b>	<b>(\$1.117)</b>	<b>\$1.191</b>	<b>\$1.286</b>	<b>\$5.820</b>	<b>\$10.601</b>	<b>\$5.666</b>	<b>\$24.283</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$4.680)	(\$1.573)	\$1.975	\$3.216	(\$5.117)	\$1.075	\$0.488	\$0.144	\$3.969	(\$6.394)	\$1.511	(\$6.277)	(\$11.662)
Overtime	(0.730)	(0.061)	0.374	0.109	(0.803)	0.002	(1.478)	0.014	0.080	(0.873)	0.774	(0.021)	(2.613)
Health and Welfare	0.139	(1.348)	(0.809)	(0.250)	(0.205)	(0.879)	0.560	(0.476)	(0.210)	0.508	(0.833)	(0.528)	(4.331)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.019	6.233	(0.255)	(0.023)	(0.053)	(0.283)	0.382	(0.153)	0.083	0.347	(0.353)	(13.926)	(0.991)
Other Fringe Benefits	(2.534)	(0.436)	(0.119)	(0.150)	(2.017)	(0.568)	0.291	(1.743)	1.034	(0.501)	2.061	3.108	(1.574)
GASB Account	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.744)	(8.917)
Reimbursable Overhead	(0.072)	(0.065)	(0.067)	(0.106)	(0.102)	(0.191)	(0.189)	(0.185)	(0.191)	(0.189)	(0.147)	(0.164)	(1.678)
<b>Total Labor</b>	<b>(\$1.600)</b>	<b>\$2.007</b>	<b>\$0.356</b>	<b>\$2.053</b>	<b>(\$9.041)</b>	<b>(\$1.597)</b>	<b>(\$0.690)</b>	<b>(\$3.143)</b>	<b>\$4.022</b>	<b>(\$7.853)</b>	<b>\$2.269</b>	<b>(\$18.553)</b>	<b>(\$31.767)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.160)	(\$0.157)	(\$0.171)	(\$0.154)	(\$0.163)	(\$0.200)	(\$0.184)	(\$0.175)	(\$0.155)	(\$0.135)	(\$0.147)	(\$0.192)	(\$1.994)
Fuel	0.298	0.299	0.299	0.300	0.300	0.300	0.301	0.301	0.301	0.300	0.300	0.302	3.600
Insurance	1.671	(1.681)	0.665	1.782	(1.797)	0.353	0.448	(1.817)	0.869	1.941	(1.838)	(0.871)	(0.275)
Claims	(0.001)	0.002	0.002	(0.003)	0.002	(0.003)	0.002	(0.003)	0.002	0.002	(0.003)	(0.141)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.394	2.014	(3.195)	2.222	2.570	(5.769)	2.569	1.244	(2.984)	1.443	2.692	(6.636)	(0.616)
Professional Service Contracts	0.088	0.014	(2.175)	(0.557)	(0.727)	(2.293)	(0.981)	(1.361)	(1.984)	(0.020)	(0.124)	(1.011)	(11.112)
Materials & Supplies	(0.463)	(0.657)	(0.682)	(0.927)	(4.570)	(0.717)	(0.710)	(0.255)	(1.020)	(1.367)	(1.366)	(7.019)	(19.751)
Other Business Expenditures	(2.606)	(1.893)	(1.838)	(2.224)	(1.871)	(1.810)	(2.069)	(1.882)	(1.920)	(2.120)	(2.393)	(1.540)	(24.267)
<b>Total Non-Labor</b>	<b>\$2.221</b>	<b>(\$2.159)</b>	<b>(\$7.096)</b>	<b>\$0.440</b>	<b>(\$6.257)</b>	<b>(\$10.139)</b>	<b>(\$0.604)</b>	<b>(\$3.949)</b>	<b>(\$6.871)</b>	<b>\$0.044</b>	<b>(\$2.680)</b>	<b>(\$17.310)</b>	<b>(\$54.562)</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$1.462</b>	<b>\$1.730</b>	<b>(\$7.085)</b>	<b>\$3.805</b>	<b>(\$16.072)</b>	<b>(\$13.816)</b>	<b>(\$2.410)</b>	<b>(\$5.900)</b>	<b>(\$1.563)</b>	<b>(\$1.089)</b>	<b>\$9.990</b>	<b>(\$30.196)</b>	<b>(\$62.046)</b>
Depreciation Adjustment	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
OPEB Obligation	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	65.098
Environmental Remediation	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	3.800
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$25.824</b>	<b>\$26.092</b>	<b>\$18.226</b>	<b>\$28.166</b>	<b>\$8.290</b>	<b>\$11.495</b>	<b>\$21.951</b>	<b>\$18.461</b>	<b>\$23.748</b>	<b>\$22.372</b>	<b>\$34.351</b>	<b>(\$4.885)</b>	<b>\$234.090</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.405	\$2.043	\$1.928	\$1.958	\$2.256	\$1.832	\$2.299	\$1.854	\$2.380	\$1.920	\$2.593	\$2.833	\$26.299
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.316	1.335	1.699	1.730	1.645	1.599	1.584	1.675	1.576	1.938	1.806	1.265	19.169
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Vacancy/Absentee Coverage</u>	0.782	0.693	0.837	0.919	0.913	1.024	1.033	1.145	0.769	1.129	1.016	1.088	11.347
<u>Weather Emergencies</u>	0.365	0.365	0.433	0.017	0.033	0.115	0.113	0.007	0.014	0.037	0.077	0.717	2.294
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.162	0.110	0.082	0.106	0.124	0.106	0.169	0.121	0.134	0.068	0.049	0.038	1.268
<b>Sub-Total</b>	<b>\$5.030</b>	<b>\$4.546</b>	<b>\$4.980</b>	<b>\$4.729</b>	<b>\$4.969</b>	<b>\$4.676</b>	<b>\$5.197</b>	<b>\$4.802</b>	<b>\$4.873</b>	<b>\$5.092</b>	<b>\$5.540</b>	<b>\$5.941</b>	<b>\$60.376</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$1.060</b>	<b>\$0.956</b>	<b>\$1.114</b>	<b>\$1.480</b>	<b>\$1.432</b>	<b>\$1.459</b>	<b>\$1.624</b>	<b>\$1.427</b>	<b>\$1.411</b>	<b>\$1.549</b>	<b>\$1.189</b>	<b>\$1.162</b>	<b>\$15.862</b>
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$6.089</b>	<b>\$5.503</b>	<b>\$6.094</b>	<b>\$6.209</b>	<b>\$6.401</b>	<b>\$6.136</b>	<b>\$6.821</b>	<b>\$6.229</b>	<b>\$6.284</b>	<b>\$6.640</b>	<b>\$6.730</b>	<b>\$7.103</b>	<b>\$76.239</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Ridership/(Utilization)**  
**in millions**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Ridership</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	2.218	2.010	2.324	2.347	2.335	2.360	2.396	2.240	2.337	2.493	2.218	2.490	27.768
Hudson Line	1.265	1.164	1.350	1.389	1.403	1.438	1.379	1.379	1.404	1.470	1.310	1.452	16.401
New Haven Line	3.163	2.785	3.297	3.380	3.313	3.469	3.541	3.324	3.352	3.576	3.216	3.663	40.081
<b>Baseline Total Ridership</b>	<b>6.646</b>	<b>5.960</b>	<b>6.971</b>	<b>7.116</b>	<b>7.050</b>	<b>7.267</b>	<b>7.316</b>	<b>6.943</b>	<b>7.093</b>	<b>7.538</b>	<b>6.744</b>	<b>7.605</b>	<b>84.249</b>
West of Hudson	0.118	0.112	0.135	0.135	0.135	0.141	0.145	0.140	0.138	0.147	0.130	0.146	1.623
<b>Total Ridership - All MNR Lines</b>	<b>6.763</b>	<b>6.072</b>	<b>7.106</b>	<b>7.251</b>	<b>7.186</b>	<b>7.408</b>	<b>7.462</b>	<b>7.083</b>	<b>7.231</b>	<b>7.685</b>	<b>6.874</b>	<b>7.751</b>	<b>85.873</b>
<b><u>Farebox Revenue</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	\$15.671	\$14.850	\$16.298	\$15.977	\$16.502	\$16.978	\$17.188	\$16.401	\$16.599	\$16.734	\$16.832	\$17.455	\$197.487
Hudson Line	10.952	10.550	11.793	11.698	12.127	12.447	11.695	12.119	12.298	12.341	12.327	12.642	142.990
New Haven Line	24.922	22.777	26.122	26.055	26.063	27.775	28.018	26.933	26.502	26.918	27.585	29.475	319.144
West of Hudson Mail-n-Ride	0.039	0.041	0.042	0.042	0.042	0.042	0.041	0.040	0.041	0.041	0.041	0.040	0.492
<b>Total Farebox Revenue</b>	<b>\$51.584</b>	<b>\$48.219</b>	<b>\$54.256</b>	<b>\$53.772</b>	<b>\$54.734</b>	<b>\$57.242</b>	<b>\$56.942</b>	<b>\$55.494</b>	<b>\$55.440</b>	<b>\$56.035</b>	<b>\$56.785</b>	<b>\$59.611</b>	<b>\$660.112</b>

MTA METRO-NORTH RAILROAD  
February Financial Plan - 2014 Adopted Budget  
Total Full-Time Positions and Full-Time Equivalents by Function  
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	9	9	9	9	9	9	9	9	9	9	9	9
Safety <sup>(1)</sup>	45	45	45	45	45	45	45	45	45	45	45	45
COS/Corporate & Public Affairs <sup>(1)</sup>	17	17	17	17	17	17	17	17	17	17	17	17
Customer Service <sup>(1)</sup>	49	49	49	49	49	49	49	49	49	52	52	52
Legal	18	18	18	18	18	18	18	18	18	18	18	18
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	7	7	7	7	7	7	7	7	7	7	7	7
Human Resources & Diversity	28	28	28	28	28	28	28	28	28	28	28	28
Training	58	58	58	58	58	58	58	58	58	58	58	58
Employee Relations & Diversity	5	5	5	5	5	5	5	5	5	5	5	5
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	18	18	18	18	18	18	18	18	18	18	18	18
Capital Planning & Programming	16	16	16	16	16	16	16	16	16	16	16	16
Business Development Facilities & Mktg <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	26	26	26	26	26	26	26	26	26	26	26	26
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems <sup>(2)</sup>	3	3	3	3	3	3	3	3	3	3	3	3
Controller	80	80	80	80	80	80	81	81	81	81	81	81
Information Technology & Project Mgmt	120	121	121	121	121	121	121	121	121	121	121	125
Budget <sup>(2)</sup>	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Material Mgmt <sup>(2)</sup>	42	42	42	42	42	42	42	42	42	42	42	42
Corporate <sup>(1)</sup>	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>598</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>603</b>	<b>603</b>	<b>607</b>
<b>Operations</b>												
Operations Admin	61	61	61	61	61	61	61	61	61	61	61	61
Operations Services <sup>(3)</sup>	1,426	1,426	1,426	1,449	1,449	1,449	1,449	1,449	1,449	1,449	1,449	1,457
Customer Service <sup>(1)</sup>	236	236	236	236	236	236	236	236	236	236	236	239
Business Dev Facilities & Mktg <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	27	27	27	30	30	30	30	30	30	34	34	34
<b>Total Operations</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,818</b>	<b>1,818</b>	<b>1,829</b>
<b>Maintenance</b>												
GCT <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	174	174	174	174	174	174	174	174	174	174	174	179
Maintenance of Equipment <sup>(4)</sup>	1,691	1,691	1,691	1,691	1,691	1,691	1,715	1,715	1,715	1,725	1,735	1,735
Maintenance of Way <sup>(1)</sup>	1,915	1,914	1,910	1,895	1,892	1,888	1,887	1,890	1,893	1,923	1,957	1,999
Procurement & Material Mgmt <sup>(2)</sup>	124	124	124	124	124	124	124	124	124	124	124	124
<b>Total Maintenance</b>	<b>3,904</b>	<b>3,903</b>	<b>3,899</b>	<b>3,884</b>	<b>3,881</b>	<b>3,877</b>	<b>3,900</b>	<b>3,903</b>	<b>3,906</b>	<b>3,946</b>	<b>3,990</b>	<b>4,037</b>
<b>Engineering/Capital</b>												
Construction Management	42	42	42	42	42	42	42	42	42	42	42	42
Engineering & Design	68	68	68	68	68	68	68	68	68	68	68	68
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Total Positions</b>	<b>6,400</b>	<b>6,400</b>	<b>6,396</b>	<b>6,407</b>	<b>6,404</b>	<b>6,400</b>	<b>6,424</b>	<b>6,427</b>	<b>6,430</b>	<b>6,477</b>	<b>6,521</b>	<b>6,583</b>
<b>Non-Reimbursable<sup>(4)</sup></b>	<b>5,896</b>	<b>5,897</b>	<b>5,855</b>	<b>5,772</b>	<b>5,764</b>	<b>5,744</b>	<b>5,741</b>	<b>5,773</b>	<b>5,771</b>	<b>5,822</b>	<b>5,884</b>	<b>5,968</b>
<b>Reimbursable<sup>(4)</sup></b>	<b>502</b>	<b>503</b>	<b>541</b>	<b>635</b>	<b>640</b>	<b>656</b>	<b>683</b>	<b>654</b>	<b>659</b>	<b>655</b>	<b>637</b>	<b>615</b>
<b>Total Full-Time</b>	<b>6,399</b>	<b>6,399</b>	<b>6,395</b>	<b>6,406</b>	<b>6,403</b>	<b>6,399</b>	<b>6,423</b>	<b>6,426</b>	<b>6,429</b>	<b>6,476</b>	<b>6,520</b>	<b>6,582</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

<sup>(1)</sup> Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

<sup>(2)</sup> Reflects the following transfer of positions between departments or functional group

- 2 positions transferred from the Budget Department to the VP Finance Department.

- 4 Procurement Specialists were reclassified from Administrative to Maintenance functions.

<sup>(3)</sup> Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

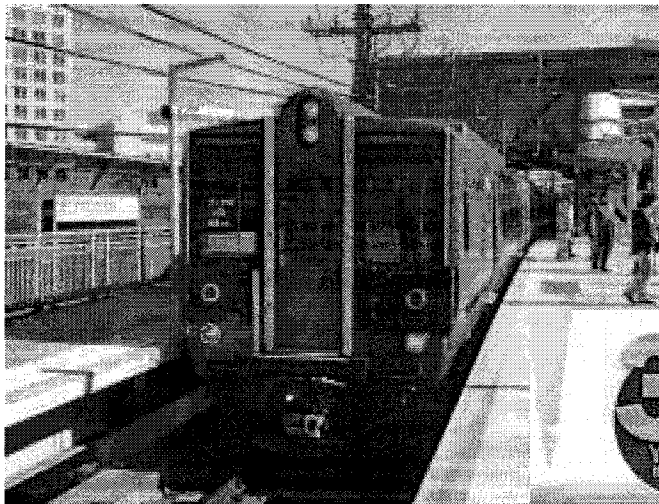
<sup>(4)</sup> 2014 includes the change in allocation of reimbursable positions versus the November plan.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors <sup>(1)</sup>	196	196	196	196	196	196	196	196	196	196	196	196
Professional, Technical, Clerical <sup>(1)</sup>	401	402	402	402	402	402	403	403	403	406	406	410
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>598</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>603</b>	<b>603</b>	<b>607</b>
<b>Operations</b>												
Managers/Supervisors <sup>(2)</sup>	149	149	149	149	149	149	149	149	149	149	149	149
Professional, Technical, Clerical <sup>(1)</sup>	238	238	238	238	238	238	238	238	238	238	238	238
Operational Hourlies <sup>(2)</sup>	1,402	1,402	1,402	1,428	1,428	1,428	1,428	1,428	1,428	1,432	1,432	1,443
<b>Total Operations</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,818</b>	<b>1,818</b>	<b>1,829</b>
<b>Maintenance</b>												
Managers/Supervisors <sup>(1)(2)</sup>	545	545	545	545	545	545	545	545	545	545	545	545
Professional, Technical, Clerical <sup>(1)</sup>	500	500	500	500	500	500	501	501	501	501	501	506
Operational Hourlies <sup>(1)</sup>	2,860	2,859	2,855	2,840	2,837	2,833	2,855	2,858	2,861	2,901	2,945	2,987
<b>Total Maintenance</b>	<b>3,904</b>	<b>3,903</b>	<b>3,899</b>	<b>3,884</b>	<b>3,881</b>	<b>3,877</b>	<b>3,900</b>	<b>3,903</b>	<b>3,906</b>	<b>3,946</b>	<b>3,990</b>	<b>4,037</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	49	49	49	49	49	49	49	49	49	49	49	49
Professional, Technical, Clerical	61	61	61	61	61	61	61	61	61	61	61	61
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	939	939	939	939	939	939	939	939	939	939	939	939
Professional, Technical, Clerical	1,200	1,201	1,201	1,201	1,201	1,201	1,203	1,203	1,203	1,206	1,206	1,215
Operational Hourlies	4,261	4,260	4,256	4,267	4,264	4,260	4,282	4,285	4,288	4,332	4,376	4,429
<b>Total Positions</b>	<b>6,400</b>	<b>6,400</b>	<b>6,396</b>	<b>6,407</b>	<b>6,404</b>	<b>6,400</b>	<b>6,424</b>	<b>6,427</b>	<b>6,430</b>	<b>6,477</b>	<b>6,521</b>	<b>6,583</b>

<sup>(1)</sup> Reflects the January 2014 transfer of 16 positions from the Maintenance to the Administrative function resulting from the GCT/Business Development reorganization.

<sup>(2)</sup> Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).



# ANNUAL OPERATING REPORT

2013

<b>Performance Summary</b>			<b>2013 Data</b>		<b>2012</b>
			<b>Annual Goal</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>94.8%</b>	<b>97.6%</b>
		AM Peak	97.0%	92.5%	97.5%
		AM Reverse Peak	97.6%	94.5%	97.9%
		PM Peak	98.0%	95.1%	97.1%
		<b>Total Peak</b>		<b>93.8%</b>	<b>97.4%</b>
		Off Peak Weekday	97.9%	94.5%	97.4%
		Weekend	97.9%	97.0%	98.2%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>96.7%</b>	<b>98.0%</b>
		AM Peak	98.0%	95.7%	98.6%
		AM Reverse Peak	98.5%	96.6%	98.1%
		PM Peak	98.4%	97.1%	97.9%
		<b>Total Peak</b>		<b>96.4%</b>	<b>98.2%</b>
		Off Peak Weekday	98.1%	96.6%	97.7%
		Weekend	98.2%	97.2%	98.1%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>96.4%</b>	<b>98.2%</b>
		AM Peak	98.0%	94.8%	98.1%
		AM Reverse Peak	98.0%	95.0%	98.3%
		PM Peak	98.5%	96.7%	97.9%
		<b>Total Peak</b>		<b>95.6%</b>	<b>98.1%</b>
		Off Peak Weekday	98.4%	96.4%	98.0%
		Weekend	98.5%	98.0%	98.6%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>92.4%</b>	<b>96.8%</b>
		AM Peak	95.7%	88.6%	96.3%
		AM Reverse Peak	96.8%	92.9%	97.4%
		PM Peak	97.5%	92.7%	95.9%
		<b>Total Peak</b>		<b>90.8%</b>	<b>96.3%</b>
		Off Peak Weekday	97.5%	91.8%	96.7%
		Weekend	97.4%	96.1%	98.0%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>		<b>222,853</b>
			<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		<b>12.0</b>
			<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		<b>1000</b>
			<b>Trains Canceled</b>		<b>160</b>
			<b>Trains Terminated</b>		<b>160</b>
			<b>Percent of Scheduled Trips Completed</b>		<b>99.8%</b>
<b>Consist Compliance</b> <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>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.7%</b>	<b>99.8%</b>
		AM Peak	97.7%	99.4%	99.6%
		AM Reverse Peak	97.7%	99.9%	99.9%
		PM Peak	97.3%	99.5%	99.8%
		<b>Total Peak</b>		<b>99.5%</b>	<b>99.7%</b>
		Off Peak	99.3%	99.7%	99.9%
		Weekend	99.3%	99.7%	99.8%
	<b>Hudson Line</b>	AM Peak	99.0%	99.9%	99.9%
		PM Peak	99.0%	99.8%	99.9%
	<b>Harlem Line</b>	AM Peak	99.0%	99.7%	99.9%
		PM Peak	99.0%	99.6%	99.9%
	<b>New Haven Line</b>	AM Peak	96.0%	98.9%	99.0%
		PM Peak	95.0%	99.3%	99.6%



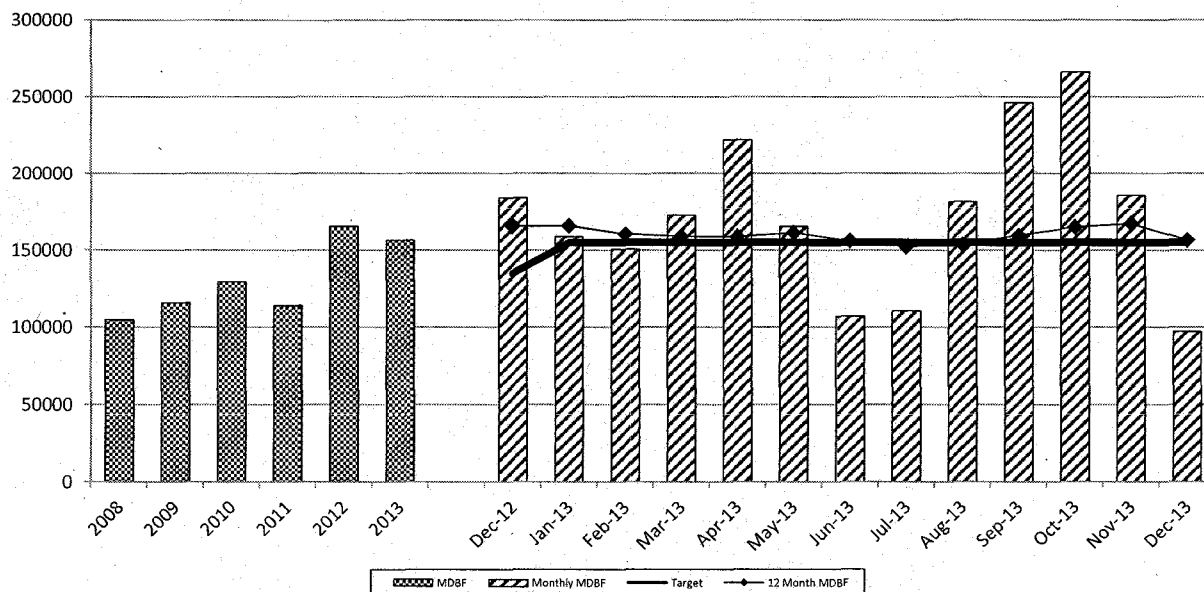
Categories of Delay		2013 Data Year Ending Dec 31	2012 Data Year Ending Dec 31
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	13356	1865
	<b>Capital Projects</b>	111	223
	<b>Maintenance of Equipment</b>	2020	1527
	<b>Operations Services</b>	395	208
	<b>Police Incidents</b>	614	513
	<b>Other</b>	240	223
	<b>Customers</b>	843	546
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	12	42
	<b>Weather and Environmental</b>	1233	1029



	Equip- ment Type	Total Fleet Size	2013 Data		2012 Data
			MDBF Goal (miles)	Year Ending as of December-13 (miles)	Year Ending as of December-12 (miles)
<b>Mean Distance Between Failures</b>	M2	86	80,000	86,332	118,963
	M4/M6	60	60,000	39,312	68,054
	M8	292	240,000	216,491	133,316
	M3	140	130,000	229,300	550,018
	M7	336	450,000	614,654	731,998
	Coach	213	290,000	326,562	394,501
	P-32	31	35,000	29,959	36,692
	BL-20	12	12,000	13,143	10,824
	<b>Fleet</b>	<b>1170</b>	<b>155,000</b>	<b>156,617</b>	<b>165,694</b>

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**

			<b>2013 Data</b>		<b>2012 Data</b>
			<b>Annual Goal</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>96.4%</b>	<b>96.5%</b>	<b>97.1%</b>
		AM Peak	97.3%	97.4%	97.5%
		PM Peak	96.8%	96.6%	97.3%
		<b>Total Peak</b>		<b>97.0%</b>	<b>97.4%</b>
		Off Peak Weekday	95.9%	96.1%	97.3%
		Weekend	95.9%	96.8%	96.4%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>97.3%</b>	<b>98.0%</b>
		AM Peak	98.0%	98.6%	98.3%
		PM Peak	97.5%	97.3%	98.4%
		<b>Total Peak</b>		<b>98.0%</b>	<b>98.4%</b>
		Off Peak Weekday	96.5%	96.8%	98.1%
		Weekend	96.5%	97.1%	97.5%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>95.6%</b>	<b>95.9%</b>
		AM Peak	96.0%	95.8%	96.4%
		PM Peak	96.0%	95.7%	96.0%
		<b>Total Peak</b>		<b>95.7%</b>	<b>96.2%</b>
		Off Peak Weekday	95.0%	95.0%	96.3%
		Weekend	95.0%	96.4%	94.5%
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>19,539</b>	<b>19,029</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated				21.9	20.2
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			80	272	222
<b>Trains Canceled</b>				40	19
<b>Trains Terminated</b>				67	54
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.5%	99.6%

## 2013 ANNUAL OPERATING REPORT

### STANDEE REPORT

East of Hudson			2013 Year ending December 31	2012 Year ending December 31
Daily Average AM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	1	4
		<b>Total Standees</b>	<b>1</b>	<b>4</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	24	21
		<b>Total Standees</b>	<b>24</b>	<b>21</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>25</b>	<b>25</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	4	1
		<b>Total Standees</b>	<b>4</b>	<b>1</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	20	12
		<b>Total Standees</b>	<b>20</b>	<b>12</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>27</b>	<b>13</b>

West of Hudson			YTD 2013	YTD 2012
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	3
	Daily Average PM Peak	Port Jervis Line	Program Standees	0
Add'l Standees			0	0
Total Standees			0	0
Pascack Valley Line		Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
WEST OF HUDSON TOTAL - PM PEAK		0	1	

#### 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.

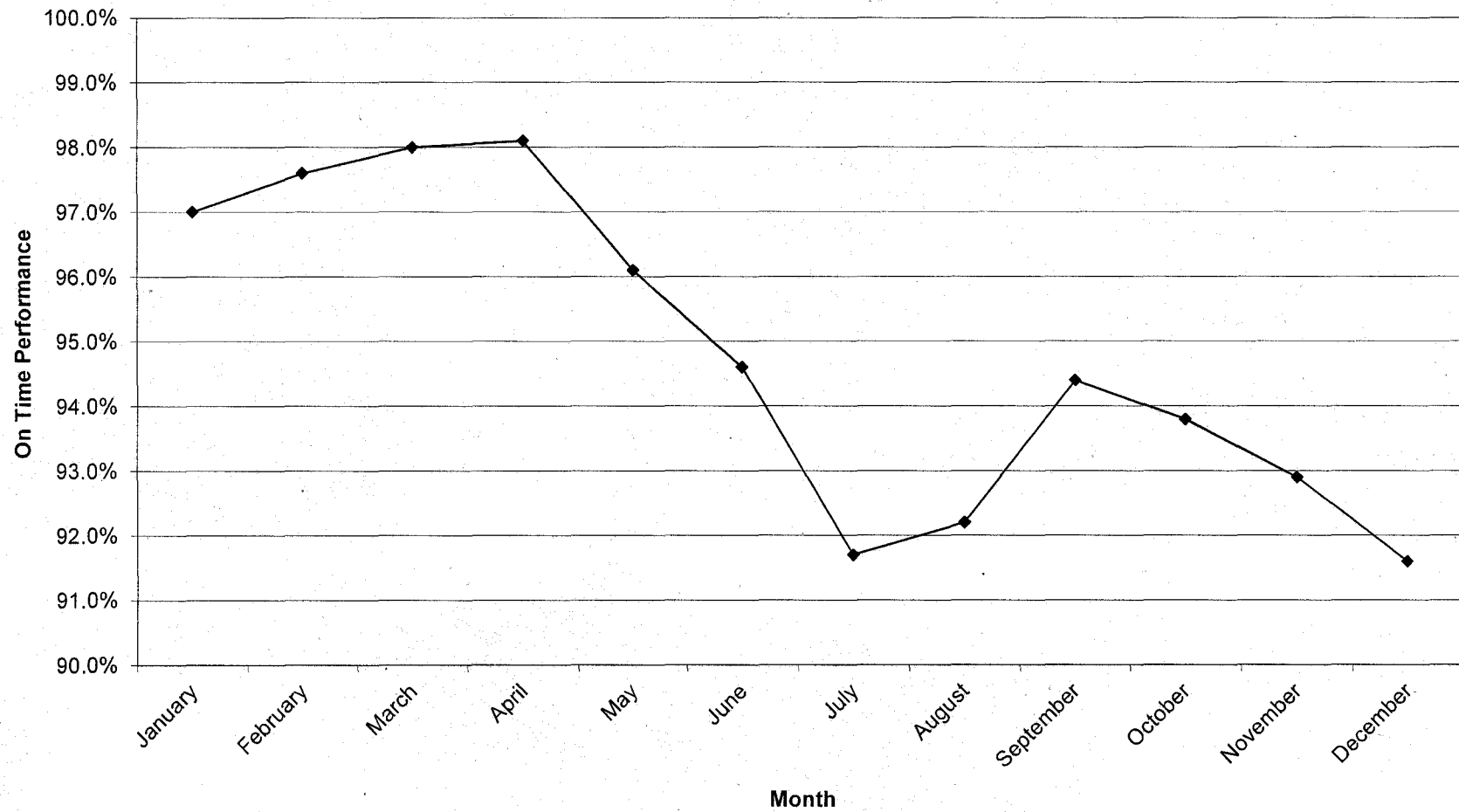
The Year to Date averages for the New Haven Line do not include standees resulting from the Con Ed power failure between Sept. 25 and Oct. 4, 2013. If these standees are included, year to date New Haven Line standees are 66 for the AM Peak and 57 for the PM Peak.

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

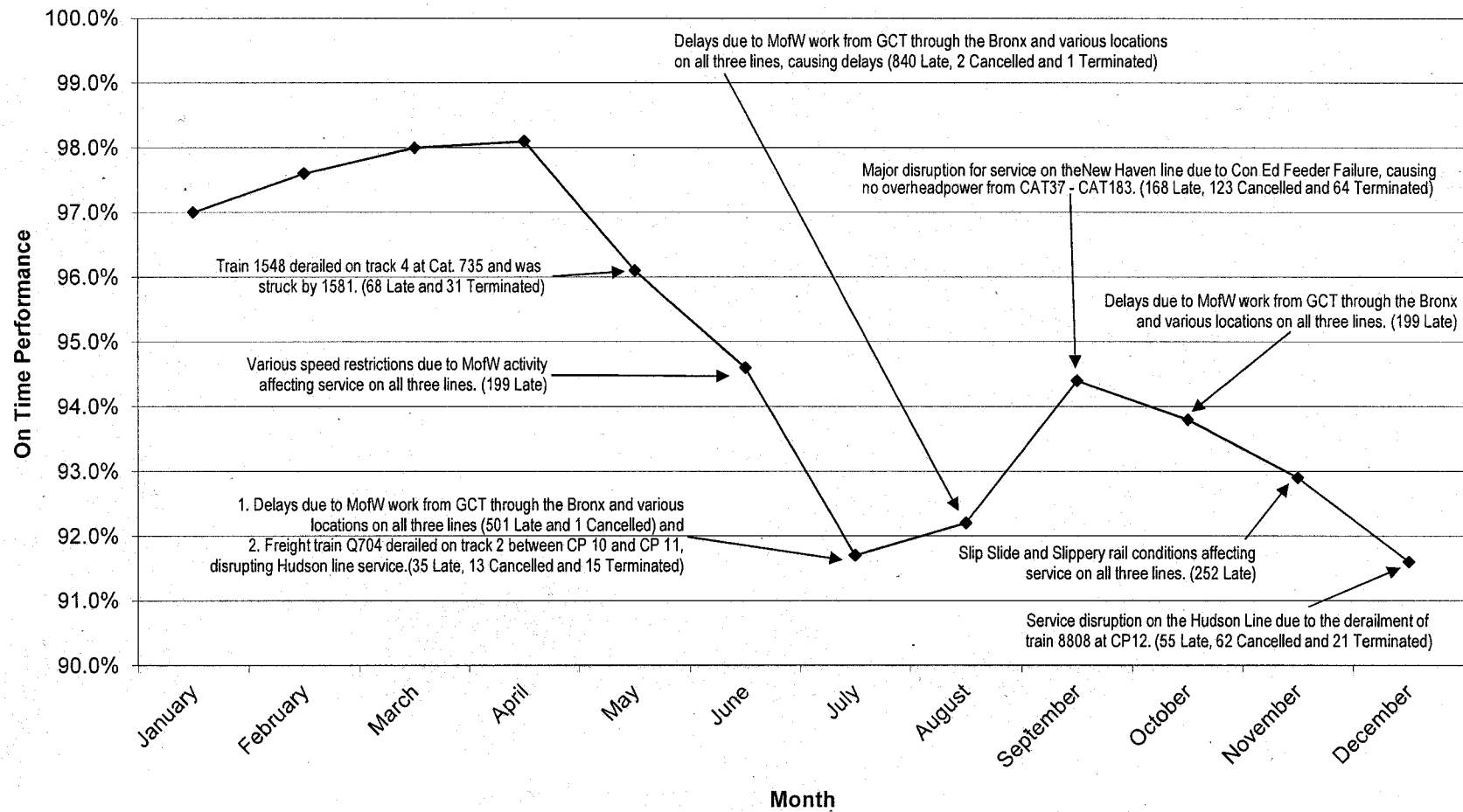
Pascack Valley November 2012 data based on restoration of train service effective November 13. Morning peak standees were only customers boarding in New Jersey.

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

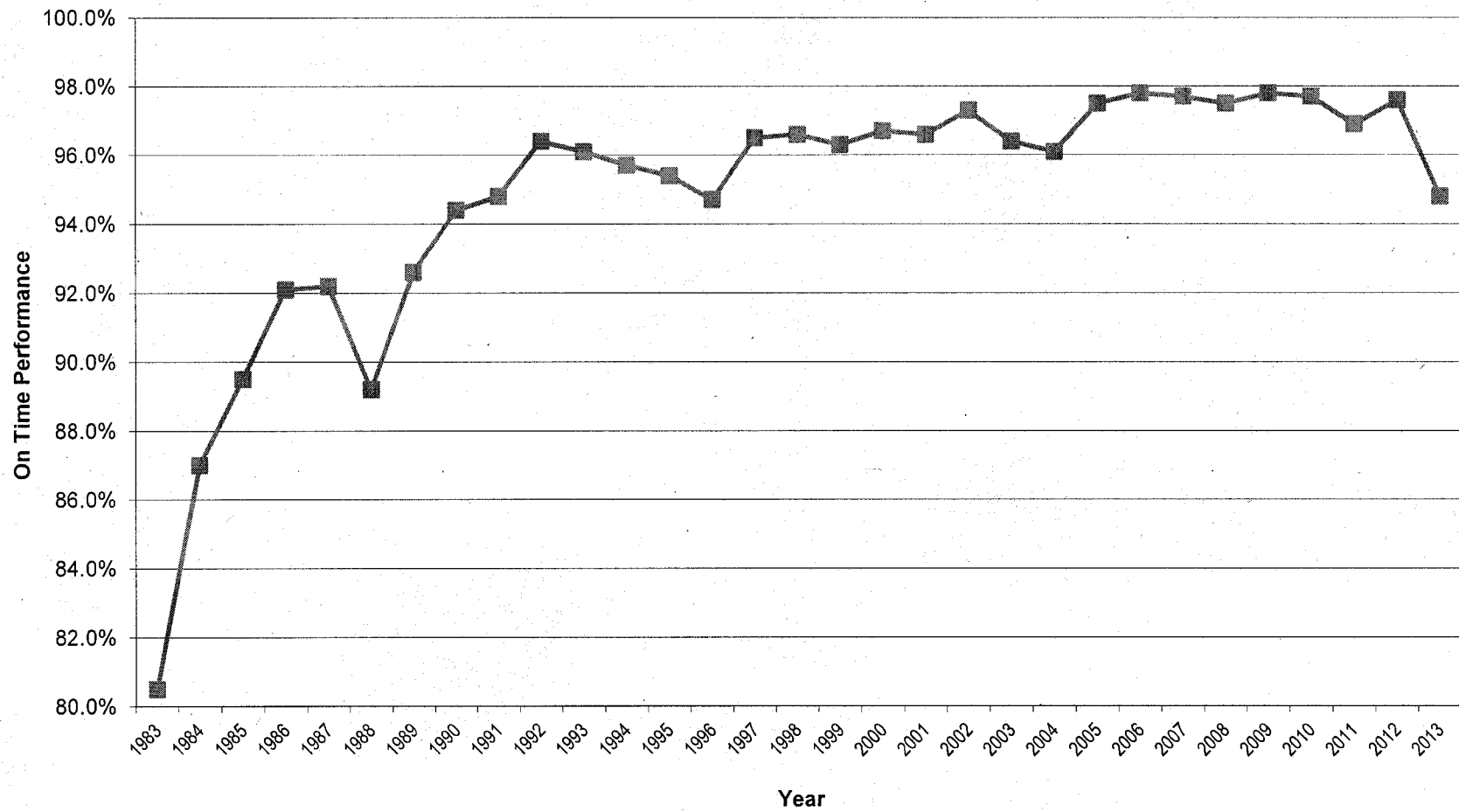
**2013  
On Time Performance  
By Month**



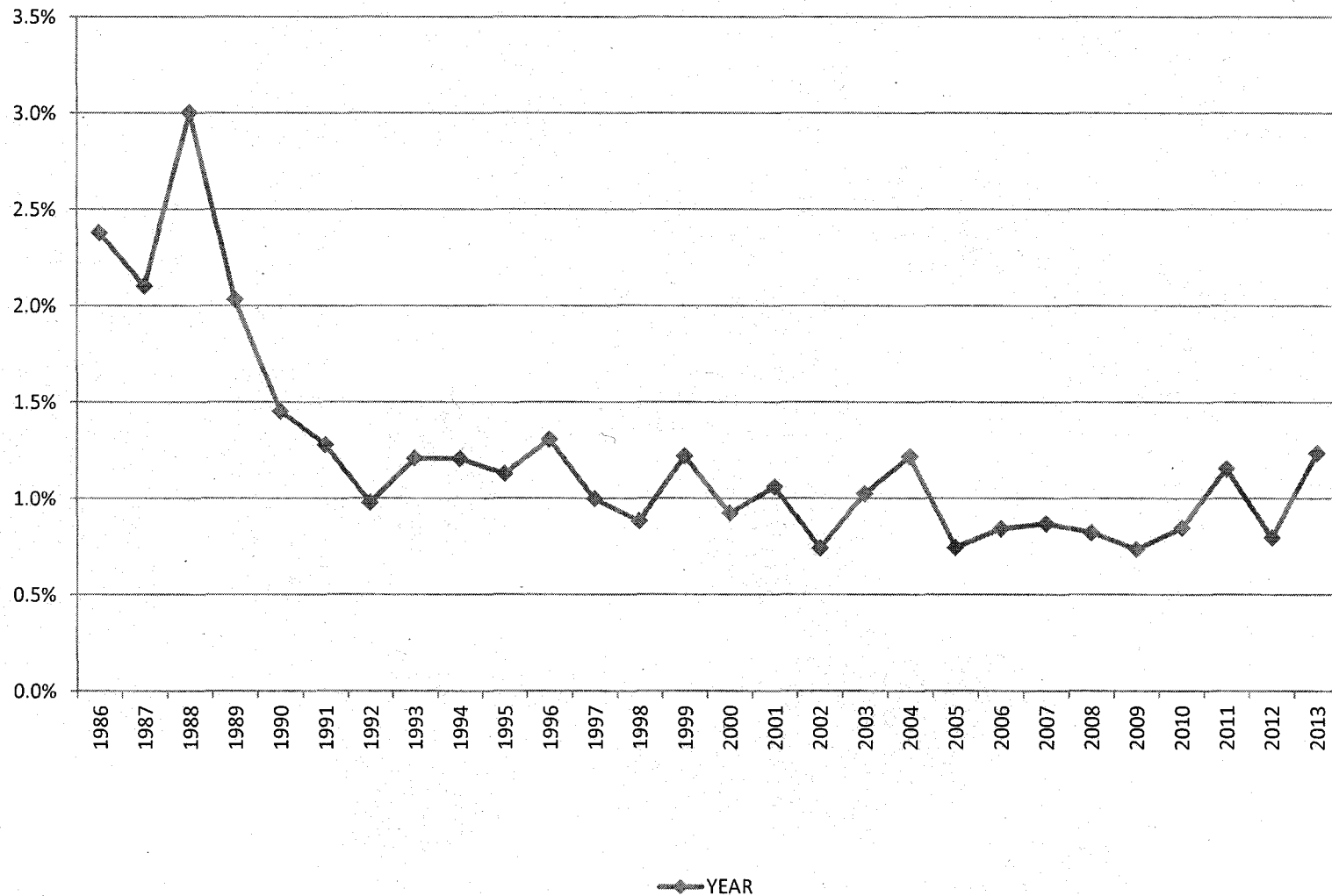
## 2013 Major Events By Month



**On Time Performance  
By Year  
1983 through 2013**



### Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



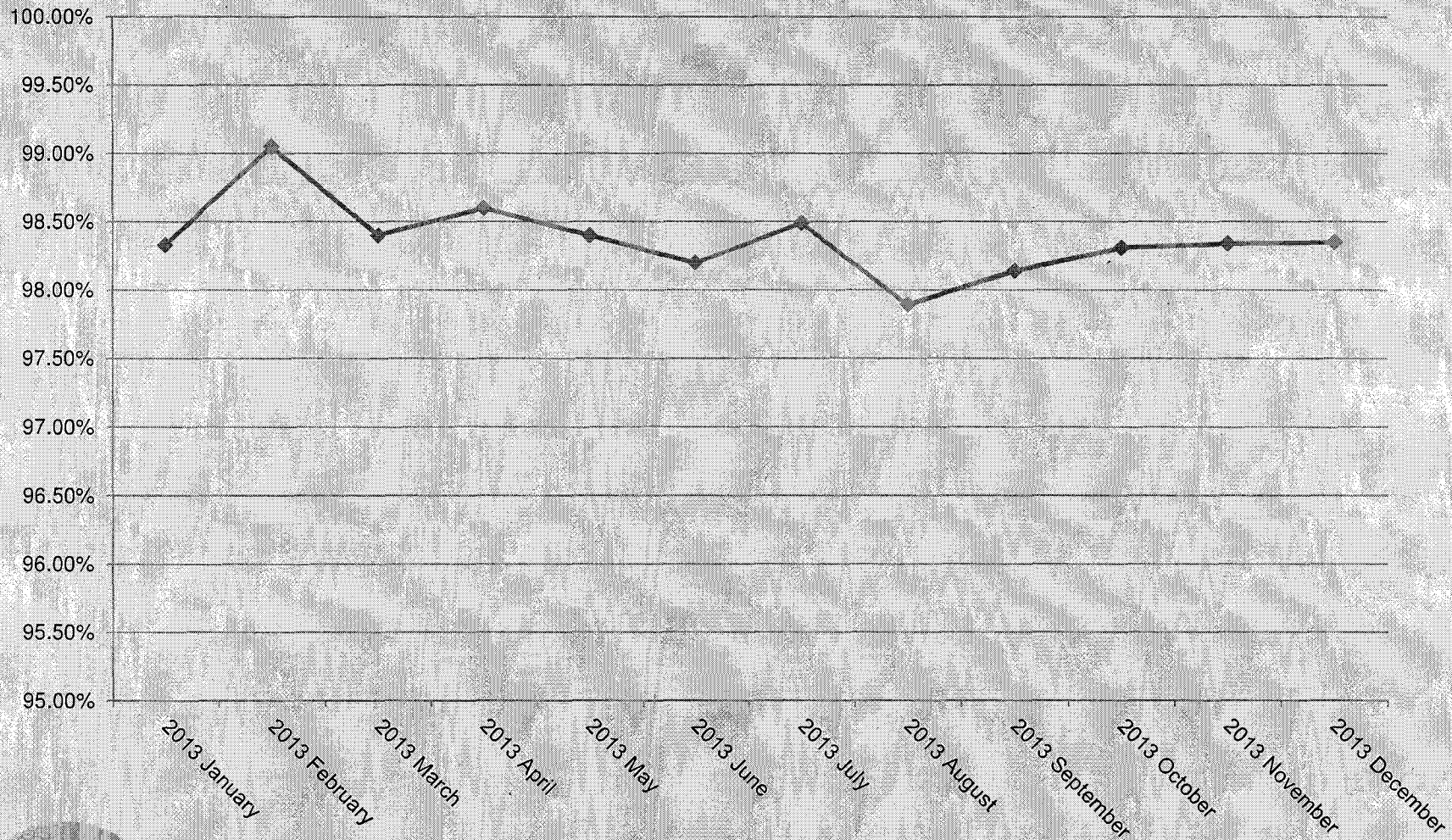
# **Metro-North Railroad Elevator/Escalator**

4th Quarter Report  
2013





# Passenger Elevator Availability



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

MTA Metro-North Railroad

# 2013 4th Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	99%	HARLEM 125th	002S	100%
ARDSLEY-ON-HUDSON	026S	100%	HASTINGS-ON-HUDSON	022N	100%
BEACON	056I	100%	HASTINGS-ON-HUDSON	022S	100%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	100%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	100%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	100%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	96%
CORTLANDT	043PW	100%	GRAND CENTRAL TERMINAL	T-10	99%
CROTON-HARMON	3813	99%	GRAND CENTRAL TERMINAL	T-11	99%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL	T-12	100%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL	T-18	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL	T-19	100%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL	T-20	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL	WCL	89%
GARRISON	050N	98%	GRAND CENTRAL TERMINAL NORTH	NE-1	96%
GARRISON	050S	99%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
GLENWOOD	018N	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
GLENWOOD	018S	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	99%
GREYSTONE	020N	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GREYSTONE	020S	100%			
HARLEM 125th	002N	100%			



# 2013 4th Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	98%	RIVERDALE	012S	100%
OSSINING	3624	100%	SCARBOROUGH	034N	100%
OSSINING	363	100%	SCARBOROUGH	034S	100%
OSSINING	036N	100%	TARRYTOWN	030N	100%
OSSINING	036R	100%	TARRYTOWN	030S	100%
PEEKSKILL	046N	99%	UNIVERSITY HEIGHTS	006N	100%
PEEKSKILL	046S	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	100%	YANKEES - E. 153RD STREET	364	100%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 153RD STREET	003P	100%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	100%
POUGHKEEPSIE	058S	100%	YONKERS	016N	100%
RIVERDALE	012N	100%	YONKERS	016S	99%

# 2013 4th Quarter Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	99%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	98%
BREWSTER	162P	100%	MOUNT KISCO	150I	98%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	99%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	99%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	99%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	99%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	100%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	99%
FLEETWOOD	120N	100%	SCARSDALE	128N	100%
FLEETWOOD	120S	99%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	99%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	100%	WHITE PLAINS	132I	100%



# 2013 4th Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218T	100%
GREENWICH	218W	100%
HARRISON	212E	100%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	100%
MOUNT VERNON EAST	202W	99%
NEW ROCHELLE	206E	100%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

These are the only elevators Metro-North maintains on the New Haven Line.

# 2013 4th Quarter Escalator Availability

Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	98%	NE-8	47th ST Cross Passage to East Spine	100%
2	West Side near Transit Museum	100%	NE-9	East Spine to 48th ST and Park	100%
3	East Side near Market	99%	NE-10	45th ST Cross Passage to West Spine	97%
4	East Side near Market	97%	NE-11	47th ST Cross Passage to 47th and Madison	97%
5	East Side near Market	98%	NE-12	245 Park Ave	90% (a)
6	East Side near Market	99%	N	White Plains	100%
NE-7	45th ST Cross Passage to East Spine	100%	S	White Plains	99%

## GCT Escalator Summary:

Metro-North has completed 91% of a systematic maintenance/rehabilitation program for the 11 original escalators within Grand Central Terminal. Ten of those escalators have already been rehabilitated and returned to service. Escalator 9 (GCT North) is scheduled to be removed from service 1/13/14. Anticipated completion is 2nd Quarter 2014.

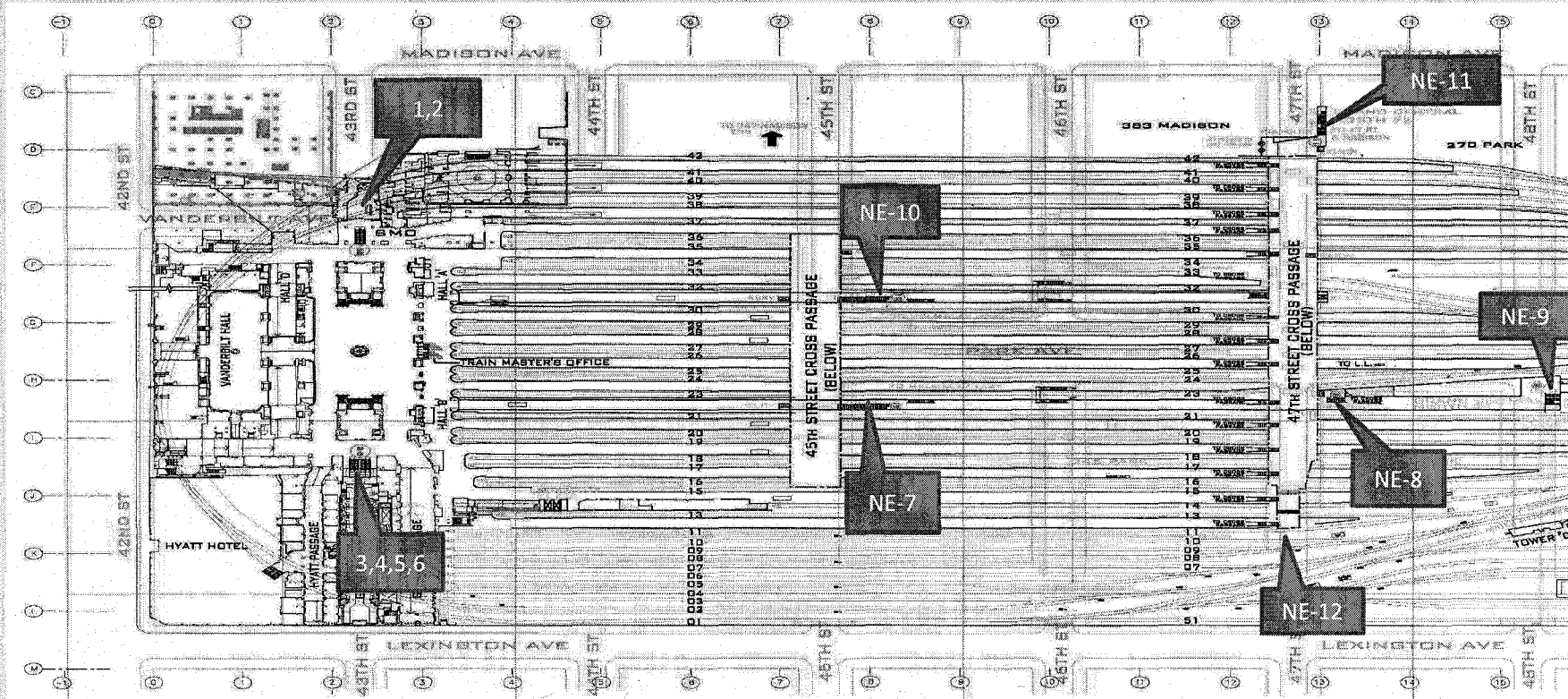
## Notes:

(a) Placed into service October 21, 2013.

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



# Grand Central Escalator Map



## 4th Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Crestwood (126N)	0	0	1
Crestwood (126S)	0	0	1
Harlem 125st (0025)	0	0	1
Fordham (108N)	0	0	1
Morris Heights (004I)	0	0	1
Chappaqua (148I)	0	0	1
Mount Kisco (150P)	0	0	1
Mount Vernon East (202E)	0	0	1
Croton Harmon (3842)	0	0	1
GRAND CENTRAL TERMINAL	0	0	7

## 4th Quarter - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
GRAND CENTRAL TERMINAL	0	3


### Definitions:

**Mechanical** includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing. The customer is uninjured but needs assistance from an outside party (i.e. MNR employee or MTA PD officer) to exit the elevator cab.

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2013.

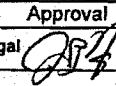
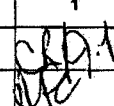


# Staff Summary

<b>Subject</b> <b>LEASE AGREEMENT</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JEFFREY B. ROSEN</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>NANCY MARSHALL</b>

<b>Date</b> <b>FEBRUARY 24, 2014</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	2/24/14		X	
2	Finance Committee	2/24/14	X		
3	Board	2/26/14	X		

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director	1	Legal 
3	Chief of Staff		
2	Chief Financial Officer		
	Civil Rights		

<b>Narrative</b>																									
AGENCY:	MTA Metro-North Railroad ("Metro-North")																								
LESSEE:	North Fork Wines & Vineyards LLC dba One Woman Wines ("One Woman Wines")																								
LOCATION:	Retail Space MC-05																								
ACTIVITY:	A TASTE NY location selling at retail alcoholic and non-alcoholic beverages, specialty foods, and other culinary products grown or produced in New York State ("TASTE NY")																								
ACTION REQUESTED:	Approval of terms																								
TERM:	Five years																								
SPACE:	Approximately 460 sq. ft.																								
COMPENSATION:	Annual Base Rent plus 5% of gross sales over Breakpoint, as follows:																								
	<table border="1"> <thead> <tr> <th>Year</th> <th>Annual Base Rent</th> <th>PSF</th> <th>Breakpoint</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>\$108,000.00</td> <td>\$234.78</td> <td>\$ 900,000.00</td> </tr> <tr> <td>2</td> <td>\$118,800.00</td> <td>\$258.26</td> <td>\$1,000,000.00</td> </tr> <tr> <td>3</td> <td>\$130,680.00</td> <td>\$284.08</td> <td>\$1,500,000.00</td> </tr> <tr> <td>4</td> <td>\$143,748.00</td> <td>\$312.49</td> <td>\$2,000,000.00</td> </tr> <tr> <td>5</td> <td>\$158,123.00</td> <td>\$343.74</td> <td>\$2,000,000.00</td> </tr> </tbody> </table>	Year	Annual Base Rent	PSF	Breakpoint	1	\$108,000.00	\$234.78	\$ 900,000.00	2	\$118,800.00	\$258.26	\$1,000,000.00	3	\$130,680.00	\$284.08	\$1,500,000.00	4	\$143,748.00	\$312.49	\$2,000,000.00	5	\$158,123.00	\$343.74	\$2,000,000.00
Year	Annual Base Rent	PSF	Breakpoint																						
1	\$108,000.00	\$234.78	\$ 900,000.00																						
2	\$118,800.00	\$258.26	\$1,000,000.00																						
3	\$130,680.00	\$284.08	\$1,500,000.00																						
4	\$143,748.00	\$312.49	\$2,000,000.00																						
5	\$158,123.00	\$343.74	\$2,000,000.00																						
MARKETING:	\$10.92 per sq. ft. per year, increasing annually by 3%																								
TRASH:	\$ 9.00 per sq. ft. per year, increasing annually by 3%																								
SECURITY:	Three months minimum rent plus personal guaranties from Gabriella Purita and Gloria Purita (limited to six months' rent after vacating of premises)																								
INSURANCE:	Standard																								
CONSTRUCTION PERIOD:	60 days																								

# Staff Summary

## FINANCE COMMITTEE MEETING

North Fork Wines & Vineyards LLC dba One Woman Wines

### COMMENTS:

In response to a recent MTA Request for Proposals ("RFP") for Retail Space MC-05 in the Shuttle Passage of Grand Central Terminal, two proposals were received; 1. One Woman Wines and 2. TASTE NY GCT, LLC ("TNY GCT"), a partnership to be formed between Red Hook Winery and Beer Table to Go.

Per the Guidelines for Selection of Tenants for Grand Central Terminal approved by the MTA Board in November 2009, such proposals were independently evaluated by Williams Jackson Ewing and Jones Lang LaSalle, and subsequently evaluated by the Director of GCT Development. In evaluating the proposals, two evaluation criteria were taken into account. Selection Criterion A, which accounts for 70% of the score, is designed to evaluate the direct economic benefit of a proposal to the MTA. Selection Criterion B, which accounts for 30% of the score, reflects the evaluator's determination of a proposal's indirect economic benefit to the MTA.

The RFP for this Shuttle Passage location required the tenant to be a TASTE NY store, supported by the New York State government's TASTE NY marketing campaign, selling at retail high-quality specialty food, all types of New York State labeled alcoholic beverages (beer, wine, cider and spirits) and non-alcoholic beverages, and/or other culinary products grown or produced in New York State that will complement the quality of the retail merchandise currently available in Grand Central Terminal. Taste NY is intended to expand New York's food and beverage industry by highlighting the wide variety of foods and beverages made and grown in New York State and making them readily available to consumers. In efforts to promote New York's agricultural and farm-based foods, Taste NY is being implemented through a variety of promotional efforts, including Taste NY tents at important events, Taste NY stores at transportation hubs and public facilities, and a dedicated website: [www.taste.ny.gov](http://www.taste.ny.gov)

As set forth on the attached chart, One Woman Wines' Unadjusted Guaranteed Rent Amount (i.e. the proposed guaranteed minimum rent, on a present value basis determined using a discount rate of 6%) and its Total Selection Criteria Score were both higher than that of TNY GCT ; consequently a selection committee was not convened. The rent proposed by One Woman Wines is within 10% of the value estimated by Williams Jackson Ewing in advance of the RFP.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with One Woman Wines on the terms and conditions above.

# Staff Summary

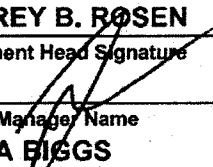


Grand Central Terminal Retail Leasing Evaluation Sheet  
Evaluator: Nancy Marshall, Director GCT Development

Space: MC-65 (currently Papyrus)  
Date: January 17, 2014

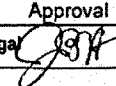
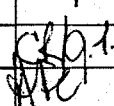
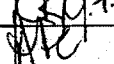
Scoring	A	B	C	D	E	F	G	H	I	J
	<u>Unadjusted Guaranteed Rent Amount</u>	<u>Guaranteed Rent Adjustment Factor</u>	<u>Adjusted Guaranteed Rent Amount (A x B)</u>	<u>Unadjusted Percentage Rent Amount</u>	<u>Percentage Rent Adjustment Factor**</u>	<u>Adjusted Percentage Rent Amount (D x E)</u>	<u>Adjusted Total Rent Amount (C + F)</u>	<u>Selection Criterion A Score*** (G-70)</u>	<u>Selection Criterion B Score (8-30)</u>	<u>Total Selection Criterion Score (H + I)</u>
North Fork Wines and Vineyards LLC dba One Woman Wines	\$549,360	1	\$549,360	\$943	0	0	\$549,360	70.0	15	85
TASTE NY GCT, LLC, a partnership to be formed between Red Hook Winery and Beer Table to Go	\$307,563	1	\$307,563	\$7,535	0	0	\$307,563	39.2	20	59.2
* Guaranteed Rent Adjustment Factor: from 1.00 (no uncertainty about A) to as low as 0.50 (great uncertainty about A); however may be as low as 0.00 per guidelines										
** Percentage Rent Adjustment Factor: as high as 0.50 (no uncertainty about D) to as low as zero (great uncertainty about D)										
*** Selection Criterion A Score: 70 multiplied by the ratio of the Adjusted Total Rent Amount for the proposer to the highest Adjusted Total Rent Amount (from column G)										

# Staff Summary

Subject <b>DISPOSITION OF PROPERTY</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ALICIA BIGGS</b>

Date <b>FEBRUARY 24, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	02/24/14		X	
2	Finance Committee	02/24/14	X		
3	Board	02/26/14	X		

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

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

SUB-LESSEE: Degennaro Construction, LLC ("Degannaro")

LOCATION: Ardsley-on-Hudson station on Metro-North's Hudson Line

ACTIVITY: Long-term sublease of the Ardsley-on-Hudson station building (the "Building") and outdoor lot for parking (the "Outdoor Lot")

ACTION REQUESTED: Approval of terms

TERM: 260 years, to expire February 27, 2274, upon the expiration of Metro-North lease of Harlem and Hudson Lines (the "Harlem - Hudson" lease); if Metro-North's purchase option is exercised the Building but not the Outdoor Lot will be conveyed

SIZE: Lot size – approximately 73± ft. x 25± ft.  
Building size – 3,300± sq. ft.  
Outdoor Lot – approximately 4,300± sq. ft.

PRE-PAID RENT: Fifty thousand dollars (\$50,000), payable at lease signing

## COMMENTS:

In furtherance of the net-leasing program that MTA Real Estate and Metro-North have developed and to provide for the disposition of historic but no longer needed station buildings, MTA Real Estate issued a request for proposals ("RFP") for the long-term triple-net sublease of the Building and the Outdoor Lot. Metro-North seeks to divest itself of ongoing maintenance obligations associated with the Building which is no longer needed to support passenger railroad service with the recent renovation of the Ardsley-on-Hudson station.

In response to the RFP, a single proposal was received, from Degennaro Construction, LLC, which offered a pre-paid rent of \$50,000. Such amount is lower than the appraised value of \$103,000. However, in valuing the property, the appraiser did not consider the cost of renovations required for Metro-North to bring the Building into a state of good repair. A 2006 assessment by Metro-North determined the total cost to bring the Building to a state of good repair would be approximately \$3.276 million. In addition, the annual maintenance costs would total approximately \$100,000. Accordingly, MTA Real Estate and Metro-North believe that it is in the best interests of the MTA and Metro-North to dispose of Building for the offered payment, which, in view of the above-noted costs that burden the premises, exceeds the reasonable assessment of the fair market value of the premises. If MTA exercises its purchase option under the Harlem-Hudson Lease, the Building will be deeded to the sub-lessee via quitclaim deed.

# Staff Summary

## FINANCE COMMITTEE MEETING

### Ardsey-on-Hudson Station. (Cont'd.)



Page 2 of 2

John-Michael Degennaro has owned and operated Degennaro since 2004. He plans to renovate the building for commercial use. Approximately 574 square feet on the first floor is currently subleased to a local U.S. Post Office branch on a month-to-month basis. The continuation of this sublease agreement would be subject to Degennaro Construction's interest and the Post Office's willingness to remain in the space.

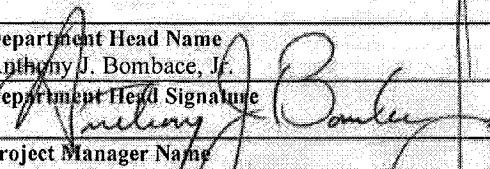
The Outdoor Lot, consisting of vacant land located directly northeast of the Building and measuring approximately 4,300 square feet, will allow parking to be developed at Degennaro's cost and expense. The portion of the sublease covering the Outdoor Lot, adjacent to the outbound platform and right-of-way, will be subject to MNR's right to terminate for a transportation related purpose upon 180 days' prior written notice. Metro-North will retain access rights to this area for ingress and egress purposes and will not deed the Outdoor Lot to Degennaro if MTA's purchase option is exercised under the Harlem-Hudson Lease.

Based on the foregoing, MTA Real Estate requests authorization to enter into a sublease agreement with Degennaro Construction, LLC on the terms described above.



**Metro-North Railroad**

# **Procurements February 2014**

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

<b>Date</b>	February 6, 2014
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm Mtg	2-24-14	x		
2	MTA Board Mtg	2-26-14	x		

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Press		Government Relations		Labor Relations		Other
			Safety		Human Resources		

**PURPOSE:**

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

**DISCUSSION:**

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

# of Actions      \$ Amount

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

NONE

Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts	1	\$375,705
• Axion Technologies (USA) Ltd. \$375,705		

**SUB TOTAL:**      1      \$375,705



MNR proposes to award 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>	NONE	
--	------	--

SUB TOTAL:

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	3	\$590,000
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- Ballast Tool Equipment Company \$95,000
- East Coast Railroad Services \$100,000
- Stewart & Stevenson Power, Inc. \$395,000

SUB TOTAL:	3	\$590,000
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TOTAL:	4	\$965,705
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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.

**FEBRUARY 2014**

**METRO-NORTH RAILROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

**1. Axion Technologies (USA) Ltd.      \$375,705 (not-to-exceed)**

**Staff Summary Attached**

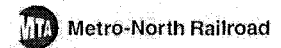
**On-Board Public Address Controller Head Equipment**

Approval is requested for a non-competitive, negotiated one-time purchase of On-Board Communication Public Address Controller Head equipment for the Metro-North Railroad (MNR) Coach Cars. The current On-Board Public Address Controller Heads on the MNR Coach Cars were initially installed in the 1980's, have exceeded their useful life and are in need of replacement.

Axion Technologies (USA) Ltd. is the Original Equipment Manufacturer (OEM) and the sole authorized supplier for this on-board public address communication control head equipment.

MNR Procurement negotiated a 2% reduction from the initially proposed unit prices of the equipment by Axion and the pricing is deemed to be fair and reasonable. All parts are required to be delivered prior to April 2014 to meet MNR's operational needs. The total not-to-exceed amount for this purchase is \$375,705 and it is to be funded by the MNR Operating Budget.

# Schedule E: Miscellaneous Procurement Contracts



Item Number: E

<b>Vendor Name (&amp; Location)</b> Axion Technologies (USA) Ltd.	
<b>Description Equipment</b> Purchase of On-Board Communication Public Address Controller Heads	
<b>Contract Term (including Options, if any)</b> Immediate Purchase (ARO)	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive/Sole Source	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	

<b>Contract Number</b> 9158-A	<b>AWO/Modification #</b>
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Total Amount:</b>	\$ 375,705 (not-to-exceed)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombace, Jr.	

## Discussion:

Approval is requested for a sole source, negotiated one-time purchase of On-Board Communication Public Address Controller Head equipment for the Metro-North Railroad (MNR) Coach Cars. The current On-Board Public Address Controller Heads on the MNR Coach Cars were initially installed in the 1980's, have exceeded their useful life and are in need of replacement.

Axion Technologies (USA) Ltd. is the Original Equipment Manufacturer (OEM) and the sole authorized supplier for this on-board public address communication control head equipment.

In accordance with the MTA-All Agency Procurement Guidelines, a sole source advertisement was placed in the New York State Contract Reporter, The Daily Challenge, The New York Post and on the MNR website in October 2013. MNR has complied with PAL 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source items. This one-time purchase will apply to inventory items identified as obtained only from the OEM vendor (Axion) for the following reasons: a) sole pre-qualified items on the Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendor.

MNR Procurement negotiated a 2% reduction from the initially proposed unit prices of the equipment by Axion and the pricing is deemed to be fair and reasonable. All parts are required to be delivered prior to April 2014 to meet MNR's operational needs. The total not-to-exceed amount for this purchase is \$375,705 and it is to be funded by the MNR Operating Budget.

**FEBRUARY 2014**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**NONE**

**FEBRUARY 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)

As part of the continuing right-of-way improvement program on Metro-North Railroad territory which began in July 2013 and in response to the Spuyten Duyvil derailment in December 2013, MNR has expedited various procurement actions in order to implement track and drainage improvements, tie replacement, fencing repairs and general cleanup as well as the rebuilding of 800 ft. of track at the derailment site. Expedited procurement actions were initiated in order to provide for the prompt and efficient operation of MNR services including recovery of services due to the derailment.

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

**1a) Ballast Tools Equipment Company**

**\$95,000 (not-to-exceed)**

**Lease of Hi-Rail Backhoe**

MNR expedited the lease of a hi-rail backhoe with various attachments (i.e. - under cutter, tamper, tie-head, cribbing bucket and ditching bucket) needed to assist in-house M of W maintenance forces in performing track and drainage improvements and tie replacement to address subterranean deterioration. MNR did not have the specialized hi-rail equipment needed for this undertaking, and after an outreach to various suppliers of rail equipment, Ballast Tools Equipment Company (BTE) was the only supplier who had the equipment readily available for MNR use. The lease of the unit is for nine months to support the right-of-way improvement project.

**1b) East Coast Railroad Services**

**\$100,000 (not to exceed)**

**Removal and Disposal of Concrete Ties**

MNR solicited quotes (2 received) and contracted with East Coast Railroad Services (ECRS) for the removal and disposal of concrete ties which were damaged as a result of the on-going right-of-way improvements as well as the Spuyten Duyvil derailment. ECRS responded with the lower of the two quotes received. Further, ECRS is presently under contract to remove wood ties for MNR and had the equipment available to remove the concrete ties needing disposal.

2. **Stewart & Stevenson Power, Inc.**

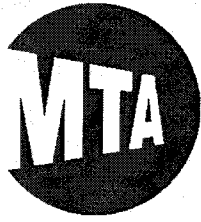
**\$395,000 (not-to-exceed)**

**Purchase of MTU Diesel Engine for MNR BL-20 Locomotive**

Emergency purchase and delivery of a Main Diesel Engine for a BL-20 Locomotive. MNR's BL-20 Locomotive #129 is currently out-of-service due to a main engine failure. This was the result of collateral damage sustained from a connecting rod separating from the engine cylinder which blew out of the side of the engine, thereby fracturing the engine block. The immediate replacement of the Diesel Engine is essential to returning the locomotive back to service.

A market review disclosed only one appropriately engineered approved source--Stewart & Stevenson Power, which had previously purchased the unit from MTU Detroit Diesel, the Original Equipment Manufacturer (OEM). No alternate supplier is available to directly replace the engine. This component is required to be compatible to the existing main power components and engine control software currently on the BL-20 Locomotive Fleet.

The cost to be paid for this emergency replacement is deemed to be fair and reasonable. The total not-to-exceed for this replacement MTU Diesel Engine is \$395,000 and is to be funded by the MNR operating budget.



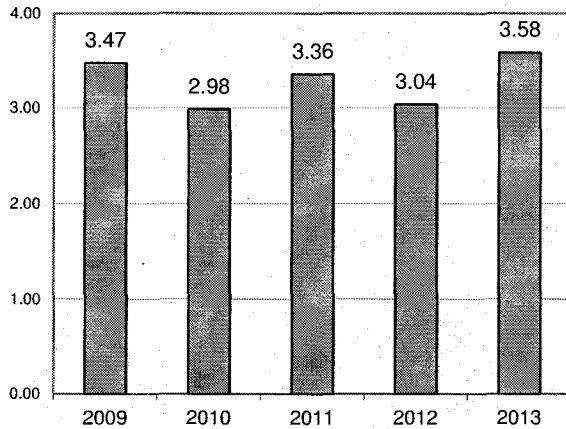
**Metro-North Railroad**

# **Safety Report**

## **February 2014**

## MTA Metro-North Railroad

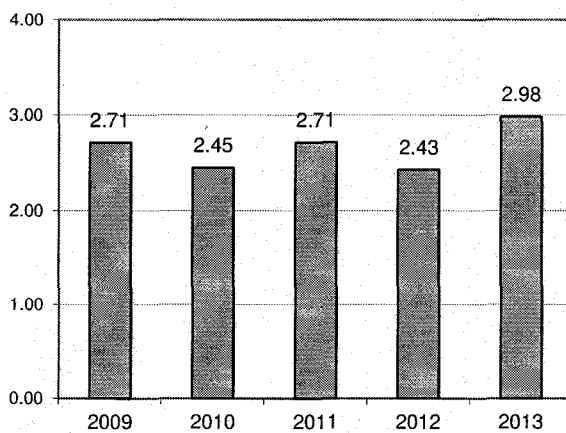
### Summary of Employee Injuries thru December



Total Employee Injuries

Year	Total	Total FI*
2009	219	3.47
2010	184	2.98
2011	209	3.36
2012	189	3.04
2013	232	3.58

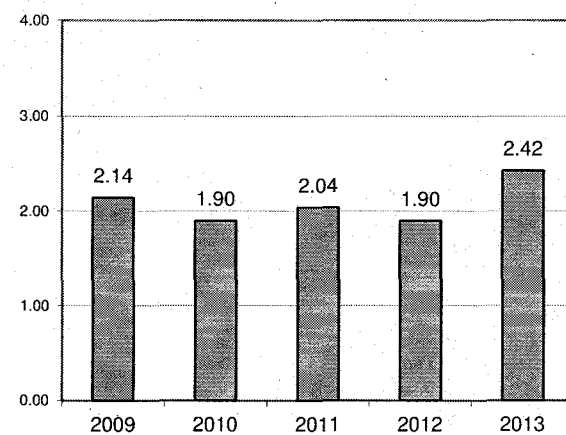
% change from last year: 18.0%  
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	171	2.71
2010	151	2.45
2011	169	2.71
2012	151	2.43
2013	193	2.98

% change from last year: 22.8%  
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

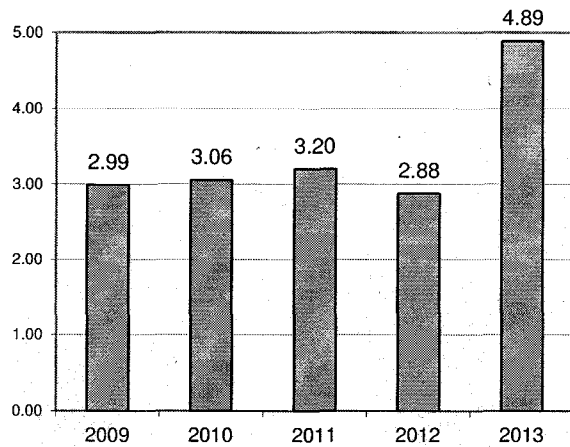
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	117	18	1.86	0.29	2.14
2010	98	19	1.59	0.31	1.90
2011	100	27	1.61	0.43	2.04
2012	110	8	1.77	0.13	1.90
2013	151	6	2.33	0.09	2.42

% change from last year: 27.9%  
2013 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked



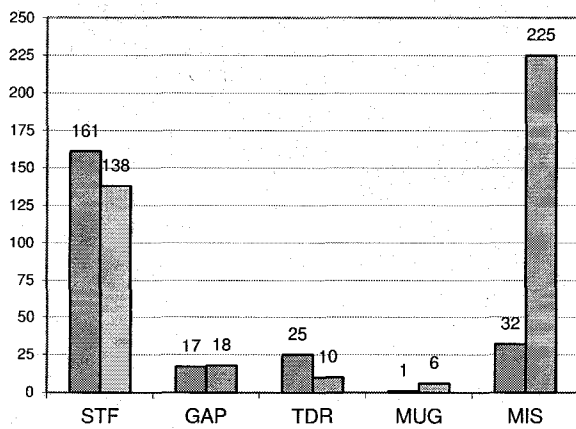
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru December



Total Customer Injuries

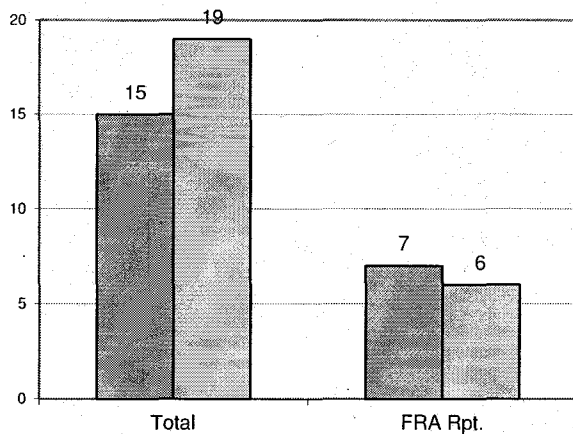
Year	Total	Total FI*
2009	233	2.99
2010	242	3.06
2011	257	3.20
2012	234	2.88
2013	400	4.89

% change from last year: 70.0%  
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	161	17	25	1	32
2013	138	18	10	6	225



Contractor Injuries

Year	Total	FRA Rpt.
2012	15	7
2013	19	6
% Chg	26.7%	-14.3%

\* - Injuries per 1,000,000 rides

### ENHANCED SAFETY ACTIONS UPDATE AS OF JAN 31, 2014

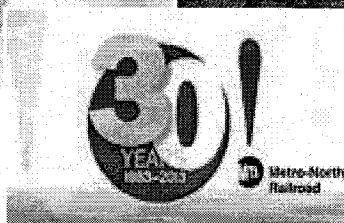
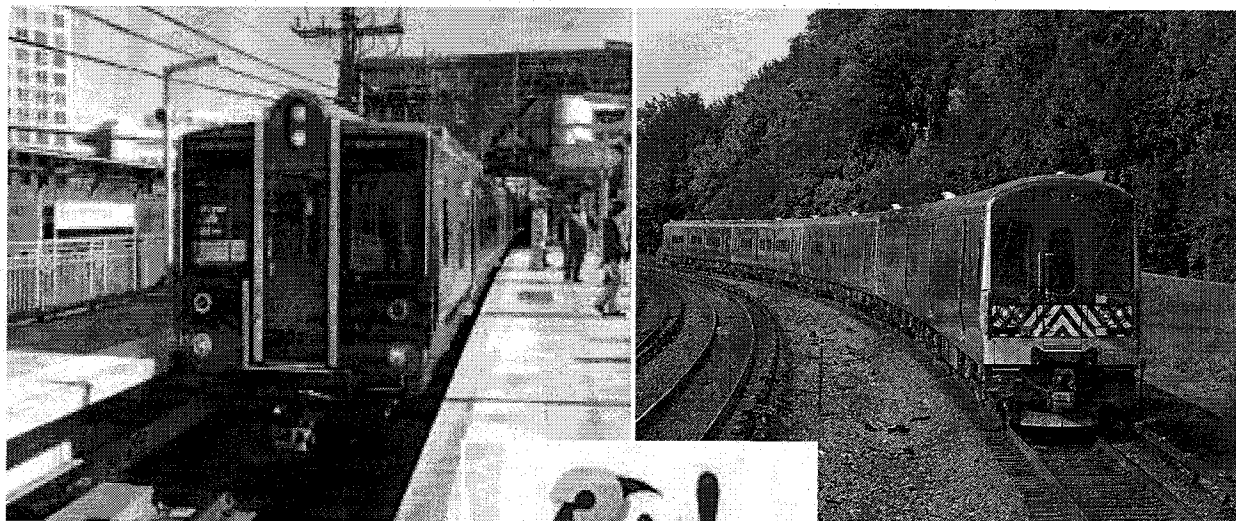
Issues	Corrective Action Plan	Status
<b>Safety Stand Down</b>	<ul style="list-style-type: none"> <li>Conduct quarterly Safety Stand Down sessions across the system</li> </ul>	<ul style="list-style-type: none"> <li>Held stand downs in December 2013, encompassing over 5000 employees.</li> <li>Next quarterly stand down - end of March 2014.</li> </ul>
<b>Confidential Close Call Reporting System</b>	<ul style="list-style-type: none"> <li>Implement FRA's C3RS</li> </ul>	<ul style="list-style-type: none"> <li>Collaborating with Volpe and FRA to fully understand and implement C3RS program.</li> <li>Draft IMOU developed 1/23.</li> </ul>
<b>Speed Restrictions/Curves</b>	<i>Interim Measures:</i> <ul style="list-style-type: none"> <li>Issue Time Table Special Instructions to reduce MAS leading up to curve.</li> <li>Post new reduced speed signs at newly identified curves.</li> <li>Increased observations at the 4 identified critical curves.</li> </ul>	<ul style="list-style-type: none"> <li>Completed – Bulletin Order issued effective 12/10/13.</li> <li>Completed – all signs installed – December 2013.</li> </ul>
<b>Speed Compliance</b>	<ul style="list-style-type: none"> <li>Increase number of audits of speed compliance program including radar and event recorders.</li> <li>Develop internal controls for the program to ensure consistency over time.</li> </ul>	<ul style="list-style-type: none"> <li>3,200 audits performed since 12/10.</li> <li>Steady state program developed and implemented.</li> </ul>
<b>Emergency Order 29</b>	<ul style="list-style-type: none"> <li>Develop and implement signal based speed solution to enforce speed at identified curves by March 1st and Movable Bridges by Sept 1st</li> </ul>	<ul style="list-style-type: none"> <li>Curves will be completed by 2/8, ahead of 3/1/14</li> <li>Bridges will be completed by the end of April, 4 months ahead of current schedule of 9/1/14</li> </ul>
<b>Alerters</b>	<ul style="list-style-type: none"> <li>Install alerters in all non-equipped railcars                             <ul style="list-style-type: none"> <li>M-3</li> <li>Cab Cars</li> </ul> </li> <li>Modify current onboard cab ATC equipment to include provisions for an alerter function</li> </ul>	<ul style="list-style-type: none"> <li>Statement of work developed with following schedule:</li> <li>Test new software by May 2014</li> <li>Install new software commencing in July</li> </ul>
<b>PTC</b>	<ul style="list-style-type: none"> <li>Expand opportunities to accelerate PTC schedule.</li> <li>Request CDOT to implement Cab Signal on Waterbury Branch</li> <li>Implement Civil Speed enforcement via Transponders ahead of full implementation</li> </ul>	<ul style="list-style-type: none"> <li>LIRR &amp; MNR requested accelerated schedule.</li> <li>Requesting CDOT funding for signaling Waterbury</li> <li>Developing plan for New Haven Main Line installation of Wayside Transponders for Civil Speed Restrictions</li> </ul>



**Metro-North Railroad**

# **Operations Report**

## **February 2014**



# **MONTHLY OPERATING REPORT**

January 2014

Date Issued:

Thursday, February 13, 2014

Performance Summary			2014 Data			2013 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>89.0%</b>	<b>89.0%</b>	<b>97.0%</b>	<b>97.0%</b>
		AM Peak	93.0%	82.9%	82.9%	92.7%	92.7%
		AM Reverse Peak	93.0%	87.7%	87.7%	95.3%	95.3%
		PM Peak	93.0%	87.4%	87.4%	98.2%	98.2%
		<b>Total Peak</b>	<b>93.0%</b>	<b>85.4%</b>	<b>85.4%</b>	<b>95.3%</b>	<b>95.3%</b>
		Off Peak Weekday	93.0%	87.8%	87.8%	97.8%	97.8%
		Weekend	93.0%	96.7%	96.7%	98.5%	98.5%
	<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.9%</b>	<b>90.9%</b>	<b>97.9%</b>	<b>97.9%</b>
		AM Peak	94.0%	89.5%	89.5%	93.8%	93.8%
		AM Reverse Peak	94.0%	88.3%	88.3%	94.8%	94.8%
		PM Peak	94.0%	87.9%	87.9%	99.3%	99.3%
		<b>Total Peak</b>	<b>94.0%</b>	<b>88.7%</b>	<b>88.7%</b>	<b>96.2%</b>	<b>96.2%</b>
		Off Peak Weekday	94.0%	89.3%	89.3%	98.9%	98.9%
		Weekend	94.0%	96.9%	96.9%	99.3%	99.3%
	<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.2%</b>	<b>91.2%</b>	<b>97.5%</b>	<b>97.5%</b>
		AM Peak	94.0%	86.8%	86.8%	93.2%	93.2%
		AM Reverse Peak	94.0%	93.9%	93.9%	96.6%	96.6%
		PM Peak	94.0%	91.9%	91.9%	98.3%	98.3%
		<b>Total Peak</b>	<b>94.0%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>95.7%</b>	<b>95.7%</b>
		Off Peak Weekday	94.0%	88.6%	88.6%	98.3%	98.3%
		Weekend	94.0%	98.4%	98.4%	99.1%	99.1%
	<b>New Haven Line</b>	<b>Overall</b>	<b>92.0%</b>	<b>86.2%</b>	<b>86.2%</b>	<b>96.1%</b>	<b>96.1%</b>
		AM Peak	92.0%	76.0%	76.0%	91.7%	91.7%
		AM Reverse Peak	92.0%	82.1%	82.1%	94.5%	94.5%
		PM Peak	92.0%	83.7%	83.7%	97.4%	97.4%
		<b>Total Peak</b>	<b>92.0%</b>	<b>79.9%</b>	<b>79.9%</b>	<b>94.4%</b>	<b>94.4%</b>
		Off Peak Weekday	92.0%	86.3%	86.3%	96.8%	96.8%
		Weekend	92.0%	95.4%	95.4%	97.6%	97.6%
<b>Operating Statistics</b>				<b>18,922</b>	<b>18,922</b>	<b>18,248</b>	<b>18,248</b>
<b>Trains Scheduled</b>							
<b>Avg. Delay per Late Train (min)</b>				14.9	14.9	12.6	12.6
<i>excluding trains canceled or terminated</i>							
<b>Trains Over 15 min. Late</b>			1,000	448	448	126	126
<i>excluding trains canceled or terminated</i>							
<b>Trains Canceled</b>			160	134	134	7	7
<b>Trains Terminated</b>			160	28	28	23	23
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.1%	99.1%	99.8%	99.8%
<b>Consist Compliance</b> <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>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>98.3%</b>	<b>98.3%</b>	<b>99.7%</b>	<b>99.7%</b>
		AM Peak	99.8%	96.6%	96.6%	99.4%	99.4%
		AM Reverse Peak	99.8%	99.2%	99.2%	100.0%	100.0%
		PM Peak	99.8%	96.9%	96.9%	99.4%	99.4%
		<b>Total Peak</b>	<b>99.8%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>99.5%</b>	<b>99.5%</b>
		Off Peak Weekday	99.8%	98.8%	98.8%	99.8%	99.8%
		Weekend	99.8%	99.7%	99.7%	99.9%	99.9%
	<b>Hudson Line</b>	AM Peak	99.8%	98.1%	98.1%	99.9%	99.9%
		PM Peak	99.8%	99.3%	99.3%	99.8%	99.8%
	<b>Harlem Line</b>	AM Peak	99.8%	97.9%	97.9%	99.9%	99.9%
		PM Peak	99.8%	99.3%	99.3%	100.0%	100.0%
	<b>New Haven Line</b>	AM Peak	99.8%	94.8%	94.8%	98.6%	98.6%
		PM Peak	99.8%	94.1%	94.1%	98.7%	98.7%

Categories of Delay		2014 Data			2013 Data	
		December	January	YTD thru January	January	YTD thru January
<b>Train Delay Incidents Resulting in Late Trains.</b> <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>	<b>Maintenance of Way</b>	1727	1961	1961	326	326
	<b>Capital Projects</b>	6	6	6	2	2
	<b>Maintenance of Equipment</b>	269	415	415	167	167
	<b>Operations Services</b>	87	244	244	12	12
	<b>Police Incidents</b>	44	41	41	28	28
	<b>Other</b>	6	6	6	2	2
	<b>Customers</b>	158	152	152	23	23
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	4	12	12	0	0
	<b>Weather and Environmental</b>	173	547	547	102	102

**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			
01/02	Thr	Due to winter storm, train service was affected.	0	0	0	0	0	0	0	3	0	3	21	0	0	0	0	3	24	0
01/02	Thr	Track work at various locations, affecting service on all three (3) lines.	8	0	0	4	0	0	0	0	0	4	0	0	0	0	0	16	0	0
01/03	Fri	Slow loading due to weather conditions.	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0
01/03	Fri	Due to winter storm, train service was affected.	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
01/03	Fri	Restricted cab signal from CP130 - CP124.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
01/04	Sat	Due to winter storm, train service was affected.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
01/05	Sun	A ground on trk 4 from Cat 634 to Cat 736, Green's Farms to Fairfield.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	13	0	1
01/06	Mon	Congestion from CP5 - GCT account 3rd Rail Burner at at 72nd Street on trk3.	45	0	0	6	0	0	0	0	0	11	0	0	0	0	0	62	0	0
01/06	Mon	Congestion due to late turns of equipment.	20	0	0	5	0	0	1	0	0	4	0	0	0	0	0	30	0	0
01/06	Mon	Track work at various locations on all three (3) lines.	10	0	0	0	0	0	1	0	0	3	0	0	0	0	0	14	0	0
01/06	Mon	4 Stop and Warns on the Danbury Branch (Greenwood Ave MP20.6, Taylor Ave MP20.4, South St MP20.5 and Shelter Rock Rd MP22.2).	3	0	0	2	0	0	3	0	0	4	0	0	0	0	0	12	0	0
01/07	Tue	Train 1417 terminated due to emergency brake application at CAT 755 on trk 4 and was unable to recharge.	11	0	1	3	0	0	0	0	0	3	0	0	0	0	0	17	0	1
01/07	Tue	Track work at various locations on all three (3) lines.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
01/07	Tue	Congestion from CP5 to GCT due to debris fire on trk 4 at CP1 at the 4N1 Signal, lost signal power at CP1.	1	1	0	0	0	0	5	0	0	5	0	0	0	0	0	11	1	0
01/08	Wed	Delays due to late connections.	5	0	0	3	0	0	0	0	0	8	0	0	0	0	0	16	0	0
01/08	Wed	Speed restrictions at various locations on the New Haven Line.	1	0	0	0	0	0	1	0	0	11	0	0	0	0	0	13	0	0
01/09	Thr	Amtrak Train 190 was disabled at CP241 on trk 4 with low main reservoir pressure.	2	0	0	5	0	0	0	0	0	3	0	0	0	0	0	10	0	0
01/10	Fri	Two bad 3rd Rail Insulator Joints on trk 4 at Fordham, causing delays.	0	0	0	0	0	0	8	0	0	9	0	0	0	0	0	17	0	0

01/10	Fri	Track work at various locations on the Harlem and New Haven Lines.	10	0	0	2	0	0	1	0	0	2	0	0	0	0	0	15	0	0
01/10	Fri	Train 1371 unable to make changeover at Pelham on track 3, had to lock down pantographs.	0	0	0	0	0	0	4	0	0	6	0	0	0	0	0	10	0	0
01/13	Mon	Track work at various locations on all three (3) lines.	0	0	0	1	0	0	1	0	0	8	0	0	0	0	0	10	0	0
01/14	Tue	Track work at various locations on the Hudson and New Haven Lines.	2	0	0	0	0	0	4	0	0	11	0	0	0	0	0	17	0	0
01/14	Tue	The 3rd Rail de-energized on trk 4 between CP1 and CP3 due to 3rd Rail arcing at 76th Street, causing delays.	0	0	0	0	0	0	3	0	0	7	0	0	0	0	0	10	0	0
01/16	Thr	Due to a defective Frog at CP123, 10mph Speed Restriction in effect over the 13 Switch.	0	0	0	0	0	0	20	0	1	32	2	0	0	0	0	52	2	1
01/16	Thr	A ground in the overhead wire on trk 4 from CAT 736, west of CP255, to CAT 814, east of CP257.	9	3	1	0	0	0	0	0	0	1	0	0	0	0	0	10	3	1
01/16	Thr	Congestion account a bad insulated joint at MP21.4, 15mph speed restriction on trk 2 between MP22 and MP21.	0	0	0	0	0	0	1	0	0	9	0	0	0	0	0	10	0	0
01/17	Fri	Train 1568 tripped 2E and 2W breakers, grounding all 4 tracks from CAT 54 (Pelham) to CAT 184 (Harrison) and train 1570 stopped just north of Tremont Station on trk 3 with Pan Up indication on the head car.	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	14	0	0
01/21	Tue	Slow loading and unloading due to weather conditions.	0	0	0	0	0	0	26	0	0	41	1	0	0	0	0	67	1	0
01/21	Tue	Due to winter storm, train service was affected.	0	0	0	0	0	0	11	0	1	18	3	0	0	0	0	29	3	1
01/21	Tue	Track work at various locations on the Harlem and New Haven Lines.	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	12	0	0
01/21	Tue	Speed restrictions at various locations on the Harlem and New Haven Lines.	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	12	0	0
01/22	Wed	Due to winter storm, train service was affected.	16	5	0	6	0	0	2	3	0	14	0	0	0	0	0	38	8	0
01/22	Wed	Delays due to switch failures on all three lines.	19	8	0	3	0	0	0	0	0	5	0	0	0	0	0	27	8	0
01/22	Wed	Delays due to train congestion.	17	0	0	5	0	0	2	0	0	10	0	0	0	0	0	34	0	0
01/22	Wed	Slow loading and unloading due to weather conditions.	0	0	0	1	0	0	9	5	0	16	1	0	0	0	0	26	6	0
01/22	Wed	Track work at various locations on all three (3) lines.	11	0	0	5	0	0	0	0	0	7	0	0	0	0	0	23	0	0
01/22	Wed	Slow loading of passengers on all three lines.	8	0	0	4	0	0	0	0	0	8	0	0	0	0	0	20	0	0
01/22	Wed	Train 1578 terminated at Greens Farms account pantograph damage to cars 9288 and 9268 causing a ground in the overhead wire between CAT 537 and CAT 640.	0	0	0	1	0	0	0	0	1	15	0	0	0	0	0	16	0	1
01/22	Wed	Speed restrictions at various locations, affecting service on all three (3) lines.	7	0	0	0	0	0	0	0	0	7	0	0	0	0	0	14	0	0



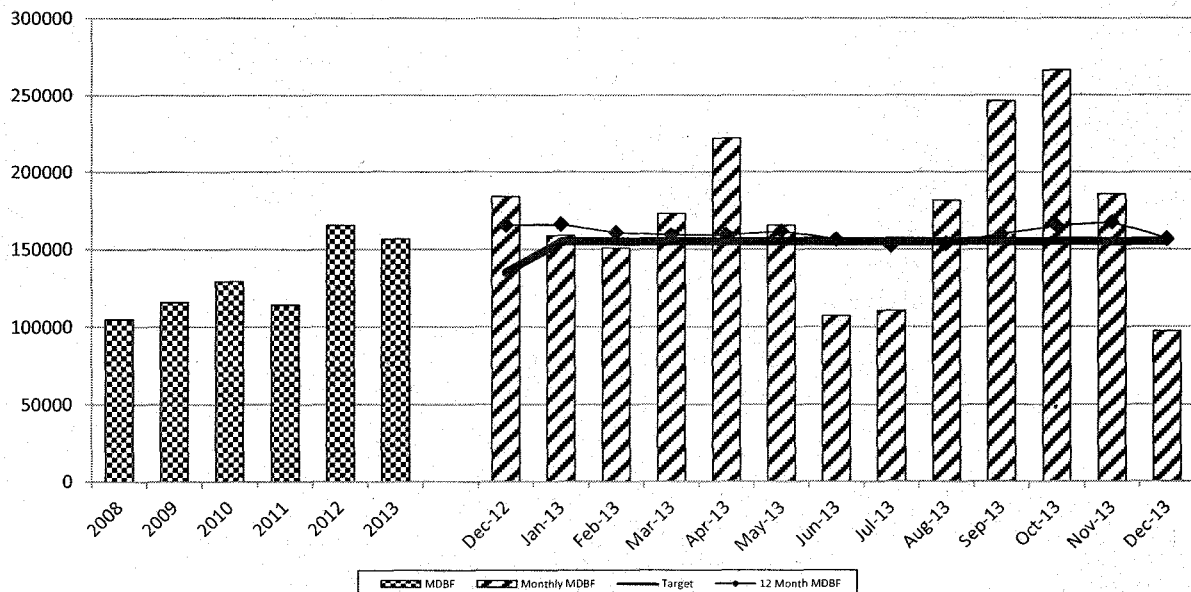
01/22	Wed	Door problems on several trains on all three lines.	5	0	0	1	0	0	1	0	0	4	0	0	0	0	0	11	0	0
01/23	Thr	OCC lost control of districts due to DPU failure.	0	0	0	0	0	0	32	17	3	39	42	0	0	0	0	71	59	3
01/23	Thr	Due to a defective Frog on 21 Switch, 10mph Speed Restriction in effect on trks 1 and 2 on the CP119 interlocking and interlocking CP117 to CP121.	0	0	0	0	0	0	20	0	1	55	0	0	0	0	0	75	0	1
01/23	Thr	Congestion from CP255-CP240 account wire damage and 31 Switch failure.	18	0	0	5	0	0	0	0	0	15	0	0	0	0	0	38	0	0
01/23	Thr	Track work at various locations on all three (3) lines.	19	0	0	3	0	0	0	0	0	11	0	0	0	0	0	33	0	0
01/23	Thr	Speed restrictions due to weather conditions.	20	0	0	4	0	0	0	0	0	5	0	0	0	0	0	29	0	0
01/23	Thr	Congestion from CP19 to CP8 account 1412BK Track Circuit and track equipment disabled.	10	0	0	1	0	0	0	0	0	2	0	0	0	0	0	13	0	0
01/24	Fri	Speed restrictions in effect due to extreme cold weather conditions.	19	0	0	11	0	0	5	0	0	37	0	0	0	0	0	72	0	0
01/24	Fri	Broken rail on trk 2 at 76th Street.	0	0	0	0	0	0	25	0	0	37	0	0	0	0	0	62	0	0
01/24	Fri	Track work at various locations on the Harlem and New Haven Lines.	15	0	0	9	0	0	1	0	0	7	0	0	0	0	0	32	0	0
01/24	Fri	Delays due to train congestion.	1	0	0	0	0	0	5	0	0	9	0	0	0	0	0	15	0	0
01/24	Fri	OCC lost control of districts due to DPU failure.	5	0	0	0	0	0	0	0	0	10	0	0	0	0	0	15	0	0
01/24	Fri	Speed restrictions at various locations on the Harlem and New Haven Lines.	0	0	0	0	0	0	3	0	0	8	0	0	0	0	0	11	0	0
01/25	Sat	Track work at various locations on all three (3) lines.	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0
01/25	Sat	Speed restrictions at various locations, affecting service on all three (3) lines.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
01/27	Mon	Track work at various locations on all three (3) lines.	26	0	0	0	0	0	10	0	0	23	0	0	0	0	0	59	0	0
01/27	Mon	Speed restrictions at various locations, affecting service	21	0	0	2	0	0	5	0	0	28	0	0	0	0	0	56	0	0
01/27	Mon	Delays due to train congestion.	29	0	0	0	0	0	5	0	0	21	0	0	0	0	0	55	0	0
01/27	Mon	Congestion from CP106 to CP1 due to train 514 declared emergency on trk 1 at CP3 account the 1S signal at CP3 went to stop.	27	0	0	4	0	0	0	0	0	3	0	0	0	0	0	34	0	0
01/27	Mon	Circuits down on trk 3 and trk 1 within CP3.	14	0	0	0	0	0	1	0	0	5	0	0	0	0	0	20	0	0
01/28	Tue	Delays due to train congestion.	29	0	0	0	0	0	2	0	0	9	0	0	0	0	0	40	0	0
01/28	Tue	Speed restrictions at various locations, affecting service on all three (3) lines.	1	0	0	0	0	0	4	0	0	15	0	0	0	0	0	20	0	0
01/28	Tue	Track work at various locations on all three (3) lines.	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0	0

01/29	Wed	Delays due to train congestion.	11	0	0	2	0	0	4	0	0	20	0	0	0	0	0	37	0	0
01/29	Wed	Speed restrictions at various locations, affecting service on all three (3) lines.	1	0	0	1	0	0	8	0	0	19	0	0	0	0	0	29	0	0
01/29	Wed	Track work at various locations on all three (3) lines.	10	0	0	1	0	0	0	0	0	13	0	0	0	0	0	24	0	0
01/29	Wed	Due to winter storm, train service was affected.	4	0	0	8	0	0	0	0	0	2	0	0	0	0	0	14	0	0
01/30	Thr	Track work at various locations on all three (3) lines.	15	0	0	7	0	0	4	0	0	12	0	0	0	0	0	38	0	0
01/30	Thr	Train 607 operated as a failed train to North White Plains due to ATC Decoder Fault in head car 4317 on trk 3 at 80th Street.	10	2	0	12	0	0	0	0	0	5	0	0	0	0	0	27	2	0
01/30	Thr	Speed restrictions at various locations, affecting service on all three (3) lines.	0	0	0	0	0	0	6	0	0	15	0	0	0	0	0	21	0	0
01/31	Fri	Track work at various locations on all three (3) lines.	2	0	0	2	0	0	2	0	0	11	0	0	0	0	0	17	0	0
TOTAL FOR MONTH			544	19	2	129	0	0	259	28	7	746	70	0	114	0	1	1792	117	10
			1919																	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	86	80,000	32,994	5	10	86,332	86,332	80,458	11	118,963
	M4/M6	60	60,000	15,834	6	21	39,312	39,312	57,598	7	68,054
	M8	292	240,000	176,057	7	11	216,491	216,491	385,327	3	133,316
	M3	140	130,000	173,920	2	2	229,300	229,300	258,568	0	550,018
	M7	336	450,000	326,858	4	6	614,654	614,654	904,140	2	731,998
	Coach	213	290,000	197,692	5	7	326,562	326,562	270,169	5	394,501
	P-32	31	35,000	22,962	5	8	29,959	29,959	46,905	4	36,692
	BL-20	12	12,000	18,741	3	2	13,143	13,143	28,715	1	10,824
	<b>Fleet</b>	<b>1170</b>	<b>155,000</b>	<b>97,210</b>	<b>37</b>	<b>67</b>	<b>156,617</b>	<b>156,617</b>	<b>184,189</b>	<b>33</b>	<b>165,694</b>
	M2/4/6/8		120,000	61,883	18	42	106,125	106,125	116,391	21	94,162
	M3/7		310,000	288,624	6	8	495,545	495,545	1,033,424	2	1,019,243
	Diesel/Coach		120,000	94,413	13	17	126,132	126,132	156,718	10	180,727

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



<b>West of Hudson Performance Summary</b>			<b>2014 Data</b>			<b>2013 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>97.0%</b>	<b>93.1%</b>	<b>93.1%</b>	<b>96.0%</b>	<b>96.0%</b>
		AM Peak	97.1%	94.0%	94.0%	95.6%	95.6%
		PM Peak	96.3%	91.9%	91.9%	96.3%	96.3%
		<b>Total Peak</b>		<b>93.0%</b>	<b>93.0%</b>	<b>95.9%</b>	<b>95.9%</b>
		Off Peak Weekday	97.1%	96.1%	96.1%	95.0%	95.0%
		Weekend	97.3%	89.1%	89.1%	98.0%	98.0%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.6%</b>	<b>93.1%</b>	<b>93.1%</b>	<b>96.9%</b>	<b>96.9%</b>
	<b>Valley Line</b>	AM Peak	97.8%	92.8%	92.8%	97.6%	97.6%
		PM Peak	97.3%	91.7%	91.7%	97.3%	97.3%
		<b>Total Peak</b>		<b>92.3%</b>	<b>92.3%</b>	<b>97.5%</b>	<b>97.5%</b>
		Off Peak Weekday	97.5%	95.9%	95.9%	95.5%	95.5%
		Weekend	97.8%	90.0%	90.0%	98.8%	98.8%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>96.2%</b>	<b>93.2%</b>	<b>93.2%</b>	<b>94.7%</b>	<b>94.7%</b>
		AM Peak	96.2%	95.6%	95.6%	92.9%	92.9%
		PM Peak	95.2%	92.1%	92.1%	95.2%	95.2%
		<b>Total Peak</b>		<b>93.9%</b>	<b>93.9%</b>	<b>94.0%</b>	<b>94.0%</b>
		Off Peak Weekday	96.5%	96.2%	96.2%	94.2%	94.2%
		Weekend	96.5%	87.6%	87.6%	96.7%	96.7%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,664</b>	<b>1,664</b>	<b>1,715</b>	<b>1,715</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			16.5	16.5	18.3	18.3
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	47	47	25	25
	<b>Trains Canceled</b>			3	3	7	7
	<b>Trains Terminated</b>			0	0	1	1
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.8%	99.8%	99.5%	99.5%

## JANUARY 2014 STANDEE REPORT

### East of Hudson

			JAN 2013	YTD 2013	JAN 2014	YTD 2014
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	3	3
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	24	24	192	192
		<b>Total Standees</b>	<b>24</b>	<b>24</b>	<b>192</b>	<b>192</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>24</b>	<b>24</b>	<b>195</b>	<b>195</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	3	3
		<b>Total Standees</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	20	20
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	34	34	163	163
		<b>Total Standees</b>	<b>34</b>	<b>34</b>	<b>163</b>	<b>163</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>36</b>	<b>36</b>	<b>186</b>	<b>186</b>

### West of Hudson

			JAN 2013	YTD 2013	JAN 2014	YTD 2014
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Definitions

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

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

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

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.



# **Metro-North Railroad**

## **Financial Report February 2014**



**Metro-North Railroad**

**FINANCIAL STATEMENTS**

**MONTH ENDED: DECEMBER 31, 2013**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

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

December YTD financial results were on target with a \$0.3 million net higher operating deficit compared to the Final Estimate. Through December, total Operating Revenue was \$6.8 million lower than the Mid-Year Forecast primarily due to lower farebox revenue associated with lower ridership growth and reduced holiday season utilization, as well as the impact of the December 1<sup>st</sup> derailment at Spuyten Duyvil. Operating expenses were \$26.2 million lower than the Final Estimate primarily due to timing in non-payroll costs. December YTD results include operational impacts and provisions related to the December 1 derailment at Spuyten Duyvil. Full year results 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 \$13.9 million lower than Forecast due to revised timing of the PTC project and diversion of Track Program resources to the Right-of-Way Improvement project.

**Ridership**

Total ridership was 7.0 million for December and 83.4 million YTD which was 0.6 million below the Final Estimate but 0.6% higher than 2012.

**East of Hudson**

- December ridership of 6.8 million was 5.4% lower than the Final Estimate and 0.5% lower than 2012. Ridership reflects the impact of the December 1 Hudson Line derailment and worse than expected weather during the month.
- YTD ridership of 81.8 million was 0.7% lower than the Final Estimate, 0.7% above 2012 and reflects the highest East of Hudson ridership in the railroad's history.
- YTD Commutation ridership was lower than the Final Estimate by 0.6% and 3.6% lower for the month. Compared to 2012, YTD commutation ridership was 1.9% higher.
- Non-commutation ridership YTD was 0.9% lower than the Final Estimate and 5.7% lower for December. Compared to 2012, non-commutation ridership was 1.0% lower.

**West of Hudson**

- YTD ridership was 1.8% lower than the Final Estimate reflecting lower non-commutation ridership.

**Revenue and Reimbursements**

Total Revenue and Reimbursements of \$831.9 million through December was \$26.5 million, or 3.1% lower than the Final Estimate.

- Farebox Revenue of \$619.0 million was \$2.4 million lower than the Final Estimate primarily due to lower than projected growth in both commutation and non-commutation ridership. The December 1 derailment at Spuyten Duyvil also contributed nearly \$0.4 million in revenue losses.
- Other Operating Revenue of \$62.1 million was \$10.2 million below the Final Estimate primarily due to the re-timing of Tropical Storm Irene recoveries to 2014, offset by higher GCT net retail revenue.
- Capital and Other Reimbursements of \$150.1 million was \$13.9 million lower than the Final Estimate due to scheduling changes in a number of projects.

**Expenses**

Total non-reimbursable and reimbursable expenses of \$1,514.0 million through December were \$26.3 million (1.7%) lower than the Final Estimate:

- \$33.0 million was attributable to lower non-labor costs. These were primarily driven by timing of contract service expenditures, lower electric power costs and timing of capital projects.
- Total Labor costs (non-reimbursable and reimbursable) were \$0.3 million (0.0%) above the Final Estimate due to higher overtime requirements primarily related to training and vacation coverage partly offset by favorable final Health & Welfare premiums.

**YTD Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 66.9% through December was 0.1 percentage points better than the Final Estimate primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.79 for the period was \$0.17 lower than the Final Estimate also due to the overall lower expenses.
- Revenue per Passenger of \$7.65 for the period was on target to the Forecast.



**MTA METRO-NORTH RAILROAD  
DECEMBER 2013 FINANCIAL REPORT  
PRELIMINARY ACTUALS VERSUS FINAL ESTIMATE**

**REVENUE**

**Total Revenue** – \$26.5 million (3.1%) lower than the Final Estimate through December.

- **Fare Box Revenue** – \$2.4 million (0.4%) lower than the Final Estimate for the year primarily due to slower than projected ridership growth, lower holiday season utilization and losses from the December 1<sup>st</sup> derailment at Spuyten Duyvil.
- **Other Operating Revenue** – year-to-date revenues were \$10.2 million (14.1%) lower than forecasted due to a re-timing of Tropical Storm Irene reimbursements to 2014, offset by higher net GCT retail.
- **Capital and Other Reimbursements** – \$13.9 million (8.5%) lower than the Final Estimate due to changes in the timing of several projects which resulted in lower reimbursements.

**EXPENSES**

**Total Expenses** – Year-to-date was \$26.2 million (1.7%) lower than the Final Estimate through December due primarily to lower non payroll costs for non-reimbursable and reimbursable material and supplies usage and contract service costs.

**Labor expenses** (including fringes and overhead recoveries) were \$0.3 million higher than the Final Estimate for the year primarily due to higher overtime requirements and related fringe costs partially offset by vacancies.

**Non-Labor Expenses**

Total non-labor expenses were \$33.0 million lower than the Final Estimate for the year.

- **Electric Power** – \$5.0 million lower than the Final Estimate due to lower traction power prices and the capitalization of NYPA-installed energy efficient equipment previously recorded as an operating expense.
- **Fuel** – \$0.4 million higher than the Final Estimate.
- **Insurance** – Year-to-date, premiums were \$0.4 million lower than the Final Estimate.
- **Claims** – \$11.0 million higher than the Final Estimate in accordance with the year-end assessment of the claims liability provision.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$15.2 million lower vs. the Final Estimate due to lower infrastructure improvement program external equipment costs, reduced number of Genesis Locomotive units and timing differences in reimbursable capital project activity, partially offset by increased incident-related Bus services.
- **Professional Services** – \$5.5 million lower than the Final Estimate due to lower IT related work, legal fees, training, and timing of reimbursable capital project activity.
- **Materials & Supplies** – year-to-date expenditures were \$10.5 million below the Final Estimate due to trucks/suspension material for NHL derailment repairs not yet incurred, lower rolling stock material usage and purchases, and timing differences in reimbursable capital project activity.
- **Other Business Expenses** – \$3.3 million lower than the Final Estimate primarily due to higher than projected Amtrak recoveries and lower miscellaneous expenses.
- **Depreciation and Other Non Cash Liability Adjustments** – \$1.9 million above the Final Estimate due to timing differences in project completion and higher capitalization of assets (\$2.9 million) partially offset by fewer projects requiring environmental remediation (\$1.0 million).

**CASH DEFICIT**

The Cash Deficit through December was \$399.2 million, which is \$6.0 million favorable to the 2013 Final Estimate. This is essentially due to \$22.7 million in lower actual cash disbursements, a function of overall lower expenses, partly offset by \$16.6 million in lower receipts due to a delay in anticipated reimbursement for Tropical Storm Irene and lower capital reimbursements.

**MTA METRO NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-A

**NON-REIMBURSABLE**

	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$645.988	\$621.318	\$618.962	(\$27.026)	(4.2)	(\$2.356)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	68.120	72.322	62.099	(6.022)	(8.8)	(10.223)	(14.1)
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$714.108</b>	<b>\$693.640</b>	<b>\$681.061</b>	<b>(\$33.048)</b>	<b>(4.6)</b>	<b>(\$12.579)</b>	<b>(1.8)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$413.523	\$412.986	\$412.009	\$1.514	0.4	\$0.977	0.2
Overtime	54.917	62.620	68.771	(13.854)	(25.2)	(6.151)	(9.8)
Health and Welfare	104.462	96.604	89.071	15.392	14.7	7.533	7.8
OPEB Current Payment	19.000	21.000	21.661	(2.661)	(14.0)	(0.661)	(3.1)
Pensions	73.270	75.972	77.733	(4.463)	(6.1)	(1.761)	(2.3)
Other Fringe Benefits	94.694	98.582	100.193	(5.499)	(5.8)	(1.611)	(1.6)
Reimbursable Overhead	(39.667)	(35.949)	(35.498)	(4.169)	(10.5)	(0.451)	(1.3)
<b>Total Labor Expenses</b>	<b>\$720.199</b>	<b>\$731.815</b>	<b>\$733.941</b>	<b>(\$13.742)</b>	<b>(1.9)</b>	<b>(\$2.125)</b>	<b>(0.3)</b>
<b>Non-Labor:</b>							
Electric Power	\$84.823	\$78.535	\$73.318	\$11.505	13.6	\$5.217	6.6
Fuel	27.999	29.073	29.496	(1.497)	(5.3)	(0.423)	(1.5)
Insurance	12.551	14.802	14.386	(1.836)	(14.6)	0.416	2.8
Claims	0.535	0.393	11.431	(10.896)	*	(11.038)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	96.472	98.732	92.966	3.505	3.6	5.766	5.8
Professional Service Contracts	28.812	27.973	22.902	5.910	20.5	5.071	18.1
Materials & Supplies	66.600	71.135	63.859	2.741	4.1	7.276	10.2
Other Business Expenses	24.706	33.229	29.135	(4.430)	(17.9)	4.094	12.3
<b>Total Non-Labor Expenses</b>	<b>\$342.498</b>	<b>\$353.872</b>	<b>\$337.494</b>	<b>\$5.004</b>	<b>1.5</b>	<b>\$16.378</b>	<b>4.6</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,062.697</b>	<b>\$1,085.688</b>	<b>\$1,071.435</b>	<b>(\$8.738)</b>	<b>(0.8)</b>	<b>\$14.253</b>	<b>1.3</b>
Depreciation	\$242.189	\$224.771	\$227.668	\$14.521	6.0	(\$2.897)	(1.3)
OPEB Obligation	76.073	62.070	62.070	14.003	18.4	(0.000)	0.0
Environmental Remediation	3.955	2.885	1.927	2.028	51.3	0.958	33.2
<b>Total Expenses</b>	<b>\$1,384.914</b>	<b>\$1,375.414</b>	<b>\$1,363.100</b>	<b>\$21.814</b>	<b>1.6</b>	<b>\$12.314</b>	<b>0.9</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$670.805)</b>	<b>(\$681.774)</b>	<b>(\$682.039)</b>	<b>(\$11.234)</b>	<b>(1.7)</b>	<b>(\$0.265)</b>	<b>0.0</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$242.189	\$224.771	\$227.668	(\$14.521)	(6.0)	\$2.897	1.3
Operating/Capital	(36.550)	(31.902)	(23.469)	13.081	35.8	8.433	26.4
Other Cash Adjustments	28.168	83.625	78.599	50.430	*	(5.026)	(6.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$233.807</b>	<b>\$276.494</b>	<b>\$282.797</b>	<b>\$48.990</b>	<b>21.0</b>	<b>\$6.303</b>	<b>2.3</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$436.998)</b>	<b>(\$405.280)</b>	<b>(\$399.242)</b>	<b>\$37.756</b>	<b>8.6</b>	<b>\$6.038</b>	<b>1.5</b>

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

**MTA METRO NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

REIMBURSABLE							
	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	118.188	86.168	81.152	(37.036)	(31.3)	(5.016)	(5.8)
CDOT	67.746	68.887	58.031	(9.714)	(14.3)	(10.856)	(15.8)
Other	12.916	9.747	11.687	(1.230)	(9.5)	1.940	19.9
Capital and Other Reimbursements	198.850	164.802	150.870	(47.980)	(24.1)	(13.932)	(8.5)
<b>Total Revenue</b>	<b>\$198.850</b>	<b>\$164.802</b>	<b>\$150.870</b>	<b>(\$47.980)</b>	<b>(24.1)</b>	<b>(\$13.932)</b>	<b>(8.5)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$43.780	\$36.548	\$36.561	\$7.219	16.5	(\$0.013)	0.0
Overtime	15.992	16.330	15.822	0.170	1.1	0.509	3.1
Health and Welfare	15.090	12.296	12.040	3.050	20.2	0.255	2.1
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	8.849	7.364	7.274	1.575	17.8	0.091	1.2
Other Fringe Benefits	9.993	9.312	9.259	0.734	7.3	0.053	0.6
Reimbursable Overhead	39.546	34.892	33.940	5.606	14.2	0.951	2.7
<b>Total Labor Expenses</b>	<b>\$133.250</b>	<b>\$116.742</b>	<b>\$114.896</b>	<b>\$18.355</b>	<b>13.8</b>	<b>\$1.847</b>	<b>1.6</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.215	(\$0.215)	-	(\$0.215)	-
Fuel	0.000	0.000	0.001	(0.001)	-	(0.001)	-
Insurance	4.145	2.918	2.891	1.254	30.2	0.026	0.9
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	23.633	23.832	14.396	9.237	39.1	9.435	39.6
Professional Service Contracts	9.967	5.592	5.167	4.801	48.2	0.426	7.6
Materials & Supplies	26.618	14.846	11.611	15.007	56.4	3.235	21.8
Other Business Expenses	1.236	0.871	1.692	(0.456)	(36.9)	(0.821)	(94.2)
<b>Total Non-Labor Expenses</b>	<b>\$65.600</b>	<b>\$48.060</b>	<b>\$35.974</b>	<b>\$29.626</b>	<b>45.2</b>	<b>\$12.086</b>	<b>25.1</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$198.850</b>	<b>\$164.802</b>	<b>\$150.870</b>	<b>\$47.980</b>	<b>24.1</b>	<b>\$13.932</b>	<b>8.5</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$198.850</b>	<b>\$164.802</b>	<b>\$150.870</b>	<b>\$47.980</b>	<b>24.1</b>	<b>\$13.932</b>	<b>8.5</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>100.0</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

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\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$645.988	\$621.318	\$618.962	(\$27.026)	(4.2)	(\$2.356)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	68.120	72.322	62.099	(6.022)	(8.8)	(10.223)	(14.1)
MTA	118.188	86.168	81.152	(37.036)	(31.3)	(5.016)	(5.8)
CDOT	67.746	68.887	58.031	(9.714)	(14.3)	(10.856)	(15.8)
Other	12.916	9.747	11.687	(1.230)	(9.5)	1.940	19.9
Capital and Other Reimbursements	198.850	164.802	150.870	(47.980)	(24.1)	(13.932)	(8.5)
<b>Total Revenue</b>	<b>\$912.959</b>	<b>\$858.442</b>	<b>\$831.930</b>	<b>(\$81.028)</b>	<b>(8.9)</b>	<b>(\$26.512)</b>	<b>(3.1)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$457.303	\$449.533	\$448.570	\$8.733	1.9	\$0.964	0.2
Overtime	70.909	78.951	84.593	(13.684)	(19.3)	(5.642)	(7.1)
Health and Welfare	119.553	108.900	101.111	18.442	15.4	7.789	7.2
OPEB Current Payment	19.000	21.000	21.661	(2.661)	(14.0)	(0.661)	(3.1)
Pensions	82.119	83.336	85.007	(2.888)	(3.5)	(1.671)	(2.0)
Other Fringe Benefits	104.687	107.894	109.452	(4.766)	(4.6)	(1.558)	(1.4)
Reimbursable Overhead	(0.121)	(1.057)	(1.558)	1.437	-	0.501	47.4
<b>Total Labor Expenses</b>	<b>\$853.449</b>	<b>\$848.557</b>	<b>\$848.836</b>	<b>\$4.613</b>	<b>0.5</b>	<b>(\$0.279)</b>	<b>0.0</b>
<b>Non-Labor:</b>							
Electric Power	\$84.823	\$78.535	\$73.533	\$11.291	13.3	\$5.002	6.4
Fuel	\$27.999	\$29.073	\$29.497	(\$1.498)	(5.3)	(\$0.424)	(1.5)
Insurance	16.696	17.720	17.278	(0.582)	(3.5)	0.442	2.5
Claims	0.535	0.393	11.431	(10.896)	*	(11.038)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	120.105	122.564	107.363	12.742	10.6	15.201	12.4
Professional Service Contracts	38.779	33.565	28.068	10.711	27.6	5.497	16.4
Materials & Supplies	93.219	85.982	75.471	17.748	19.0	10.511	12.2
Other Business Expenses	25.942	34.101	30.828	(4.886)	(18.8)	3.273	9.6
<b>Total Non-Labor Expenses</b>	<b>\$408.098</b>	<b>\$401.932</b>	<b>\$373.468</b>	<b>\$44.422</b>	<b>10.9</b>	<b>\$33.042</b>	<b>8.2</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,261.547</b>	<b>\$1,250.490</b>	<b>\$1,222.304</b>	<b>\$49.035</b>	<b>3.9</b>	<b>\$32.763</b>	<b>2.6</b>
Depreciation	\$242.189	\$224.771	\$227.668	\$14.521	6.0	(\$2.897)	(1.3)
OPEB Obligation	76.073	62.070	62.070	14.003	18.4	(0.000)	0.0
Environmental Remediation	3.955	2.885	1.927	2.028	51.3	0.958	33.2
<b>Total Expenses</b>	<b>\$1,583.764</b>	<b>\$1,540.216</b>	<b>\$1,513.970</b>	<b>\$69.795</b>	<b>4.4</b>	<b>\$26.246</b>	<b>1.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$670.805)</b>	<b>(\$681.774)</b>	<b>(\$682.039)</b>	<b>(\$11.234)</b>	<b>(1.7)</b>	<b>(\$0.265)</b>	<b>0.0</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$242.189	\$224.771	\$227.668	(\$14.521)	(6.0)	\$2.897	1.3
Operating/Capital	(36.550)	(31.902)	(23.469)	13.081	35.8	8.433	26.4
Other Cash Adjustments	28.168	83.625	78.599	50.430	*	(5.026)	(6.0)
<b>Total Cash Conversion Adjustments</b>	<b>233.807</b>	<b>276.494</b>	<b>282.797</b>	<b>\$48.990</b>	<b>21.0</b>	<b>\$6.303</b>	<b>2.3</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$436.998)</b>	<b>(\$405.280)</b>	<b>(\$399.242)</b>	<b>\$37.756</b>	<b>8.6</b>	<b>\$6.038</b>	<b>1.5</b>

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\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE VS. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$27.026)	(4.2%)	Lower than expected ridership growth in addition to several service disruptions over the course of the year and fare credits to commutation customers impacted by the Con-Ed power failure.	(\$2.356)	(0.4%)	Lower ridership compared to historical periods used for forecast plus impact from December derailment on Hudson Line.
OTHER OPERATING REVENUE	Non-Reimb	(\$6.022)	(8.8%)	Recoveries related to Tropical Storm Irene not received, lower advertising revenue offset by higher recoveries related to Superstorm Sandy and higher net GCT retail revenue.	(\$10.223)	(14.1%)	Recoveries related to Tropical Storm Irene not received.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$47.980)	(24.1%)	Lower reimbursements reflect scheduling changes in capital project expenditures (primarily PTC) and also diversion of capital track program forces to Infrastructure Improvement program.	(\$13.932)	(8.5%)	Lower reimbursements reflect scheduling changes in capital project expenditures (primarily PTC).
PAYROLL	Reimb	\$7.219	16.5%	Reflects diversion of several significant project forces to Infrastructure Improvement program (2013 Cyclical Track Program, MainLine / Highspeed Turnouts), rescheduling of Positive Train Control, NH Rail Yard - Component Change Out Shop, Replace/Repair Undergrade Bridges, and lower costs related NHL M-8 acceptance testing.	(\$0.013)	0.0%	
OVERTIME	Non-Reimb	(\$13.854)	(25.2%)	Overtime related to infrastructure improvement program, service coverage, winter weather event, derailments, Superstorm Sandy recovery efforts, Con-Ed power failure and station enhancement program.	(\$6.151)	(9.8%)	Overtime related to required coverage for infrastructure improvement program, mechanical training, December derailment incident and station enhancement program.
	Reimb	\$0.170	1.1%	Reflects delays on the 2013 Cyclical Track Program and the NH Rail Yard - Component Change Out Shop partially offset by higher activity on the Mainline/High Speed Turnouts, West Haven Station and the Danbury Branch Signal System.	\$0.509	3.1%	Reflects delays on the C-29 Track Program, 2013 Cyclical Track Program and the NHL - Bridge Timbers and Mitre Rail Walk Sage and partially offset higher than forecasted activity on the MainLine / High Speed Turnouts and the Misc. I&C H&H project.
HEALTH AND WELFARE	Non-Reimb	\$15.392	14.7%	Reflects lower full year premium rates and higher unfilled positions.	\$7.533	7.8%	Reflects lower full year premium rates and higher unfilled positions.
	Reimb	\$3.050	20.2%	Reflects rate differentials and project adjustments.	\$0.255	2.1%	Reflects rate differentials and project adjustments.
OPEB CURRENT PAYMENT	Non-Reimb	(\$2.661)	(14.0%)	Reflects larger than expected number of retirees receiving healthcare premiums.	(\$0.661)	(3.1%)	Variance explanation not required by MTA

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE VS. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

		Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
PENSIONS	Non-Reimb	(\$4.463)	(6.1%)	Unfavorable variance due to infrastructure improvement program, service coverage, derailment incidents, Con-Ed power failure and station enhancement program.	(\$1.761)	(2.3%)	Unfavorable variance due to incremental overtime cost.
	Reimb	\$1.575	17.8%	Reflects lower project activity.	\$0.091	1.2%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	(\$5.499)	(5.8%)	Increased Railroad Retirement taxes due to infrastructure improvement program, service coverage, derailments, Con-Ed power failure and station enhancement program.	(\$1.611)	(1.6%)	
	Reimb	\$0.734	7.3%	Reflects rate differentials and project adjustments.	\$0.053	0.6%	Reflects rate differentials and project adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$4.169)	(10.5%)	Reflects lower capital project activity for: Danbury Branch Signal System West Haven Station, CDOT C29 Track Program, East of Hudson Overhead Bridge Program, Bronx Station Capacity, and West of Hudson Track Program and diversion of capital track program forces Infrastructure Improvement program.	(\$0.451)	(1.3%)	Reflects lower capital project activity for: West Haven Station, NH Component Change-out Shop, West of Hudson Track Program, Design Guard Booths at Stamford and East Bridgeport, and PBX Equipment upgrade.
	Reimb	\$5.606	14.2%	Reflects lower project activity.	\$0.951	2.7%	
ELECTRIC POWER	Non-Reimb	\$11.505	13.6%	Reflects lower traction power prices and the capitalization of NYPA-installed energy efficient equipment previously recorded as an operating expense.	\$5.217	6.6%	Reflects lower traction power prices and the capitalization of NYPA-installed energy efficient equipment previously recorded as an operating expense.
	Reimb	(\$0.215)	N/A	Reflects higher project activity.	(\$0.215)	N/A	Reflects higher project activity.
FUEL	Non-Reim	(\$1.497)	(5.3%)	Reflects higher rates and cooler temperatures during spring.	(\$0.423)	(1.5%)	
INSURANCE	Non-Reimb	(\$1.836)	(14.6%)	Reflects increased premiums through an MTA Catastrophic Bond program resulting from prior year	\$0.416	2.8%	
	Reimb	\$1.254	30.2%	Reflects lower project activity.	\$0.026	0.9%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$10.896)	N/A	Increase primarily due to provisions for December derailment.	(\$11.038)	N/A	Increase primarily due to provisions for December derailment.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3.505	3.6%	Reduced number of Genesis Locomotive units repaired due to vendor delay, lower Occupancy-related utilities and services costs, lower escalator and elevator repair costs offset by increased incident-related Bus services and reconciliation of prior year MTA Police costs.	\$5.766	5.8%	Lower infrastructure improvement program external equipment costs, reduced number of Genesis Locomotive units repaired due to vendor delay offset by increased incident-related Bus services.
	Reimb	\$9.237	39.1%	Reflects delay on the Positive Train Control partially offset by higher than anticipated activity on the Cos Cob West Substation.	\$9.435	39.6%	Reflects delay on the Positive Train Control Project.

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE VS. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCURAL STATEMENT OF OPERATIONS BY CATEGORY**  
**(\$ in millions)**

		Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$5.910	20.5%	Favorable variance reflects lower expenditures for IT costs, hardware, legal expenses, medical services, and training.	\$5.071	18.1%	Favorable variance reflects lower expenditures for IT costs, hardware, legal expenses, medical services, and training.
	Reimb	\$4.801	48.2%	Reflects delay of the Overhead Bridge Program - EOFH and NHL Signal System - CP229 Greenwich to New Haven partially offset by higher than anticipated activity on the West Haven Station project.	\$0.426	7.6%	Reflects delay on the Overhead Bridge Program - EOFH partially offset by higher activity on the MNR Technology Move, Positive Train Control, Replace 5 Anchor Bridge Substations with Wayside Substation, Design Guard Booths @ Stamford and East Bridgeport and the Cos Cob West Substation.
MATERIAL AND SUPPLIES	Non-Reimb	\$2.741	4.1%	Lower rolling stock mechanical material usage and purchase offset by true-up to obsolete material reserve and increased infrastructure improvement program needs.	\$7.276	10.2%	Trucks/suspension material \$3.7M for NHL derailment-damaged car repairs not incurred; lower rolling stock material usage and purchases.
	Reimb	\$15.007	56.4%	Reflects scheduling changes on the following projects: MainLine / Highspeed Turnouts, Bronx Stations/Capacity Imp., 2013 Cyclical Track Program, Positive Train Control, NH Rail Yard - Component Out Shop, PBX Equipment Upgrade, Positive Train Control and the NHL - Bridge Timbers and Mitre Rail - Walk Saga.	\$3.235	21.8%	Reflects scheduling changes on the following projects: Replace Fiber/C&S Cables, Bronx Stations Capacity IMP, NH Rail Yard - Component Change Out Shop.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$4.430)	(17.9%)	Unfavorable variance is primarily due to equipment write-offs related to derailments, reduced Amtrak cost recoveries offset by lower NJT Subsidy payments and non-operating purchases.	\$4.094	12.3%	Favorable variance is primarily due to higher Amtrak cost recoveries and timing differences expenses for EEO Training.
	Reimb	(\$0.456)	(36.9%)	Reflects higher than budgeted expenses on the PBX Equipment Upgrade and Positive Train Control.	(\$0.821)	(94.2%)	Reflects higher than forecasted expenses on the PBX Equipment Upgrade, New Haven Independent Wheel True Shop and the Positive Train Control.
DEPRECIATION	Non-Reimb	\$14.521	6.0%	Reflects timing differences in project completion.	(\$2.897)	(1.3%)	Reflects timing differences in project completion and higher capitalization of assets.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$14.003	18.4%	Budget based on significant Health & Welfare premium rate increases which did not occur during the year.	(\$0.000)	0.0%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$2.028	51.3%	Primarily due to fewer projects requiring remediation.	\$0.958	33.2%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$13.081	35.8%	Reflects lower activity during the period on the Locomotive Overhaul For 6 GP 35 Locos, Ticket Issuing Machines Upgrade, GCT Training Center, Vehicle Fleet Replacement, Repair Third Rail Fire Alarm System in Park Ave Tunnel, Snowmelter Cabinets, Employment Welfare Facility Improvements, and Ticket Vending Machines Upgrade projects, partially offset by higher activity than budgeted for the GCT Cooling Towers Rehab.	\$8.433	26.4%	Reflects lower activity during the period on the Snowmelter Cabinets, Vehicle Fleet Replacement, GCT Escalators Heavy Repair And Maintenance, Locomotive Overhaul For 6 GP 35 Locos, Expand Real-Time Train Status Information - NYS Only, Replace Substation Batteries, GCT Escalators Heavy Repair And Maintenance, and Purchase Mobile And Rolling Stock Radios projects, .

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2013 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**Non-Reimbursable/Reimbursable Overtime**  
**December 2013 Year-to-Date**  
(\$ in millions)

	December Year-to-Date						December Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Final Estimate		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	476,650	\$26.3	561,001	\$29.4	(84,352)	(\$3.1)	552,980	\$29.7	561,001	\$29.4	(8,021)	\$0.3
					-17.7%	-11.6%					-1.5%	1.0%
<u>Unscheduled Service</u>	0	\$0.0	1,358	\$0.1	(1,358)	(\$0.1)	1,358	\$0.1	1,358	\$0.1	0	(\$0.0)
					-	-					0.0%	-38.9%
<u>Programmatic/Routine Maintenance</u>	227,138	\$10.6	364,120	\$17.4	(136,981)	(\$6.9)	260,152	\$12.2	364,120	\$17.4	(103,968)	(\$5.2)
					-60.3%	-64.7%					-40.0%	-42.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	20,718	\$1.1	(20,718)	(\$1.1)	13,528	\$0.7	20,718	\$1.1	(7,189)	(\$0.4)
					-	-					-53.1%	-50.9%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	225,692	\$10.0	233,870	\$10.6	(8,178)	(\$0.6)	209,842	\$9.3	233,870	\$10.6	(24,028)	(\$1.3)
					-3.6%	-6.0%					-11.5%	-13.4%
<u>Weather Emergencies</u>	133,961	\$6.4	160,143	\$7.8	(26,182)	(\$1.4)	148,410	\$7.1	160,143	\$7.8	(11,733)	(\$0.7)
					-19.5%	-21.4%					-7.9%	-10.2%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> <sup>4</sup>	38,076	\$1.6	60,262	\$2.4	(22,186)	(\$0.8)	73,535	\$3.6	60,262	\$2.4	13,273	\$1.1
					-58.3%	-51.6%					18.1%	31.9%
Subtotal	1,101,518	\$54.9	1,401,471	\$68.8	(299,954)	(\$13.9)	1,259,806	\$62.6	1,401,471	\$68.8	(141,666)	(\$6.2)
					-27.2%	-25.2%					-11.2%	-9.8%
<b>REIMBURSABLE OVERTIME</b>	328,623	\$16.0	316,089	\$15.8	12,534	\$0.2	333,439	\$16.3	316,089	\$15.8	17,349	\$0.5
					3.8%	1.1%					5.2%	3.1%
<b>TOTAL OVERTIME</b>	<b>1,430,141</b>	<b>\$70.9</b>	<b>1,717,561</b>	<b>\$84.6</b>	<b>(287,420)</b>	<b>(\$13.7)</b>	<b>1,593,244</b>	<b>\$79.0</b>	<b>1,717,561</b>	<b>\$84.6</b>	<b>(124,317)</b>	<b>(\$5.6)</b>
					-20.1%	-19.3%					-7.8%	-7.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

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



**MTA METRO-NORTH RAILROAD**  
**2013 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**Non-Reimbursable/Reimbursable Overtime**  
**December 2013 Year-to-Date**  
(\$ in millions)

	Budget December Year-to-Date			YE Forecast December Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(84,352)	(\$3.1)	Increased overtime required for service coverage and emergency service disruptions.	(8,021)	\$0.3	
	-17.7%	-11.6%		-1.5%	1.0%	
<u>Unscheduled Service</u>	(1,358)	(\$0.1)		0	(\$0.0)	
	-	-		0.0%	-38.9%	
<u>Programmatic/Routine Maintenance</u>	(136,981)	(\$6.9)	Increase is due to M of W Infrastructure Improvement Program along right-of-way, station enhancement on the Harlem Line and Con Edison power failure, GCT structure and facility maintenance.	(103,968)	(\$5.2)	Infrastructure improvement program coverage of vacant and absent positions, station improvement program, GCT structure and facility maintenance.
	-60.3%	-64.7%		-40.0%	-42.8%	
<u>Unscheduled Maintenance</u>	(20,718)	(\$1.1)	Three derailments (May, July and December).	(7,189)	(\$0.4)	December derailment.
	-	-		-53.1%	-50.9%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(8,178)	(\$0.6)	Slightly higher absentee coverage to meet operations requirements.	(24,028)	(\$1.3)	Incremental coverage for ongoing training efforts in MofE.
	-3.6%	-6.0%		-11.5%	-13.4%	
<u>Weather Emergencies</u>	(26,182)	(\$1.4)	Snowstorm Nemo cleanup and repair of facilities to restore service (\$1.0) and continuing super storm Sandy related repairs (\$0.5)	(11,733)	(\$0.7)	Continuing super storm Sandy related repairs (\$0.5)
	-19.5%	-21.4%		-7.9%	-10.2%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> <sup>4</sup>	(22,186)	(\$0.8)	Reflects timing differences related to payroll and calendar cutoff dates.	13,273	\$1.1	Reflects timing differences related to payroll and calendar cutoff dates.
	-58.3%	-51.6%		18.1%	31.9%	
<b>Subtotal</b>	<b>(299,954)</b>	<b>(\$13.9)</b>		<b>(141,666)</b>	<b>(\$6.2)</b>	
	-27.2%	-25.2%		-11.2%	-9.8%	
<b>REIMBURSABLE OVERTIME</b>	12,534	\$0.2		17,349	\$0.5	
	3.8%	1.1%		5.2%	3.1%	
<b>TOTAL OVERTIME</b>	<b>(287,420)</b>	<b>(\$13.7)</b>		<b>(124,317)</b>	<b>(\$5.6)</b>	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**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**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2013			Favorable/(Unfavorable) Variance			
			Preliminary Actual	2013 Adopted Budget		Final Estimate	
	Adopted Budget	Final Estimate		\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$653.938	\$627.245	\$627.680	(\$26.258)	(4.0)	\$0.435	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	85.581	85.091	76.869	(8.712)	(10.2)	(8.222)	(9.7)
MTA	116.050	80.462	76.808	(39.242)	(33.8)	(3.654)	(4.5)
CDOT	66.325	68.627	59.747	(6.578)	(9.9)	(8.880)	(12.9)
Other	12.502	20.938	24.616	12.114	96.9	3.678	17.6
Capital & Other Reimbursements	194.877	170.027	161.171	(33.706)	(17.3)	(8.856)	(5.2)
<b>Total Receipts</b>	<b>\$934.396</b>	<b>\$882.363</b>	<b>\$865.720</b>	<b>(\$68.676)</b>	<b>(7.3)</b>	<b>(\$16.643)</b>	<b>(1.9)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$461.544	\$456.525	\$443.133	\$18.411	4.0	\$13.392	2.9
Overtime	71.416	79.302	84.693	(13.277)	(18.6)	(5.391)	(6.8)
Health and Welfare	124.087	113.487	105.115	18.972	15.3	8.372	7.4
OP&B Current Payment	19.000	21.000	20.394	(1.394)	(7.3)	0.606	2.9
Pensions	82.266	67.940	80.958	1.308	1.6	(13.018)	(19.2)
Other Fringe Benefits	105.289	103.903	102.764	2.525	2.4	1.139	1.1
GASB Account	12.992	(4.399)	0.000	12.992	100.0	(4.399)	(100.0)
<b>Total Labor</b>	<b>\$876.594</b>	<b>\$837.758</b>	<b>\$837.057</b>	<b>\$39.537</b>	<b>4.5</b>	<b>\$0.701</b>	<b>0.0</b>
<b>Non-Labor:</b>							
Electric Power	\$87.016	\$80.548	\$75.677	\$11.339	13.0	\$4.871	6.0
Fuel	24.400	25.473	24.074	0.326	1.3	1.399	5.5
Insurance	16.199	18.765	15.895	0.304	1.9	2.870	15.3
Claims	0.681	1.039	1.423	(0.742)	*	(0.384)	(37.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	148.575	135.137	123.780	24.795	16.7	11.357	8.4
Professional Service Contracts	44.595	36.491	33.120	11.475	25.7	3.371	9.2
Materials & Supplies	113.628	101.368	100.961	12.667	11.1	0.407	0.4
Other Business Expenditures	56.106	51.064	52.975	3.131	5.6	(1.911)	(3.7)
<b>Total Non-Labor</b>	<b>\$491.200</b>	<b>\$449.885</b>	<b>\$427.905</b>	<b>\$63.295</b>	<b>12.9</b>	<b>\$21.980</b>	<b>4.9</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$3.600	\$0.000	\$0.000	\$3.600	100.0	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$3.600</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.600</b>	<b>100.0</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,371.394</b>	<b>\$1,287.643</b>	<b>\$1,264.962</b>	<b>\$106.432</b>	<b>7.8</b>	<b>\$22.681</b>	<b>1.8</b>
<b>Baseline Cash Deficit</b>	<b>(\$436.998)</b>	<b>(\$405.280)</b>	<b>(\$399.242)</b>	<b>\$37.756</b>	<b>8.6</b>	<b>\$6.038</b>	<b>1.5</b>
<b>Subsidies</b>							
MTA	\$340.782	\$308.594	\$333.789	(6.993)	(2.1)	25.195	8.2
CDOT	96.216	96.686	\$70.838	(25.378)	(26.4)	(25.848)	(26.7)
<b>Total Subsidies</b>	<b>\$436.998</b>	<b>\$405.280</b>	<b>\$404.627</b>	<b>(\$32.371)</b>	<b>(7.4)</b>	<b>(\$0.653)</b>	<b>(0.2)</b>
Opening Cash Balance	0.000	0.000	0.000	0.000		0.000	
Cash Timing and Availability Adjustment	0.000	0.000	(5.468)	(5.468)		(5.468)	
Closing Cash Balance	0.000	0.000	0.000	0.000		0.000	

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

MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND PRELIMINARY ACTUAL RESULTS  
(\$ in millions)

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2013 vs. Adopted Budget			Year-to-Date as of December 31, 2013 vs. Final Estimate			\$ Detail
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		
FARE REVENUE	(26.258)	(4.0%)	Lower ridership as a result of service interruptions during the course of the year.				
OTHER OPERATING REVENUE	(8.712)	(10.2%)	Recoveries related to Tropical Storm Irene not received, lower advertising revenue offset by higher recoveries related to Superstorm Sandy and higher net GCT retail revenue.	(8.222)	(9.7%)	Timing variance driven by delay of anticipated reimbursement for Tropical Storm Irene partially offset by GCT net revenue.	
CAPITAL AND OTHER REIMBURSEMENTS:							
MTA	(39.242)	(33.8%)	Unfavorable variance primarily driven by delay in reimbursements due to timing of current year projects.				
CDOT	(6.578)	(9.9%)	Unfavorable variance primarily driven by delay in reimbursements due to timing of current year projects partially offset by timing of miscellaneous receipts.	(8.880)	(12.9%)	Unfavorable variance primarily driven by delay in reimbursements due to timing of current year projects partially offset by timing of miscellaneous receipts.	
OTHER	12.114	96.9%	Favorable variance driven by prepayments received for miscellaneous work to be performed including Con Ed vault repairs, NYDOT bridge repair and Verizon cellular installation at GCT.	3.678	17.6%	Favorable variance driven by prepayments received for miscellaneous work to be performed including the Verizon cellular installation in the GCT Park Avenue tunnel.	
PAYROLL	18.411	4.0%	Favorable variance driven by position vacancies, delay in capital related projects, no RWA payments for agreement personnel partially offset by vacation buybacks.				
OVERTIME	(13.277)	(18.6%)	Higher overtime requirements primarily in Maintenance of Way (Track) and Operation Services (T&E) related to repair of areas of poor drainage, train derailments, NHL power failure and vacancy coverage.	(5.391)	(6.8%)	Higher overtime requirements primarily in Maintenance of Way (Track) and Operation Services (T&E) related to repair of areas of poor drainage, train derailments, NHL power failure and vacancy coverage.	
HEALTH & WELFARE	18.972	15.3%	Favorable variance driven by position vacancies and lower rates.	8.372	7.4%	Favorable variance driven by position vacancies and lower rates.	
OPEB CURRENT PAYMENT	(1.394)	(7.3%)	Unfavorable variance due to increased retirees than budgeted.				
PENSIONS				(13.018)	(19.2%)	Unfavorable variance driven by prepayment of 2 months of Defined Pension Plan for January and February '14.	
GASB ACCOUNT	12.992	100.0%	Favorable variance due to overpayments made in prior periods.	(4.399)	(100.0%)	Credit balance represents overpayments of prior years.	
ELECTRIC POWER	11.339	13.0%	Favorable variance driven by lower inflation rates vs. budgeted assumptions.	4.871	6.0%	Favorable variance driven by lower inflation rates vs. forecasted assumptions.	
FUEL				1.399	5.5%	Favorable variance driven by lower inflation rates vs. forecasted assumptions.	

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MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND PRELIMINARY ACTUAL RESULTS  
(\$ in millions)

\$ Detail							
Generic Receipt or Expense Category	Year-to-Date as of December 31, 2013 vs. Adopted Budget			Year-to-Date as of December 31, 2013 vs. Final Estimate			
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		
INSURANCE				2.870	15.3%	Favorable variance driven by delay in payments for property and property terrorism premiums.	
CLAIMS	(0.742)	*	Unfavorable due to higher than anticipated personal injury claim settlements paid for the year.	(0.384)	(37.0%)	Unfavorable due to higher than anticipated personal injury claim settlements paid for the year.	
MAINTENANCE & OTHER OPERATING CONTRACTS	24.795	16.7%	Favorable variance driven by delays in 2013 capital related projects most predominantly Positive Train Control, Locomotive Overhauls, West of Hudson Track improvements. Improvements in the operating expense base include lower revenue vehicle maintenance and other utility expense as well as a delay in signing the escalator maintenance contract in GCT.	11.357	8.4%	Favorable variance driven by delays in 2013 capital related projects, equipment overhauls, rental expense and a delay in signing the escalator maintenance contract partially offset by unfavorable bus & transfer expenses related to service issues.	
PROFESSIONAL SERVICE CONTRACTS	11.475	25.7%	Favorable variance driven by delays in 2013 capital related projects including Overhead Bridge Program, Ticket Issuing Machines and NHL Signal System, combined with lower payments for miscellaneous non-capital expenses.	3.371	9.2%	Favorable variance driven by lower non-capital expenditures for engineering services, I.T. consultants, outside training and medical services.	
MATERIALS & SUPPLIES	12.667	11.1%	Favorable variance driven by delays in 2013 capital related projects including Mainline High Speed Switches, Cyclical Track Program, Positive Train Control, PBX Equipment Upgrades and Bronx Station Improvements.				
OTHER BUSINESS EXPENSES	3.131	5.6%	Favorable variance driven by delays in 2013 capital related projects relating to the purchase of Ticket Vending Machines combined with lower business travel.				
MTA SUBSIDY RECEIPTS				25.195	8.2%	Lower subsidy draw to a lower net cash deficit partially offset by lower CDOT subsidy payments and the change in available bank balance.	
CDOT SUBSIDY RECEIPTS	(25.378)	(26.4%)	Unfavorable variance driven by lower reimbursable expenses incurred by CDOT than budgeted.	(25.848)	(26.9%)	Unfavorable variance driven by lower reimbursable expenses incurred by CDOT than forecasted.	
TOTAL SUBSIDY RECEIPTS	(32.371)	(7.4%)		(0.653)	(0.1%)		

\* Variance exceeds 100%

**MTA METRO NORTH RAILROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2013 Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$7.950	\$5.927	\$8.718	\$0.768	9.7	\$2.791	47.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	17.461	12.770	14.770	(2.690)	(15.4)	2.001	15.7
MTA	(2.138)	(5.706)	(4.344)	(2.206)	*	1.362	23.9
CDOT	(1.421)	(0.260)	1.716	3.136	*	1.976	*
Other	(0.414)	11.191	12.929	13.344	*	1.738	15.5
Capital & Other Reimbursements	(3.973)	5.225	10.301	14.274	*	5.076	97.2
<b>Total Receipts</b>	<b>\$21.437</b>	<b>\$23.921</b>	<b>\$33.790</b>	<b>\$12.352</b>	<b>57.6</b>	<b>\$9.868</b>	<b>41.3</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	(\$4.241)	(\$6.992)	\$5.437	\$9.678	*	\$12.428	*
Overtime	(0.507)	(0.351)	(0.100)	0.407	80.3	0.251	71.5
Health and Welfare	(4.534)	(4.587)	(4.004)	0.530	11.7	0.583	12.7
OPEB Current Payment	0.000	0.000	1.267	1.267	-	1.267	-
Pensions	(0.147)	15.396	4.049	4.196	*	(11.347)	(73.7)
Other Fringe Benefits	(0.602)	3.991	6.688	7.291	*	2.697	67.6
GASB Account	(12.992)	4.399	0.000	12.992	100.0	(4.399)	(100.0)
Reimbursable Overhead	(0.121)	(1.057)	(1.558)	(1.437)	*	(0.501)	(47.4)
<b>Total Labor</b>	<b>(\$23.145)</b>	<b>\$10.799</b>	<b>\$11.779</b>	<b>\$34.924</b>	<b>*</b>	<b>\$0.980</b>	<b>9.1</b>
<b>Non-Labor:</b>							
Electric Power	(\$2.193)	(\$2.013)	(\$2.144)	\$0.048	2.2	(\$0.131)	(6.5)
Fuel	3.599	3.600	5.423	1.824	50.7	1.823	50.6
Insurance	0.497	(1.045)	1.383	0.886	*	2.428	*
Claims	(0.146)	(0.646)	10.008	10.154	*	10.654	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(28.470)	(12.573)	(16.417)	12.053	42.3	(3.844)	(30.6)
Professional Service Contracts	(5.816)	(2.926)	(5.052)	0.764	13.1	(2.126)	(72.6)
Materials & Supplies	(20.409)	(15.386)	(25.490)	(5.081)	(24.9)	(10.104)	(65.7)
Other Business Expenditures	(30.164)	(16.964)	(22.147)	8.017	26.6	(5.184)	(30.6)
<b>Total Non-Labor</b>	<b>(\$83.102)</b>	<b>(\$47.953)</b>	<b>(\$54.437)</b>	<b>\$28.665</b>	<b>34.5</b>	<b>(\$6.484)</b>	<b>(13.5)</b>
<b>Other Expenditure Adjustments:</b>							
Other	(\$3.600)	\$0.000	\$0.000	\$3.600	100.0	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>(\$3.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.600</b>	<b>100.0</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$88.410)</b>	<b>(\$13.232)</b>	<b>(\$8.868)</b>	<b>\$79.542</b>	<b>90.0</b>	<b>\$4.364</b>	<b>33.0</b>
Depreciation	\$242.189	\$224.771	\$227.668	(\$14.521)	(6.0)	\$2.897	1.3
OPEB Obligation	76.073	62.070	62.070	(14.003)	(18.4)	0.000	0.0
Environmental Remediation	3.955	2.885	1.927	(2.028)	(51.3)	(0.958)	(33.2)
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$233.807</b>	<b>\$276.494</b>	<b>\$282.797</b>	<b>\$48.990</b>	<b>21.0</b>	<b>\$6.303</b>	<b>2.3</b>

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

**MTA METRO-NORTH RAILROAD**  
**2013 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**UTILIZATION**  
(in millions)

	Year-to-Date as of December 2013			Variance Favorable/(Unfavorable)			
	Adopted	Final	Preliminary	vs. Adopted Budget		vs. Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
<b>Farebox Revenue</b>							
Harlem Line	\$194.166	\$189.307	\$188.516	(\$5.650)	(2.9)	(\$0.791)	(0.4)
Hudson Line	\$141.738	\$137.572	\$136.005	(\$5.733)	(4.0)	(\$1.568)	(1.1)
New Haven Line	\$309.465	\$293.958	\$293.990	(\$15.475)	(5.0)	\$0.032	0.0
<b>Total Farebox Revenue</b>	<b>\$645.369</b>	<b>\$620.837</b>	<b>\$618.510</b> <sup>(1)</sup>	<b>(26.859)</b>	<b>(4.2)</b>	<b>(\$2.327)</b>	<b>(0.4)</b>
<b>Ridership</b>							
Harlem Line	27.728	27.065	26.950	(0.778)	(2.8)	(0.115)	(0.4)
Hudson Line	16.459	16.016	15.878	(0.581)	(3.5)	(0.138)	(0.9)
New Haven Line	40.315	39.331	38.975	(1.340)	(3.3)	(0.356)	(0.9)
Total Ridership East of Hudson	84.502	82.412	81.802 <sup>(2)</sup>	(2.700)	(3.2)	(0.610)	(0.7)
West of Hudson	1.773	1.605	1.576	(0.197)	(11.1)	(0.029)	(1.8)
<b>Total Ridership</b>	<b>86.275</b>	<b>84.017</b>	<b>83.378</b>	<b>(2.897)</b>	<b>(3.4)</b>	<b>(0.639)</b>	<b>(0.8)</b>

(1) Excludes West of Hudson Mail & Ride revenue of \$0.458 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:**

East of Hudson ridership for the year was 81.8 million, or 3.2% lower than budget and 0.7% lower than the Final Estimate due to the impact of service disruptions during the year. The New Haven Line was unfavorable to the budget by 3.3% due to the May derailment, and the October ConEdison power failure which resulted in a temporary suspension of service. The estimated ridership loss was 537,000 for the period of disruption. The Harlem Line was unfavorable to the budget by 2.8%, and the Hudson Line was unfavorable by 3.5% due to the service disruption in July as a result of the CSX freight train derailment and the December Spuyten Duyvil derailment. The estimated ridership loss due to these incidents were 90,000 and 40,000 respectively. Ridership on the Harlem and Hudson Lines declined by 0.4% and 0.9% respectively, from the Final Estimate, and New Haven Line decreased by 0.9%. Overall ridership in 2013 was 0.7% higher than 2012.

Commutation ridership was 0.6% lower from the Final Estimate and 1.9% higher compared to 2012. Non-commutation ridership was 0.9% below the Year-End Forecast, and 1.0% lower as compared to 2012.

**West of Hudson:**

West of Hudson ridership was 11.1% lower than the budget and 1.8% lower versus the 2013 Final Estimate reflecting a commutation ridership that was 0.6% higher than Final Estimate, and non-commutation ridership that was 4.9% lower. As compared to 2012 year-end, ridership was 2.3% lower reflecting 4.7% lower commutation and 1.2% higher non-commutation ridership as compared to the previous year.

**MTA METRO-NORTH RAILROAD**  
**2013 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2013**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	7	2
Safety	22	18	4
COS/Corporate & Public Affairs	16	15	1
Legal	18	18	-
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	7	3	4
Human Resources	28	28	0
Training	50	48	2
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	18	15	3
Capital Planning & Programming	16	13	3
Business Development, Facilities & Mktg (1)	24	26	(2)
Long Range Planning	8	8	-
VP Finance & Information Systems	1	1	0
Controller	80	78	3
Information Technology & Project Mgmt	124	99	25
Budget	20	17	3
Customer Service (2) (3)	48	44	4
Procurement & Material Mgmt (4)	46	30	17
<b>Total Administration</b>	<b>569</b>	<b>500</b>	<b>69</b>
<b>Operations</b>			
Operations Administration	61	49	12
Operations Services	1,798	1,749	49
Customer Service (2) (3)	239	228	11
Business Development, Facilities & Mktg (1)	38	36	2
Metro-North West (5)	27	37	(10)
<b>Total Operations</b>	<b>2,163</b>	<b>2,100</b>	<b>64</b>
<b>Maintenance</b>			
GCT	389	370	19
Maintenance of Equipment	1,351	1,249	102
Maintenance of Way	1,776	1,667	109
Procurement & Material Mgmt (4)	120	120	0
<b>Total Maintenance</b>	<b>3,636</b>	<b>3,406</b>	<b>230</b>
<b>Engineering/Capital</b>			
Construction Management	42	38	5
Engineering & Design	68	57	12
<b>Total Engineering/Capital</b>	<b>110</b>	<b>94</b>	<b>16</b>
<b>Total Positions</b>	<b>6,478</b>	<b>6,099</b>	<b>379</b>
<b>Non-Reimbursable</b>	<b>5,900</b>	<b>5,842</b>	<b>58</b>
<b>Reimbursable</b>	<b>578</b>	<b>257</b>	<b>321</b>
<b>Total Full-Time</b>	<b>6,477</b>	<b>6,098</b>	<b>379</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Business Development, Facilities and Marketing includes administrative positions and Operations positions for Commissary Services.

(2) Customer Service positions includes administrative positions for Customer 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 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2013**

<b>FUNCTION/OCCUPATION</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	192	168	25
Professional, Technical, Clerical	377	332	44
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>569</b>	<b>500</b>	<b>69</b>
<b>Operations (1)</b>			
Managers/Supervisors	156	143	13
Professional, Technical, Clerical	238	222	16
Operational Hourlies	1,770	1,735	35
<b>Total Operations</b>	<b>2,163</b>	<b>2,100</b>	<b>64</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	541	482	59
Professional, Technical, Clerical	502	488	14
Operational Hourlies	2,594	2,436	158
<b>Total Maintenance</b>	<b>3,636</b>	<b>3,406</b>	<b>230</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	49	39	10
Professional, Technical, Clerical	61	55	6
Operational Hourlies	-	-	-
	<b>110</b>	<b>94</b>	<b>16</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	938	831	107
Professional, Technical, Clerical	1,177	1,098	80
Operational Hourlies	4,363	4,171	193
<b>Total Positions</b>	<b>6,478</b>	<b>6,099</b>	<b>379</b>

**Notes**

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

**MTA METRO-NORTH RAILROAD  
2013 FINAL ESTIMATE VS. ACTUALS**

December 31, 2013

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations (1)	2,163	2,100	64	Reflects vacancies in operation services, customer service and business development staffing (ticket sellers, train operations staff and coach cleaners).
Maintenance (1)	3,636	3,406	230	Reflects vacancies in Maintenance of Way (trackmen, vehicle & machine operators and signal maintainers) and Maintenance of Equipment positions (electricians, carmen, machinists and sheetmetal workers).
Administration (1)	569	500	69	Primarily reflects timing differences in hiring information technology and procurement administrative personnel.
Engineering / Capital	110	94	16	
<b>Total Agency-wide Headcount</b>	<b>6,478</b>	<b>6,099</b>	<b>379</b>	
Non-Reimbursable	5,900	5,842	58	
Reimbursable	578	257	321	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET / 2013 FINAL ESTIMATE**  
**MONTHLY PERFORMANCE INDICATORS \***  
**DECEMBER 2013 (Preliminary) YEAR-TO-DATE**

	YEAR-TO-DATE			VARIANCE	
	2013	FINAL ESTIMATE	2012	FINAL ESTIMATE	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	58.9%	58.0%	60.9%	0.9%	-2.0%
Adjusted <sup>(2)</sup>	66.9%	66.8%	67.7%	0.1%	-0.8%
Cost per Passenger					
Standard <sup>(1)</sup>	\$13.01	\$13.16	\$12.01	\$0.15	(\$1.00)
Adjusted <sup>(2)</sup>	\$12.79	\$12.96	\$11.84	\$0.17	(\$0.95)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.65	\$7.63	\$7.31	\$0.02	\$0.34

	YEAR-TO-DATE			VARIANCE	
	2013 <sup>(1)</sup>	ADOPTED BUDGET	2012	ADOPTED BUDGET	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	58.9%	61.1%	60.9%	-2.2%	-2.0%
Adjusted <sup>(2)</sup>	66.9%	69.5%	67.7%	-2.6%	-0.8%
Cost per Passenger					
Standard <sup>(1)</sup>	\$13.01	\$12.66	\$12.01	(\$0.35)	(\$1.00)
Adjusted <sup>(2)</sup>	\$12.79	\$12.49	\$11.84	(\$0.30)	(\$0.95)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.65	\$7.73	\$7.31	(\$0.08)	\$0.34

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

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

(3) Includes Bar Car Services.

\* Includes East and West of Hudson revenues and expenses.



# **Metro-North Railroad**

## **Ridership Report February 2014**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2013**

Operations Planning & Analysis Department  
February, 2014

## DECEMBER 2013 RIDERSHIP REPORT

### MTA METRO-NORTH RAILROAD

#### EXECUTIVE SUMMARY

##### December

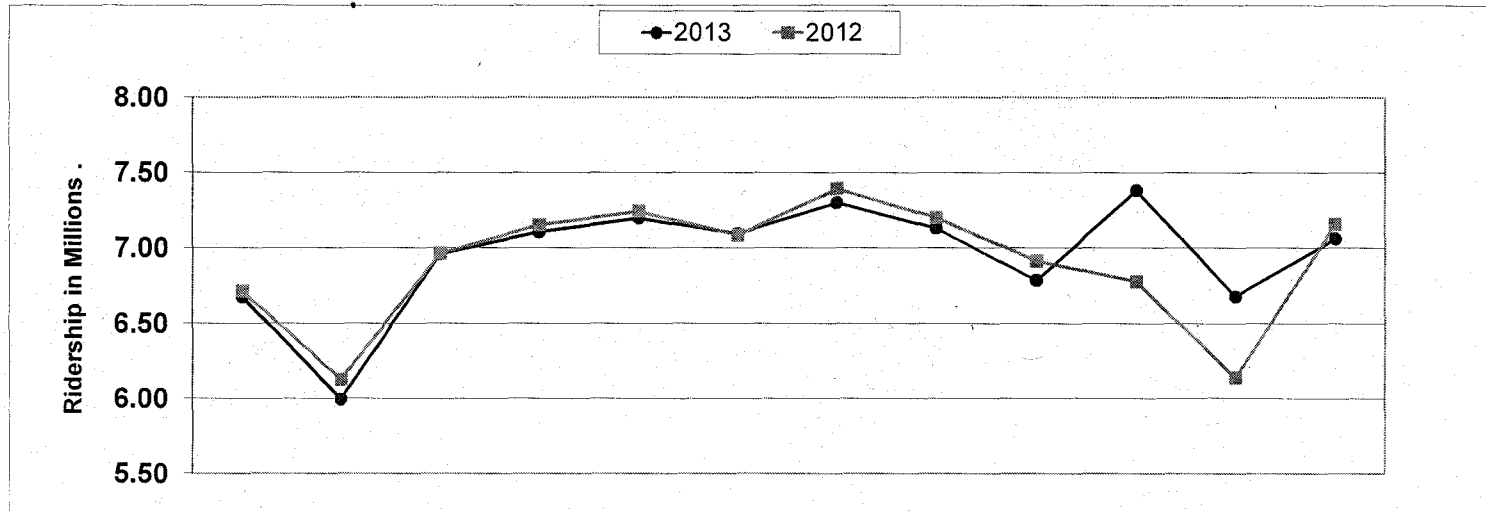
- December 2013 **Total MNR System Ridership** was 7.101 million vs. 7.200 million in December 2012, an decrease of 98,255 passengers (-1.4%).
- December 2013 **Total Rail Ridership** was 7.063 million vs. 7.158 million in December 2012, a decrease of 95,014 passengers (-1.3%).
  - **Rail Commutation Ridership** was (-0.2%) vs. 2012
  - **Rail Non-commutation Ridership** was (-2.7%) vs. 2012
- December 2013 **East of Hudson Ridership** was 6.928 million vs. 7.045 million in December 2012, a decrease of 117,486 passengers (-1.7%).
- December 2013 **West of Hudson Ridership** was 0.135 million vs. 0.113 million in December 2012, an increase of 22,472 passengers (+19.9%)
- December 2013 **Connecting Services Ridership** was 0.038 million vs. 0.041 million in December 2012, a decrease of 3,241 passengers (-7.8%).
- December 2013 **Rail Revenue** was \$55.6 million vs. \$52.2 million in December 2012, an increase of \$3,429,438 (+6.6%).

##### Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.6% above 2012 and 0.8% below forecast.
- 2013 YTD **Total Rail Ridership** was 0.6% above 2012 and 0.8% below forecast.
- 2013 YTD **East of Hudson Ridership** was 0.7% above 2012 and 0.7% below forecast.
- 2013 YTD **West of Hudson ridership** was 2.3% below 2012 and 1.8% below forecast.
- 2013 YTD **Connecting Services Ridership** was 1.2% below 2012 and 4.1% below forecast.
- 2013 YTD **Rail Revenue** was 5.4% above 2012 and 0.4% below forecast.

## DECEMBER RAIL RIDERSHIP <sup>(1)</sup>

- DECEMBER's Total Rail Ridership was 1.3% below 2012 and 4.6% below forecast.

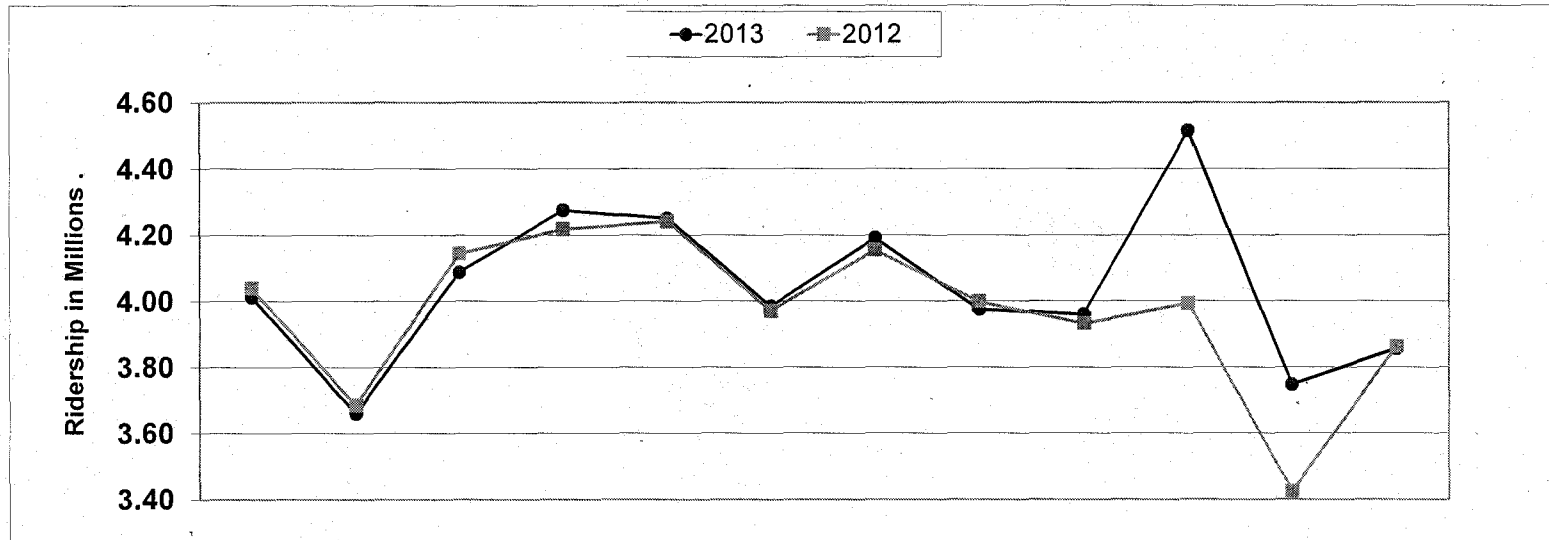


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30	7.13	6.79	7.38	6.68	7.06	83.38
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39	7.20	6.91	6.78	6.14	7.16	82.87
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%	-1.0%	-1.9%	8.9%	8.8%	-1.3%	0.6%

1) Includes East and West of Hudson.

## DECEMBER RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- DECEMBER's Rail Commutation Ridership was 0.2% below 2012 and 3.6% below forecast.



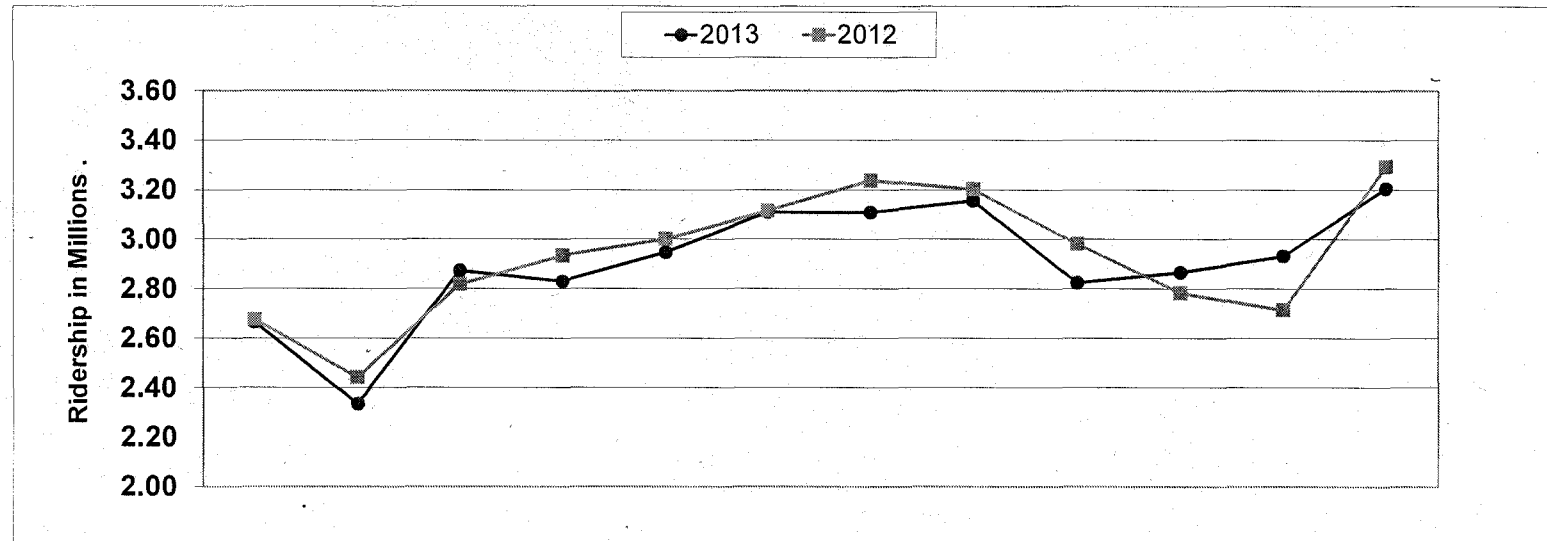
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25	3.99	4.19	3.98	3.96	4.52	3.75	3.86	48.52
2012	4.04	3.68	4.14	4.22	4.24	3.97	4.15	4.00	3.93	3.99	3.43	3.86	47.67
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%	0.4%	0.9%	-0.6%	0.7%	13.1%	9.4%	-0.2%	1.8%

1) Includes East and West of Hudson.



## DECEMBER RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- DECEMBER's Rail Non-Commutation Ridership was 2.7% below 2012 and 5.7% below forecast.

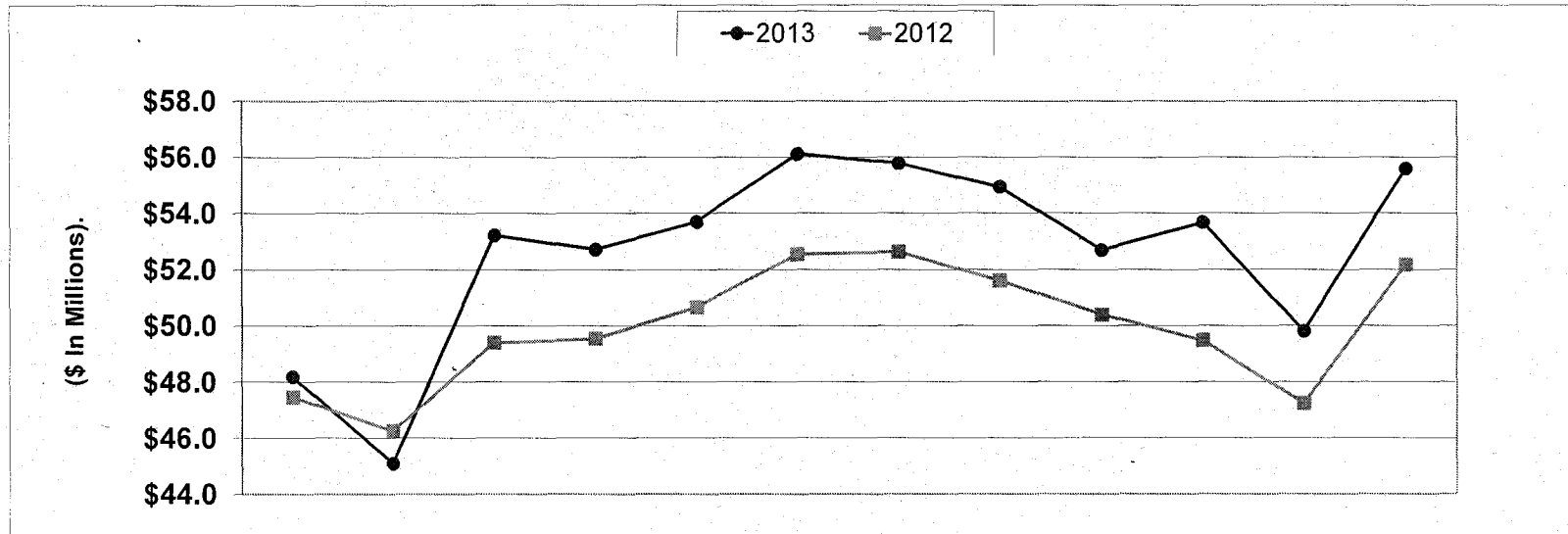


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11	3.11	3.16	2.82	2.87	2.93	3.21	34.86
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24	3.20	2.98	2.78	2.71	3.29	35.20
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%	-1.5%	-5.3%	3.0%	8.1%	-2.7%	-1.0%

1) Includes East and West of Hudson.

## DECEMBER RAIL REVENUE<sup>(1)</sup>

- DECEMBER's Total Rail Revenue was 6.6% above 2012 and 4.1% 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	\$55.6	\$631.6
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4	\$49.5	\$47.2	\$52.2	\$599.4
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%	6.5%	4.6%	8.5%	5.4%	6.6%	5.4%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	DECEMBER 2013	DECEMBER 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	3,784,194	3,805,326	(21,132)	-0.6%
West of Hudson	72,781	58,300	14,481	24.8%
<b>Total Rail Commutation Ridership</b>	<b>3,856,975</b>	<b>3,863,626</b>	<b>(6,651)</b>	<b>-0.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	3,143,347	3,239,701	(96,354)	-3.0%
West of Hudson	62,550	54,559	7,991	14.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,205,897</b>	<b>3,294,260</b>	<b>(88,363)</b>	<b>-2.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	6,927,541	7,045,027	(117,486)	-1.7%
West of Hudson	135,331	112,859	22,472	19.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,062,872</b>	<b>7,157,886</b>	<b>(95,014)</b>	<b>-1.3%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>38,498</b>	<b>41,739</b>	<b>(3,241)</b>	<b>-7.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,101,370</b>	<b>7,199,625</b>	<b>(98,255)</b>	<b>-1.4%</b>

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 <sup>(1)</sup>	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	47,614,033	46,717,650	896,383	1.9%
West of Hudson	906,665	951,739	(45,074)	-4.7%
<b>Total Rail Commutation Ridership</b>	<b>48,520,698</b>	<b>47,669,389</b>	<b>851,309</b>	<b>1.8%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	34,188,245	34,541,308	(353,063)	-1.0%
West of Hudson	669,562	661,388	8,174	1.2%
<b>Total Rail Non-Commutation Ridership</b>	<b>34,857,807</b>	<b>35,202,696</b>	<b>(344,889)</b>	<b>-1.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	81,802,278	81,258,958	543,320	0.7%
West of Hudson	1,576,227	1,613,127	(36,900)	-2.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>83,378,505</b>	<b>82,872,085</b>	<b>506,420</b>	<b>0.6%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>543,496</b>	<b>549,967</b>	<b>(6,471)</b>	<b>-1.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>83,922,001</b>	<b>83,422,052</b>	<b>499,949</b>	<b>0.6%</b>

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  
DECEMBER 2013**

LINE	DECEMBER 2013 ACTUAL	DECEMBER 2013 FORECAST	VARIANCE VS. FORECAST		DECEMBER 2012 RESTATE <sup>(1)</sup>	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,303,474	2,360,717	(57,243)	-2.4%	2,304,017	(543)	0.0%
Hudson Line	1,255,542	1,379,712	(124,170)	-9.0%	1,349,561	(94,019)	-7.0%
New Haven Line	3,368,525	3,519,486	(150,961)	-4.3%	3,391,449	(22,924)	-0.7%
<b>Total East of Hudson</b>	<b>6,927,541</b>	<b>7,259,915</b>	<b>(332,374)</b>	<b>-4.6%</b>	<b>7,045,027</b>	<b>(117,486)</b>	<b>-1.7%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	83,241	86,870	(3,629)	-4.2%	70,472	12,769	18.1%
Pascack Valley Line	52,090	54,183	(2,093)	-3.9%	42,387	9,703	22.9%
<b>Total West of Hudson</b>	<b>135,331</b>	<b>141,053</b>	<b>(5,722)</b>	<b>-4.1%</b>	<b>112,859</b>	<b>22,472</b>	<b>19.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,062,872</b>	<b>7,400,968</b>	<b>(338,096)</b>	<b>-4.6%</b>	<b>7,157,886</b>	<b>(95,014)</b>	<b>-1.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	25,384	27,584	(2,200)	-8.0%	26,780	(1,396)	-5.2%
Haverstraw-Ossining Ferry	7,324	9,315	(1,991)	-21.4%	9,044	(1,720)	-19.0%
Newburgh-Beacon Ferry	5,790	6,092	(302)	-5.0%	5,915	(125)	-2.1%
<b>Total Connecting Services</b>	<b>38,498</b>	<b>42,991</b>	<b>(4,493)</b>	<b>-10.5%</b>	<b>41,739</b>	<b>(3,241)</b>	<b>-7.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,101,370</b>	<b>7,443,959</b>	<b>(342,589)</b>	<b>-4.6%</b>	<b>7,199,625</b>	<b>(98,255)</b>	<b>-1.4%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2013 YTD ACTUAL	2013 YTD FORECAST	VARIANCE VS. FORECAST		2012 YTD RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	26,949,667	27,065,020	(115,353)	-0.4%	26,621,568	328,099	1.2%
Hudson Line	15,877,559	16,015,794	(138,235)	-0.9%	15,837,262	40,297	0.3%
New Haven Line	38,975,052	39,331,446	(356,394)	-0.9%	38,800,128	174,924	0.5%
<b>Total East of Hudson</b>	<b>81,802,278</b>	<b>82,412,260</b>	<b>(609,982)</b>	<b>-0.7%</b>	<b>81,258,958</b>	<b>543,320</b>	<b>0.7%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	983,362	998,895	(15,533)	-1.6%	1,019,944	(36,582)	-3.6%
Pascack Valley Line	592,865	606,410	(13,545)	-2.2%	593,183	(318)	-0.1%
<b>Total West of Hudson</b>	<b>1,576,227</b>	<b>1,605,305</b>	<b>(29,078)</b>	<b>-1.8%</b>	<b>1,613,127</b>	<b>(36,900)</b>	<b>-2.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>83,378,505</b>	<b>84,017,565</b>	<b>(639,060)</b>	<b>-0.8%</b>	<b>82,872,085</b>	<b>506,420</b>	<b>0.6%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	350,523	359,295	(8,772)	-2.4%	348,830	1,693	0.5%
Haverstraw-Ossining Ferry	124,391	125,488	(1,097)	-0.9%	121,833	2,558	2.1%
Newburgh-Beacon Ferry	68,582	81,682	(13,100)	-16.0%	79,304	(10,722)	-13.5%
<b>Total Connecting Services</b>	<b>543,496</b>	<b>566,465</b>	<b>(22,969)</b>	<b>-4.1%</b>	<b>549,967</b>	<b>(6,471)</b>	<b>-1.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>83,922,001</b>	<b>84,584,030</b>	<b>(662,029)</b>	<b>-0.8%</b>	<b>83,422,052</b>	<b>499,949</b>	<b>0.6%</b>

**Notes:**

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



**Metro-North Railroad**

# **Capital Program Report**

## **February 2014**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**February 24, 2014**

#### **STATIONS/PARKING/FACILITIES**

##### **North White Plains Station Access and Parking Garage**

Design-Builder continues to progress design and submit documents for Metro-North's review. Existing parking garage was closed to commuters so that demolition of the structure can commence. Initial utility disconnections have been completed. Commuters have been using the alternate parking location that MNR Parking Department arranged.

##### **Poughkeepsie Station Improvements**

Project kick-off meeting was held on January 28, 2014 with Design team that has been tasked with continuing 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. Renovation of the Mamaroneck Station Underpass is on-going.

Two Small Business Mentoring Projects are underway with submittal process in progress includes: New Rochelle Platform Guardrail Replacement & Pelham Bike Parking Area (concrete slab over outbound side underpass stairs) and Larchmont Platform, Ramp, Stairs, and Guardrail Replacement.

##### **Fordham Station Improvements**

Mobilization at the site and the submittal process are underway. Contractor commenced with an initial survey of the site.

##### **Hartsdale Station Roof Replacement**

This is a Small Business Mentoring Project and work is ongoing. Majority of the slate roof has been completed; copper flashing and ornamental pieces installation underway.

##### **Harlem Line Station Renewal for Select Components**

30% design documents for Phase I Stations (Botanical Gardens, Williams Bridge and Woodlawn) were submitted and being reviewed by MNR. Survey work continues for Phase II stations (Wakefield, Mount Vernon West, Fleetwood, Bronxville and Tuckahoe).

#### **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 1<sup>st</sup> quarter of 2014. Construction review of activities at Pelham, New Rochelle and C-14 continues on vendor submittals, equipment procurement and design modifications. Ductbank and fire wall



installation is complete. Excavation and installation of helical piles for GIS/Transformer foundation is complete. Anticipate GIS/Transformer delivery, installation, and commissioning by the 2<sup>nd</sup> quarter 2014.

#### **Harlem River Lift Bridge-Cable Replacement/Control System**

Project coordination meetings and submittal process continues. Procurement of long lead items is on-going. Bridge outage has been coordinated with the United States Coast Guard and is scheduled for July 2014. Project will include raising and hardening of electrical facilities located riverside under the bridge.

### **TRACK AND STRUCTURES**

#### **2013 Cyclical Track Program**

Project is temporarily on-hold due to work force assigned to the Bronx Infrastructure Improvement Project. Work will resume in March 2014.

#### **Rehabilitation - Woodbury Viaduct**

Shop drawings submission and review continues. Replacement bearings for the east abutment have been delivered to the work site and will be replaced. Pier repairs are on-going.

#### **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 completed the installation of the new superstructure steel and walkways on the new pedestals.

*Design of 5 Undergrade Bridges* – Consultant is progressing with the 90% design for NH 25.74 and 100% design for HU 3.41. The 30% design drawings for the replacement of HA 61.06 and HA 61.36 have been submitted and are under MNR's review.

*HU 4.69 Harlem River Lift Bridge walkways adjacent to Tracks 1 and 2*: Fabrication and installation of the walkway adjacent to Track 1 and 2 is 100% complete.

#### **Undergrade Bridges – West of Hudson**

Design of repairs to seven (7) undergrade bridges on the Port Jervis Line: Design of JS 51.00: Metro-North reviewed the 60% design drawings and forwarded its comments to the Consultant for incorporation into the design.

#### **Overhead Bridges – East of Hudson**

Replacement of Bridge Street in Poughkeepsie – All substructure work is complete. Project has shut-down for the winter months and will resume in the Spring.

### **SHOPS AND YARDS**

#### **Harmon Shop Improvements**

- *Phase V, Preliminary Design (Consist Track)* – The Preliminary Design documents are being finalized with MNR completing final review and comments to the 30% Design Development documents.

- *Phase V, Stage I Pre-demo work* – contractor is continuing with the routing of utilities, installation of newly outfitted trailers, and erection of radio antenna tower.
- *Phase V, Stage I Design-Build* – The Design-Build solicitation process is continuing to include the issuing of addenda documents and conducting the related site tour.

#### **Employee Welfare & Storage Facilities**

The North White Plains Maintenance of Way & Maintenance of Equipment Facility Roof replacement contract was kicked-off with mobilization and submittal process underway.

### **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. (2) The consultant continued work on the train shed and platform design. 90% completion plans for the platform edge repair were submitted for review. The design of the next phase of train shed repairs is 100% complete with final comments to be incorporated into the plans (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 complete. Additional repairs will be performed in the train shed over Ladder M on East 48th Street between Park and Lexington Avenues.

#### **GCT Elevator Rehabilitation Phase 4**

The 100% Design of SE1 and SE2 elevators is currently under MNR's review. 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 progressing for long lead items. Coordination meetings for material and equipment deliveries to the site are underway.

#### **GCT Leaks Remediation**

Kick-off meeting with Contractor was held on January 14, 2014 with mobilization and submittal process underway.

### **ROLLING STOCK**

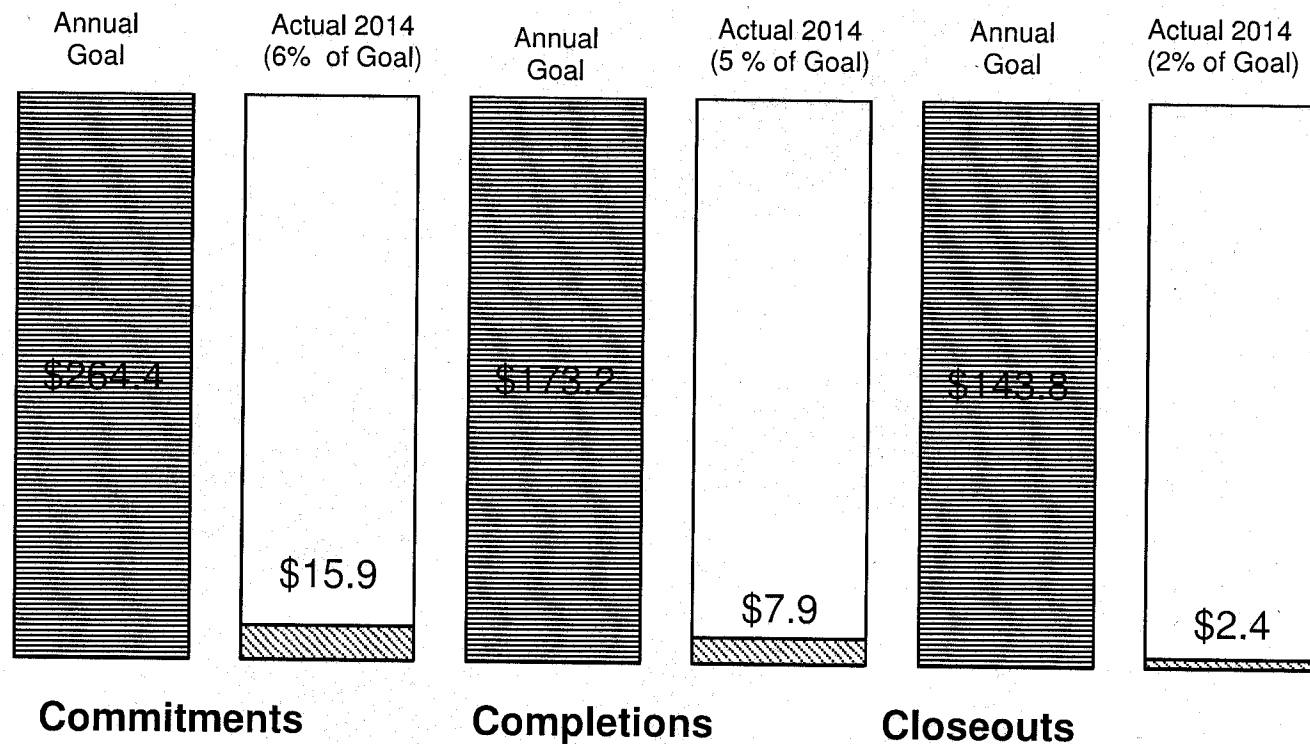
#### **M-8 Car Program**

As of January 31, 2014, 300 cars have been conditionally accepted and placed into revenue service.

# 2014 MNR Capital Program Goals

As of January 31, 2014

In Millions



■ 2014 Goals

■ Actual as of January 31, 2014

□ Forecast : January 31, 2014



# **Police Report February 2014**



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**January 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	5	3	2	67%
Burglary	1	2	-1	-50%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	32	28	4	14%

**Year to Date 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	5	3	2	67%
Burglary	1	2	-1	-50%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	32	28	4	14%



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **Metro North Railroad**

#### **January 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	10	6	4	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%

#### **Year to Date 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	10	6	4	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2014**

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	2	4	0
Fel. Assault	5	4	1	0
Burglary	1	1	0	0
Grand Larceny	20	10	10	0
GLA	0	0	0	0
Total	32	17	15	0
Crimes Per Day	1.03	0.55	0.48	0.00



# MTA Police Department Arrest Summary: Department Totals

2/3/2014  
10:24:06AM

1/1/2014 to 1/31/2014

Arrest Classification	Total Arrests
Robbery	5
Felony Assault	3
Burglary	1
Grand Larceny	4
Aggravated Unlicensed Operator	2
Assault-Misdemeanor	6
Breach of Peace	1
Criminal Impersonation	1
Criminal Mischief	1
Criminal Trespass	1
Disorderly Conduct	2
Drug Offenses	4
Falsely Reporting an Incident	1
Forgery	4
Graffiti	2
Harassment	2
Menacing	1
Obstruct Government	1
Petit Larceny	7
Public Lewdness	2
Resisting Arrest	6
Sex Offenses	2
Theft of Services	11
VTL Offenses	1
Warrant Arrest	4
Weapons Offenses	2
<b>Arrest Totals</b>	<b>77</b>