



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

March 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

March 24, 2014 – 8:15 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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Date of next meeting: **Monday, April 28, 2014 at 8:30 AM**

Minutes of the Regular Meeting
Metro-North Committee
Monday, February 24, 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:

Thomas F. Prendergast –Chairman & CEO, MTA
Joseph J. Giulietti – President, Metro-North Railroad
Donna Evans – Chief of Staff
Ralph Agritelley– Vice President, Labor Relations
Katherine Betries-Kendall – Vice President, Human Resources
Michael R. Coan – Chief, MTA Police Department
Susan Doering – Vice President-Customer Service & Stations
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing
James B. Henly – Vice President and General Counsel
John Kesich– Senior Vice President Operations
Anne Kirsch – Chief Safety Officer
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.

Chairman Prendergast introduced and welcomed Metro-North's new president, Joseph Giulietti, noting the breadth and depth of experience of Mr. Giulietti's railroad background, which includes 15 years of prior employment with Metro-North.

President Giulietti stated that it is an honor, privilege and challenge to return to Metro-North. Mr. Giulietti expressed appreciation for all the support he has received from Chairman Prendergast, the Board and Committee members, Metro-North and the MTA. He stated that Metro-North is a great agency that employs a great group of people with whom he looks forward to working.

Two public speakers addressed the Committee. Orrin Getz of Rockland County discussed west- of- Hudson matters and Murray Bodin of Concerned Grandparents discussed committee reports, warning lights at railroad crossings, New Jersey Transit's working relationship with Metro-North and MTA and the blowing of train horns at Hartsdale Station. Further details of the speakers' comments are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of January 27, 2014. Vice Chairman Ferrer and Board member Moerdler were not present for the vote. Committee Chairman Sedore stated there were no changes to the 2014 work plan.

Information Items:

Six informational items were reported to the Committee:

- Overview/Update of Metro-North's Safety Program
- Adopted Budget/Financial Plan 2014
- 2013 Annual Operating Results
- Elevator & Escalator Service Report
- TASTE NY location in Grand Central Terminal: North Fork Wines & Vineyards, LLC
- Ardsley-on-Hudson Station Building Sublease

Regarding the first item, Chief Safety Officer Kirsch presented an overview and update of Metro-North's safety program. President Giulietti noted that the Enhanced Employee Protection System (EEPS) is an important safety innovation that improves roadway worker protection through mandatory communication protocols between the roadway worker in the field and the Rail Traffic Controller for track block placement and removal. He further noted that Chairman Prendergast has made safety a number one priority and that Metro-North safety program improvements are being developed and advanced in close coordination with the Chairman and the FRA. In response to inquiry from Committee members, there was discussion of the status of the NTSB investigation into the CSX derailment. The President noted that regulators were conducting a full investigation into the incident. Senior Vice President of Operations Kesich reported that Metro-North has entered into a letter of understanding with CSX addressing certain Metro-North concerns. Under the arrangement agreed to by CSX, prior to entering Metro-North property, CSX southbound trains will go through a wheel impact load detector to identify weight and any potential wheel defects that may be present on that train set. This would allow Metro-North to verify that there are no increased safety risks associated with

permitting that freight train onto Metro-North's property. CSX has committed to installing a weight and motion system on northbound trains leaving the Harlem River Yard or Oak Point Yard that will provide more accurate weights of every wheel exiting the yard and entering Metro-North property at CP8. The location will also be equipped with a dragging equipment detector and third rail rake off blocks to verify that trains leaving the Harlem River Yard do not pose any additional risks to the Metro-North operation. The President noted, in response to a Committee member's inquiry, that pursuant to FRA regulations, CSX is required to identify any type of hazardous material it may be carrying. Senior Vice President of Operations Kesich noted, in response to a Committee member's inquiry, that CSX locomotives are equipped with alerters and have an on-board cab signal system that is compliant with Metro-North's wayside systems.

Further details concerning the safety program update and the other information items noted above matters are contained in reports and a staff summary filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee Members and Metro-North staff relating to the above items.

Procurements:

One non-competitive procurement was presented to the Committee:

- Approval of a non-competitive, negotiated, one-time purchase of On-Board Communication Public Address Controller Head equipment for Metro-North coach cars from Axion Technologies (USA) Ltd., the Original Equipment Manufacturer (OEM) and sole authorized supplier for this equipment.

There were three ratifications presented:

- As part of the continuing right-of-way improvement program, ratification of an expedited lease of a hi-rail backhoe with various attachments from Ballast Tools Equipment Company to assist in-house maintenance of way forces in performing track and drainage improvements and tie replacement to address subterranean deterioration.
- As part of the continuing right-of-way improvement program, ratification of a contract with East Coast Railroad Services (ECSR) 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.
- Ratification of the emergency purchase and delivery of a main diesel engine from Stewart & Stevenson Power, Inc. to replace the engine of a BL-20 locomotive that is currently out-of-service due to main engine failure.

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.

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

The details of these items are contained in the reports filed with the records of the meeting.

Report from MTA Police Department:

Chief Coan reported that there was an increase in robberies and larcenies that occurred at Metro-North in January 2014 as compared to January 2013. The details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Adjournment

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

2014 Metro-North Railroad Committee Work Plan

<u>I. RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
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	
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>March 2014</u>	
2013 Annual Ridership Report	Operations Planning & Analysis
Annual Strategic Investments & Planning Studies Report	Capital Planning
Diversity/EEO Report – 4 th Quarter 2013	Diversity and EEO
<u>April 2014 (Joint meeting with LIRR)</u>	
Final Review of 2013 Operating Budget Results	Finance
2014 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Inventory Report	Procurement
<u>May 2014</u>	
RCM Fleet Maintenance	Operations
Elevator & Escalator Service Report–1 st Quarter 2014	Operations
Diversity/EEO Report – 1 st Quarter 2014	Diversity and EEO
<u>June 2014</u>	
Positive Train Control	President
Grand Central Terminal Retail Development	MTA Real Estate
<u>July 2014</u>	
Environmental Audit	Environmental Compliance

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 nd Quarter 2014	Operations
Diversity/EEO Report – 2 nd 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 rd Quarter 2014	Operations
Diversity/EEO Report – 3 rd 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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February 2015

Adopted Budget/Financial Plan 2015	Finance
2014 Annual Operating Results	Operations
Elevator & Escalator Service Report–4 th Quarter 2014	Operations

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

MARCH 2014

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 Studies Report

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.

Diversity & EEO Report– 4th Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

APRIL 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results

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

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.

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2014

RCM Fleet Maintenance

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Elevator & Escalator Service Report – 1st Quarter 2014

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

Diversity & EEO Report– 1st Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

JUNE 2014

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

JULY 2014

Environmental Audit Report

The Committee will be briefed on the results of the 2014 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

SEPTEMBER 2014

2014 Final Mid-Year Forecast

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

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

2014 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2014.

Elevator & Escalator Service Report – 2nd Quarter 2014

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

Diversity & EEO Report– 2nd Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

NOVEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

Review Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

Elevator & Escalator Service Report – 3rd Quarter 2014

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

Diversity & EEO Report– 3rd Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

DECEMBER 2014

2015 Final Proposed Budget

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

Proposed 2015 Committee Work Plan

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

JANUARY 2015

Approval of 2015 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2015 that will address initiatives to be reported on throughout the year.

FEBRUARY 2015

Adopted Budget/Financial Plan 2015

The Agency will present its revised 2015 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget.

2014 Annual Operating Results

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

Elevator & Escalator Service Report – 4th Quarter 2014

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



Metro-North Railroad

**Information Items
March 2014**

MTA Metro-North Railroad

2013 ANNUAL RIDERSHIP REPORT

March 2014



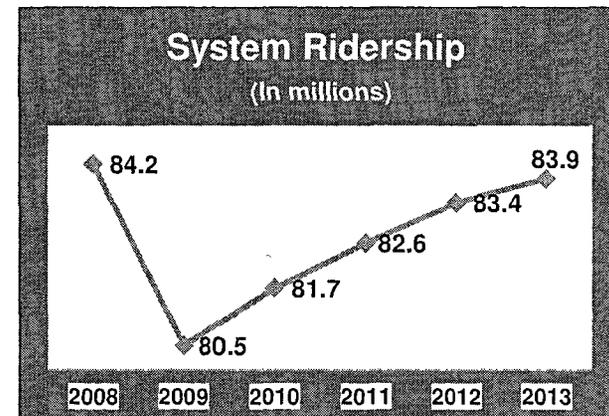
Presentation Outline

- Executive Summary
- 30 Year Ridership Trends
- 2013 Annual Ridership
 - System
 - East of Hudson
 - West of Hudson
- East of Hudson Fall 2013 Ridership
 - Regular Fall Period
 - Holiday Period
- Major Initiatives/Factors Impacting Ridership

EXECUTIVE SUMMARY

Executive Summary

- 2013 was an extremely challenging year for Metro-North, with a number of events which adversely impacted MNR ridership:
 - February Blizzard
 - May New Haven Line Derailment/Collision
 - July Hudson Line CSX Derailment
 - September Con-Edison NH Line Service Disruption
 - December 1 Spuyten Duyvil Derailment
- Despite these events, MNR 2013 ridership was the second highest in its 31-year history:
 - 83.9 Million annual rides (+0.6% vs. 2012)
 - Exceeded only by 2008 (84.2 Million rides)
 - Adjusting ridership data for these events results in approximately 84.5 Million annual rides (i.e., 600,000 additional rides)
- East of Hudson ridership was the highest in MNR history.



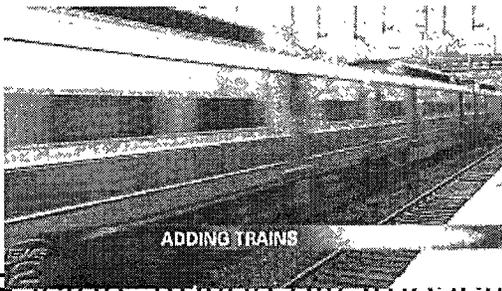
Executive Summary (continued)

- Ridership increased East of Hudson (but decreased West of Hudson and on MNR's three Managed Connecting Services):
 - East of Hudson: +0.7%
 - West of Hudson: -2.3%
 - Connecting Services: -1.2%
- All of the East of Hudson ridership growth during the past year occurred in commutation ridership to/from Manhattan, reflecting the impact of the improving regional economy:
 - Commutation to/from Manhattan: +2.2%
 - Non-Commutation to/from Manhattan: -0.5%
 - Intermediate: -0.9%
- East of Hudson ridership increased on all three lines, with the largest growth occurring on the Harlem Line, due largely to passenger diversions from major service disruptions that occurred on the other lines:
 - Harlem Line: +1.2%
 - Hudson Line: +0.3%
 - New Haven Line: +0.5%

Executive Summary (continued)

- West of Hudson ridership continues to decrease, reflecting the residual ridership losses resulting from Hurricane Irene and Superstorm Sandy
 - Port Jervis Line: -3.6%
 - Pascack Valley Line: -0.1%

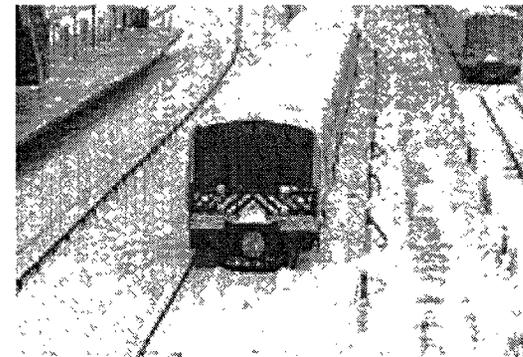
- Factors Positively Impacting 2013 Ridership



- Strong Regional Economy (2% NY City Employment Growth)
- Expanded off-peak & weekend service for discretionary customers (187 additional weekly trains in April 2013)

- Factors Adversely Impacting 2013 Ridership

- Major service disruptions
- February 2013 Blizzard
- January 2013 Connecticut fare increase
- March 2013 MTA fare increase
- Bronx track work which adversely impacted service from August through December



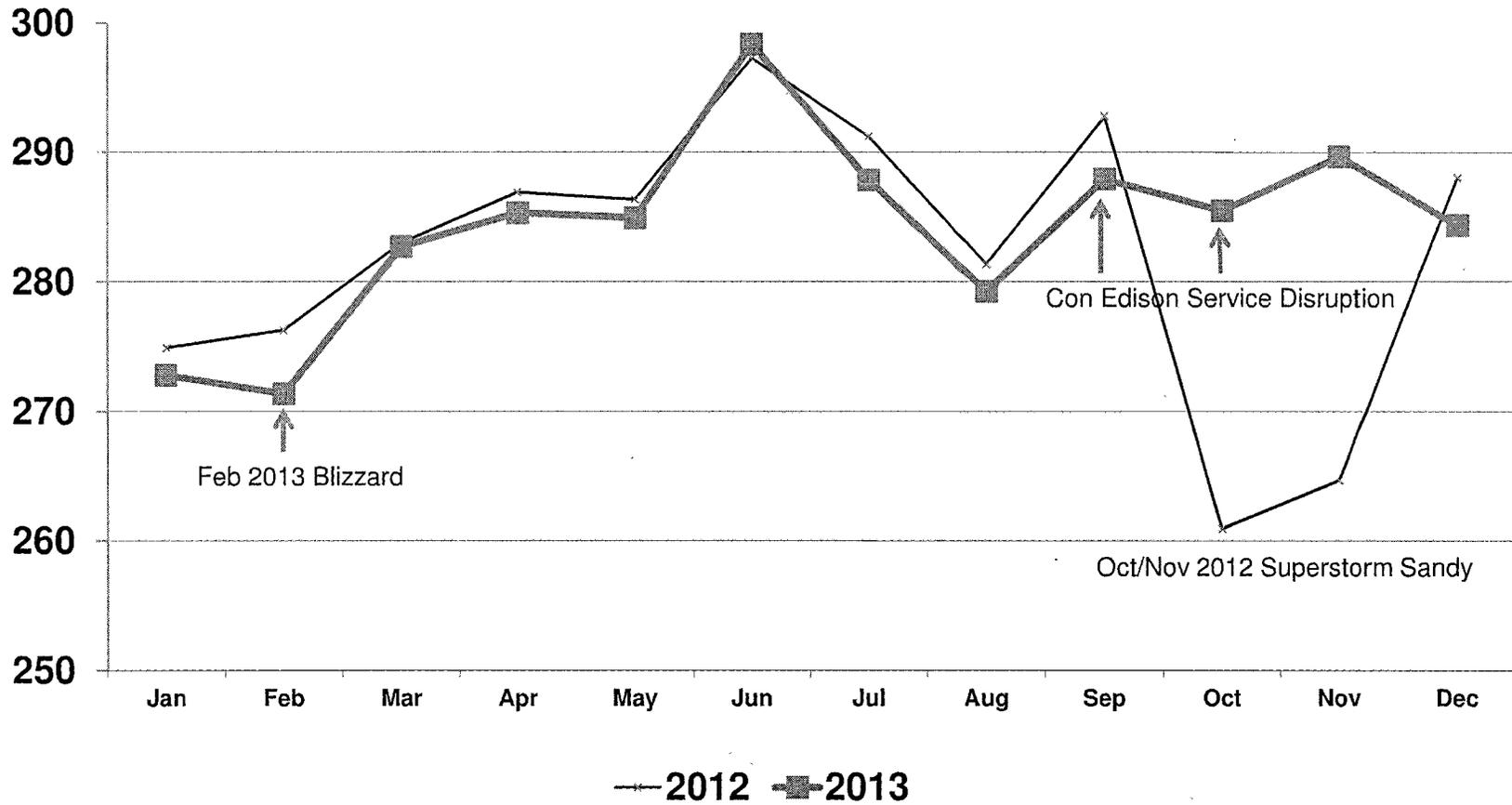
MTA Metro-North Railroad

2013 vs. 2012
ANNUAL RIDERSHIP SUMMARY
(in millions)

	2013 ANNUAL RIDERSHIP	2012 ANNUAL RIDERSHIP	PERCENT GROWTH
EAST OF HUDSON			
Harlem Line	26.95	26.62	1.2%
Hudson Line	15.88	15.84	0.3%
New Haven Line	38.97	38.80	0.5%
TOTAL EAST OF HUDSON	81.80	81.26	0.7%
WEST OF HUDSON			
Port Jervis Line	0.98	1.02	-3.6%
Pascack Valley Line	0.59	0.59	-0.1%
TOTAL WEST OF HUDSON	1.58	1.61	-2.3%
CONNECTING SERVICES			
Hudson Rail Link	.35	.35	0.5%
Haverstraw-Ossining Ferry	.12	.12	2.1%
Newburgh-Beacon Ferry	.07	.08	-13.5%
	.54	.55	-1.2%
TOTAL MNR RIDERSHIP	83.92	83.42	0.6%

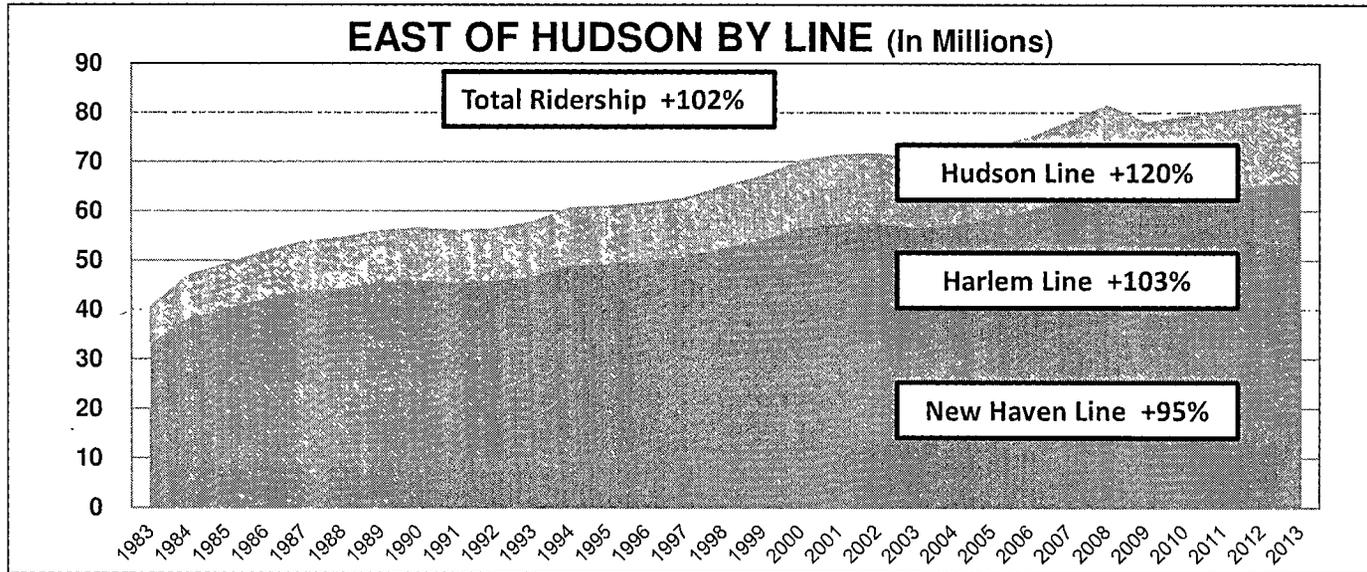
Average Weekday MNR Rail Ridership (000's)

2013 vs. 2012



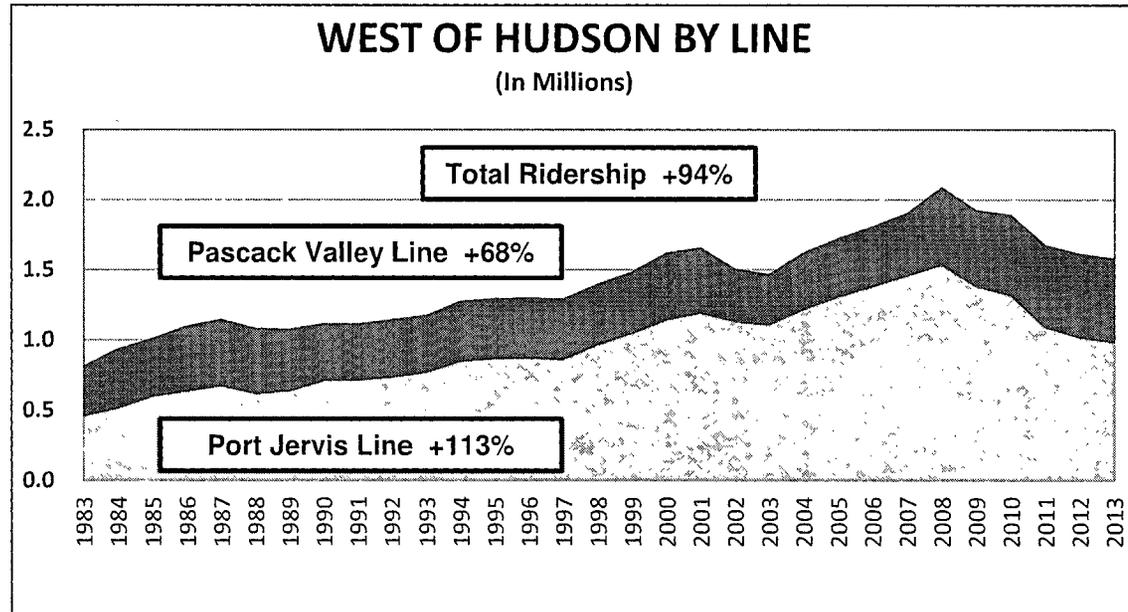
30 YEAR RIDERSHIP TRENDS

30 YEAR RIDERSHIP TRENDS EAST OF HUDSON



- Total East of Hudson ridership has increased by 102% from 40.5 million in 1983 to 81.8 million in 2013, an increase of over 41 million annual rides.
- The increase in ridership has been broad based, with increases of 120% on the Hudson Line, 103% on the Harlem Line, and 95% on the New Haven Line.
- The fastest-growing segments have been the Upper Hudson (+260% since 1984) and Upper Harlem (+130% since 1984) segments.

30 YEAR RIDERSHIP TRENDS WEST OF HUDSON



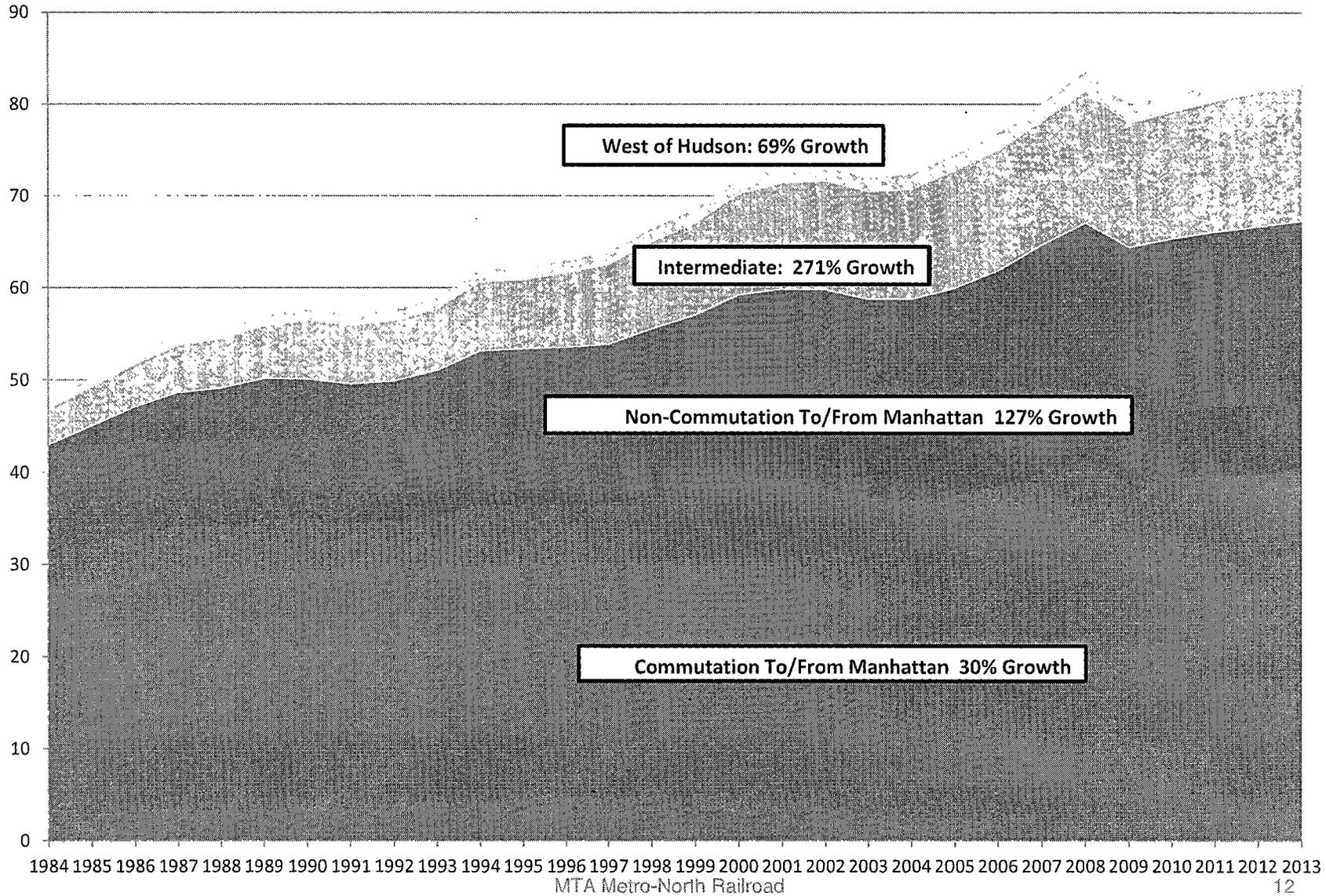
- Total West of Hudson ridership has increased by 94% from 810,000 annual rides in 1983 to almost 1.6 million annual rides in 2013. However, ridership has decreased by 25% since 2008, due to the combined impact of the regional economic recession and the adverse impacts of Hurricane Irene and Superstorm Sandy.
- Port Jervis Line ridership tripled between 1983 and 2008 (i.e., from 516,000 annual rides to over 1.5 million annual rides) but has decreased by 34% since 2008.
- Pascack Valley Line ridership increased by 68% since 1983, with most of this increase occurring after the implementation of weekday off-peak and weekend service in 2008.

30 Year Ridership Trends

Ridership Growth By Market

- Initially, ridership growth was broad-based, with significant ridership growth occurring in all market segments.
- However, since the early to mid-1990's, the fastest growth has occurred in Non-Commutation and Intermediate markets:
 - Non-Commutation to/from Manhattan (+75% since 1990)
 - Intermediate (+125% since 1990)
- In sharp contrast, Commutation ridership to/from Manhattan, which historically has been MNR's core market, has increased by only about 16% since 1990 and now constitutes less than half of total MNR rail ridership (compared to over 60% in 1984).

1984-2013 Annual Ridership By Market (In Millions)



2013 ANNUAL RIDERSHIP

2013 Annual Ridership Overview

- Annual ridership trends are calculated based on monthly ticket sales data which provides comprehensive information regarding overall Metro-North ridership trends, including trends by market and line segment.
- Count data is used to ascertain detailed ridership trends by time period and individual train and is described in detail in the next section.

2013 Annual Ridership East of Hudson

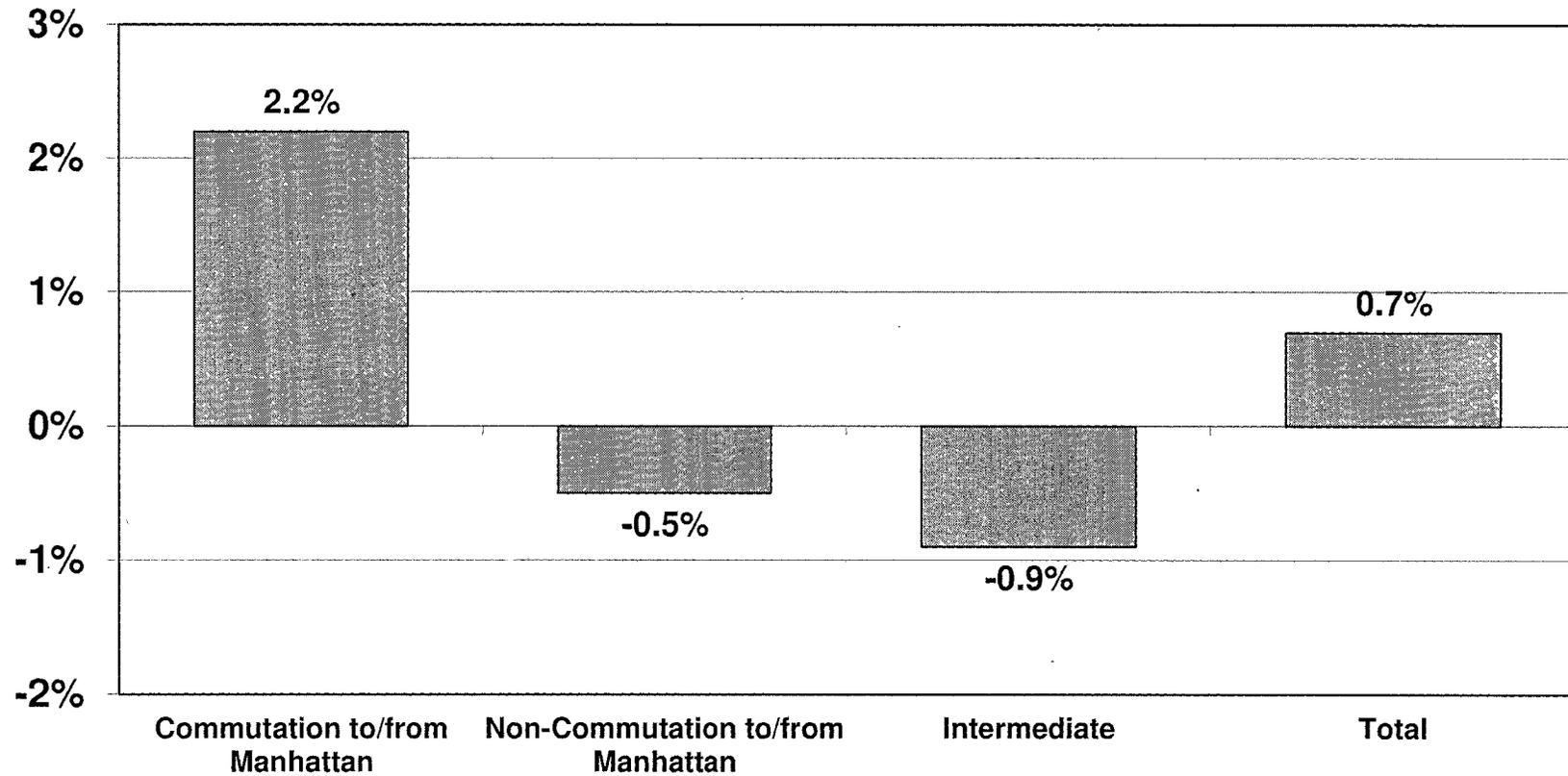
- 2013 annual East of Hudson ridership was approximately 81.8 million.
- Ridership increased 0.7% vs. 2012 and was the highest in MNR history.
- Average Weekday East of Hudson ridership was approximately 278,000 rides.

2013 Annual Ridership East of Hudson Trends By Market

- Commutation ridership to/from Manhattan increased 2.2%, reflecting a continuation of the strong regional economic growth.
- Non-Commutation ridership to/from Manhattan decreased 0.5%, reflecting the adverse impacts of the service disruptions as well as the February blizzard.
- Intermediate ridership decreased 0.9%, with most of this decrease occurring in non-commutation ridership (-2.7%). This decrease again reflects the adverse impact of the various service disruptions which occurred during the year.

Annual Ridership Growth by Market

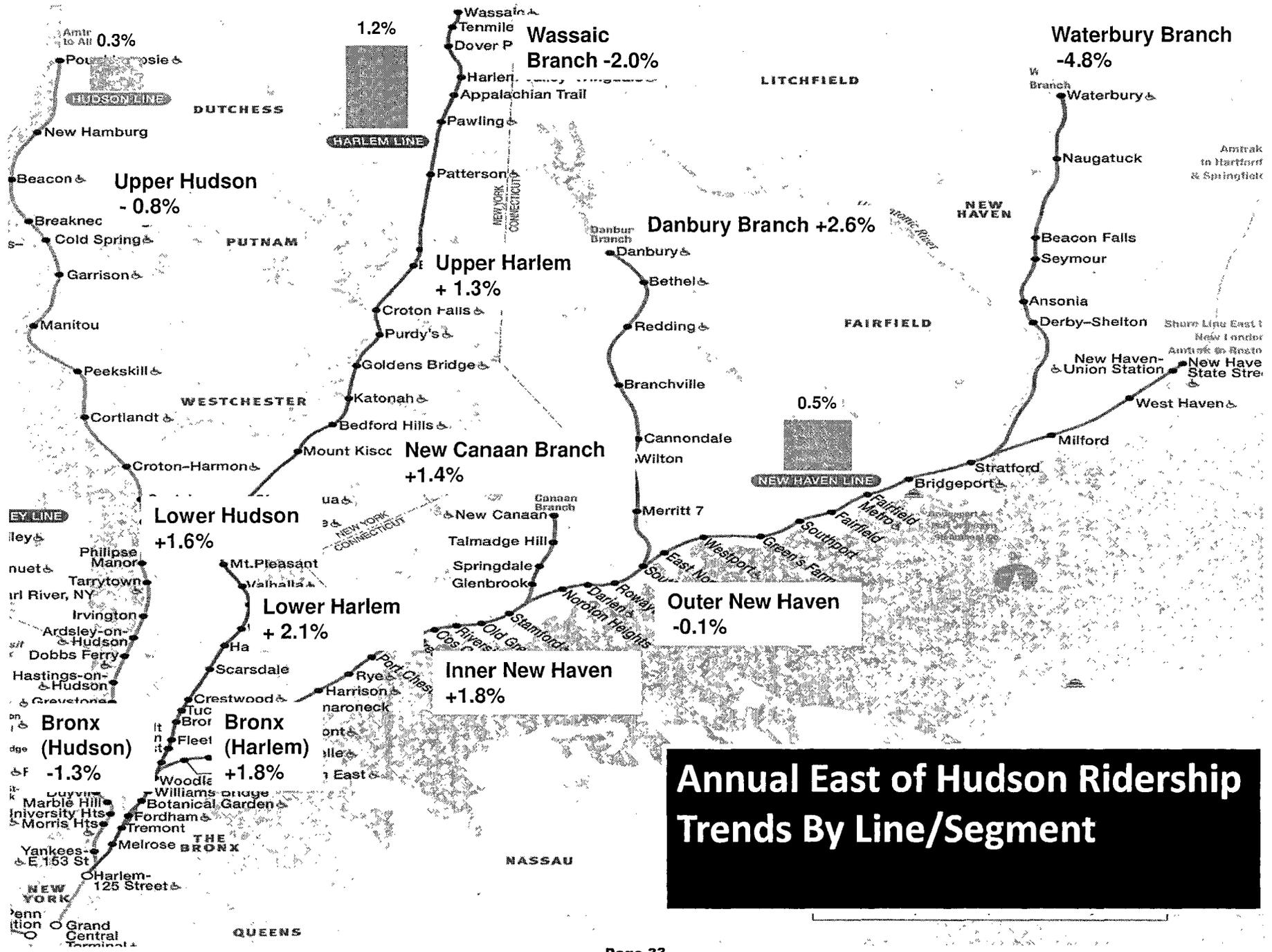
2013 vs. 2012



2013 Annual Ridership

East of Hudson Trends By Line/Segment

- Ridership increased on all three lines, with the Harlem Line increasing at the fastest rate (+1.2%). This is due largely to the service disruptions which adversely impacted ridership on the other lines.
- Ridership increases occurred on most of the major line segments, with the largest increases occurring on the Lower Harlem (+2.1%) and Inner New Haven (+1.8%) segments.
- Upper Hudson ridership, which was Metro-North's fastest-growing line segment for many years, decreased 0.8%. While this decrease is due largely to the two Hudson Line derailments, Upper Hudson ridership has still decreased by over 7% since 2008.
- Ridership increased on the Bronx portion of the Harlem Line (+1.8%) but decreased on the Bronx portion of the Hudson Line (-1.3%).
- Ridership increased on the New Canaan Branch (+1.4%) and Danbury Branch (+2.6%) but decreased on the Wassaic Branch (-2.0%) and Waterbury Branch (-4.8%).

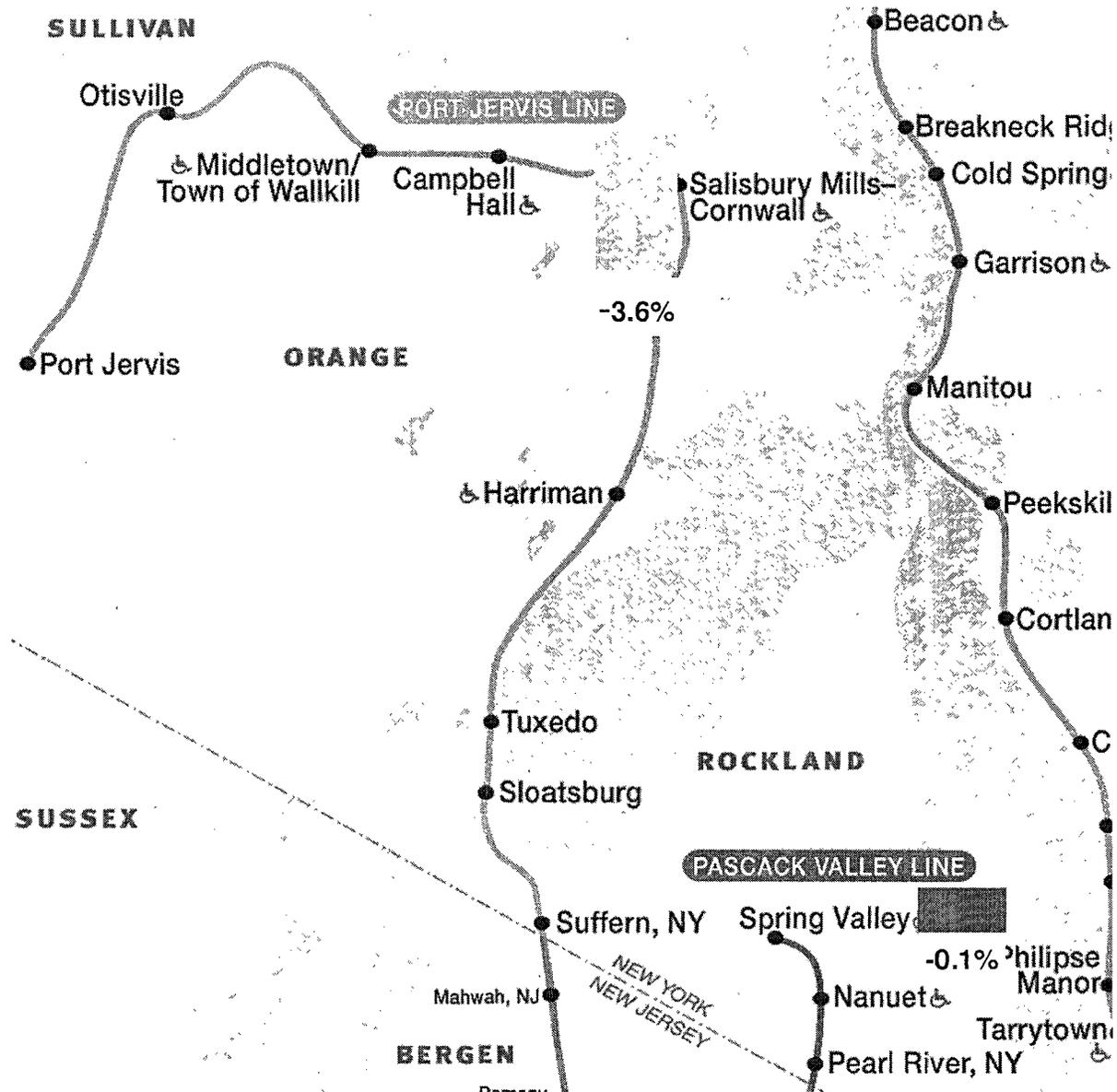


Annual East of Hudson Ridership Trends By Line/Segment

2013 Annual Ridership West of Hudson

- Ridership on Metro-North's West of Hudson services decreased 2.3% during 2013, reflecting a continuation of the ridership losses observed since Superstorm Sandy.
- Annual West of Hudson ridership is now approximately 1.6 Million.
- Port Jervis Line ridership decreased 3.6%. Annual Port Jervis Line ridership was approximately 980,000.
- Pascack Valley Line ridership remained essentially unchanged during the past year (-0.1%). Annual Pascack Valley Line ridership was approximately 590,000.

Annual West of Hudson Ridership Trends By Line



FALL 2013 RIDERSHIP

Fall 2013 Ridership Overview

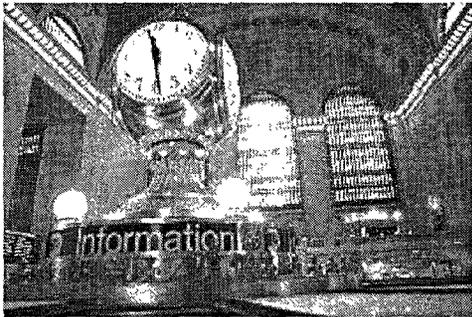


- A comprehensive set of counts are conducted each fall both in GCT and at key outlying stations to ascertain detailed travel patterns by individual train, as well as overall trends by line and by time period.
- These count results are also essential for making operational decisions about consist adjustments and schedule modifications.
- They are conducted during the Fall months (i.e., from early September thru mid-December) in order to avoid the impacts of seasonality and summer vacation impacts on ridership.

Fall 2013 Ridership Top Line Summary

- Total weekly ridership to/from GCT increased 0.2% between Fall 2012 and Fall 2013
- Ridership increases occurred during most time periods, with the largest increases occurring during the AM Peak and Saturday.

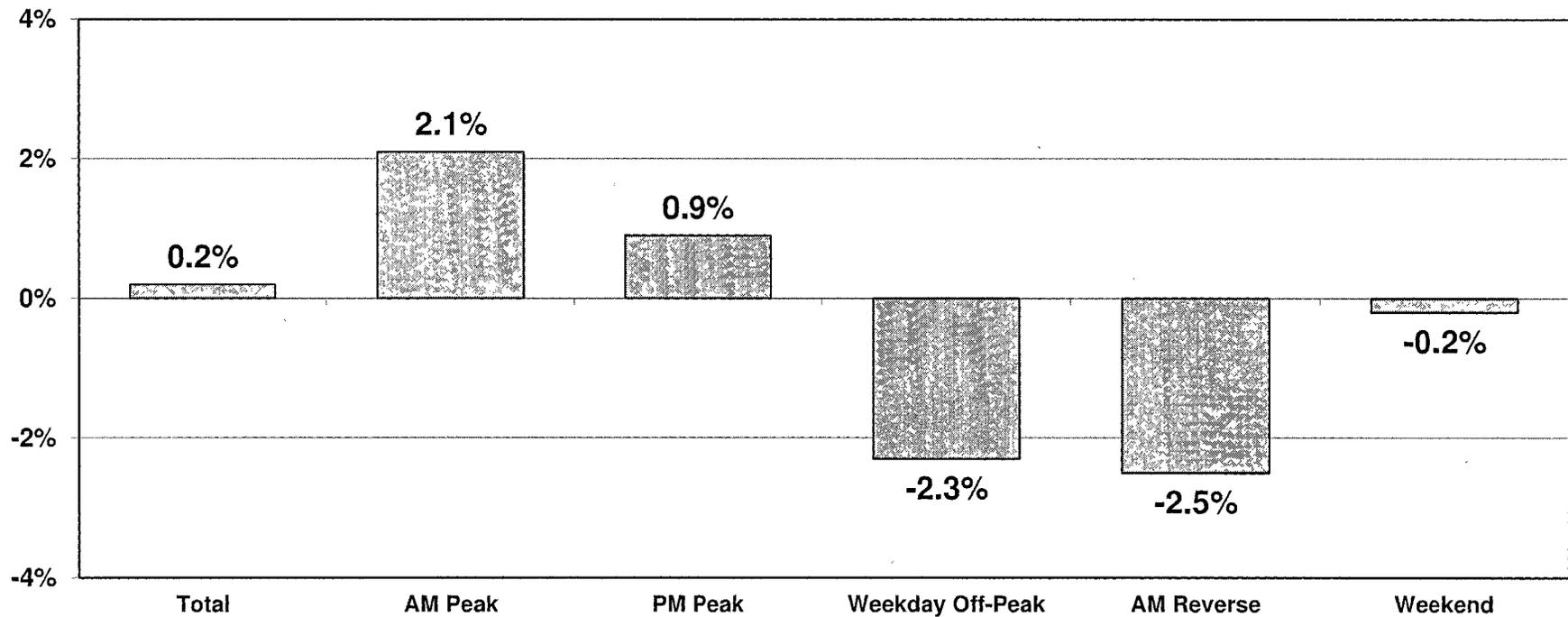
- Weekday ridership increased 0.3%:



- AM Peak (5 AM-10 AM Inbound): +2.1%
- PM Peak (4-PM-8 PM Outbound): +0.9%
- AM Reverse (5:30 AM-9 AM Outbound): -2.5%
- Weekday Off-Peak: -2.3%

- Weekend ridership decreased 0.2%, reflecting offsetting trends on Saturday and Sunday ridership:
 - Saturday: +1.7%
 - Sunday: -2.6%

GCT Ridership Growth by Time Period Fall 2013 vs. Fall 2012



Fall 2013 Holiday Period Results

In 2013, colder weather played a part in decreased ridership throughout the prime holidays.

Thanksgiving Weekend

- Ridership was 3% lower than 2012 levels, corresponding to approximately 9,800 fewer customers over the four-day weekend.
- Friday after Thanksgiving ridership was approximately 100,000 customers, a 13% increase from 2012 and the highest ever.
- On Thanksgiving Day, 69,000 customers traveled, a 17% decrease from 2012, due in part to uncertainty about the balloon deployment for the Parade.

December Weekends

- Ridership was 2% lower than December 2012 ridership levels.
- Ridership increased 11% on Saturdays and decreased 10% on Sundays, due to significantly poorer weather on Sundays than on Saturdays.

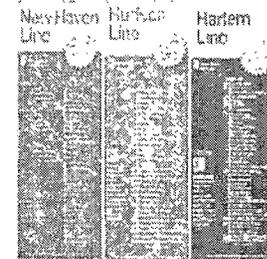
New Year's Eve

- Early morning outbound ridership (i.e., between Midnight and 6:20 AM) on **New Year's Eve** was 18,400 or 11% lower than 2012 levels, corresponding to approximately 2,200 fewer customers.
- Ridership for the entire New Year's Eve period was approximately 125% higher than normal Fall 2013 levels, corresponding to approximately 39,600 additional customers. New Year's Eve ridership was 6% lower than 2012.

Major Initiatives/Factors Impacting Ridership

1. 2012/2013 MNR SERVICE PLAN INITIATIVES

- MNR implemented an extensive series of Service Investments in response to increasing ridership levels in key market segments
- In Spring 2013, Metro-North experienced positive ridership results in the specific time periods when the new service was added



2. OPENING OF WEST HAVEN STATION

- In August 2013, Metro-North opened a new station in West Haven, including a new parking facility with over 650 new parking spaces. Approximately 400 customers use the station each weekday, some of whom may have diverted from Milford and New Haven.

3. PARKING EXPANSION

- In addition to West Haven, 51 additional parking spaces were added at North White Plains

4. CONNECTING SERVICES

- Approximately 540,000 annual customers used MNR's three managed connecting services; Hudson Rail Link, Haverstraw-Ossining Ferry, and Newburgh-Beacon Ferry. Approximately 3.3 M customers used other connecting services provided by our service partners.

Major Initiatives/Factors Impacting Ridership

5. SPECIAL EVENTS

- Special events during the year 2013 contributed to our ridership and revenue base, accounting for approximately **223,000 incremental rides** ⁽¹⁾ and over **\$2.1 Million** in revenue.

6. PROMOTIONS

- The 2013 Getaways Program generated more than **103,000 incremental rides** ⁽¹⁾.
- Metro North's Getaways Program develops and promotes close to 100 discount day trip and overnight packages to the region's popular attractions and recreational activities

7. GROUP TRAVEL

- The Group Travel Program solicits and caters MNR's group travel services to schools, businesses and other clubs and organizations who reside throughout the service territory
- In 2013, Group Travel organized **1,553 group trips** for 40,428 customers

8. ADVERTISING

- In 2013, Metro-North ran targeted campaigns in high growth-potential markets (e.g. discretionary off-peak, weekend, and holiday inbound).

(1) Reflects incremental change vs. normal spring or fall ridership levels.

Summary

- 2013 was a record-setting year for East of Hudson
- MNR did very well overall despite all of the challenges we faced
- We are forecasting continued ridership growth in 2014

APPENDIX

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Table 1
2013 ANNUAL RIDERSHIP SUMMARY

	2013 ANNUAL RIDERSHIP	2012 ANNUAL RIDERSHIP (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
I) EAST OF HUDSON				
Harlem Line	26,949,667	26,621,568	328,099	1.2%
Hudson Line	15,877,559	15,837,262	40,297	0.3%
New Haven Line	38,975,052	38,800,128	174,924	0.5%
TOTAL EAST OF HUDSON	81,802,278	81,258,958	543,320	0.7%
II) WEST OF HUDSON				
Port Jervis Line	983,362	1,019,944	(36,582)	-3.6%
Pascack Valley Line	592,865	593,183	(318)	-0.1%
TOTAL WEST OF HUDSON	1,576,227	1,613,127	(36,900)	-2.3%
TOTAL MN RAIL RIDERSHIP	83,378,505	82,872,085	506,420	0.6%
III) CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS				
Hudson Rail Link	350,523	348,830	1,693	0.5%
Haverstraw-Ossining Ferry	124,391	121,833	2,558	2.1%
Newburgh-Beacon Ferry	68,582	79,304	(10,722)	-13.5%
TOTAL CONNECTING SERVICES	543,496	549,967	(6,471)	-1.2%
TOTAL MNR SYSTEM	83,922,001	83,422,052	499,949	0.6%

(1) 2012 ridership figures have been restated to reflect the 2013 calendar.

Table 2
HISTORICAL ANNUAL EAST OF HUDSON RIDERSHIP
 (Based on Ticket Sales Data)
 1983 - 2013

YEAR	HARLEM LINE			HUDSON LINE			NEW HAVEN LINE			TOTAL EAST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983
1983 (1)	13,298,648	----	----	7,206,601	----	----	19,965,130	----	----	40,470,379	----	----
1984 (2)	15,430,756	16.0%	16.0%	8,469,329	17.5%	17.5%	23,014,181	15.3%	15.3%	46,914,266	15.9%	15.9%
1985	16,573,447	7.4%	24.6%	8,982,267	6.1%	24.6%	23,705,949	3.0%	18.7%	49,261,663	5.0%	21.7%
1986	17,643,070	6.5%	32.7%	9,363,475	4.2%	29.9%	24,750,694	4.4%	24.0%	51,757,239	5.1%	27.9%
1987	18,527,032	5.0%	39.3%	9,879,790	5.5%	37.1%	25,395,159	2.6%	27.2%	53,801,981	4.0%	32.9%
1988 (3)	18,886,777	1.9%	42.0%	10,100,457	2.2%	40.2%	25,522,340	0.5%	27.8%	54,509,574	1.3%	34.7%
1989	19,376,302	2.6%	45.7%	10,456,840	3.5%	45.1%	26,068,820	2.1%	30.6%	55,901,962	2.6%	38.1%
1990	19,243,844	-0.7%	44.7%	10,519,589	0.6%	46.0%	26,764,364	2.7%	34.1%	56,527,797	1.1%	39.7%
1991	18,968,063	-1.4%	42.6%	10,335,374	-1.8%	43.4%	26,677,194	-0.3%	33.6%	55,980,631	-1.0%	38.3%
1992	19,163,964	1.0%	44.1%	10,497,834	1.6%	45.7%	26,766,186	0.3%	34.1%	56,427,984	0.8%	39.4%
1993	19,732,533	3.0%	48.4%	10,902,088	3.9%	51.3%	27,147,722	1.4%	36.0%	57,782,343	2.4%	42.8%
1994	20,805,249	5.4%	56.4%	11,530,739	5.8%	60.0%	28,319,707	4.3%	41.8%	60,655,695	5.0%	49.9%
1995 (4)	20,811,260	0.0%	56.5%	11,613,711	0.7%	61.2%	28,499,726	0.6%	42.7%	60,924,697	0.4%	50.5%
1996	21,100,921	1.4%	58.7%	11,654,337	0.3%	61.7%	28,881,241	1.3%	44.7%	61,636,499	1.2%	52.3%
1997	21,490,250	1.8%	61.6%	11,748,777	0.8%	63.0%	29,324,454	1.5%	46.9%	62,563,481	1.5%	54.6%
1998	22,347,894	4.0%	68.0%	12,311,898	4.8%	70.8%	30,362,063	3.5%	52.1%	65,021,855	3.9%	60.7%
1999	23,210,661	3.9%	74.5%	12,765,657	3.7%	77.1%	31,094,818	2.4%	55.7%	67,071,136	3.2%	65.7%
2000	24,260,291	4.5%	82.4%	13,490,935	5.7%	87.2%	32,494,767	4.5%	62.8%	70,245,993	4.7%	73.6%
2001	24,646,907	1.6%	85.3%	13,846,907	2.6%	92.1%	32,932,154	1.3%	64.9%	71,425,968	1.7%	76.5%
2002	24,520,582	-0.5%	84.4%	14,011,218	1.2%	94.4%	33,104,880	0.5%	65.8%	71,636,680	0.3%	77.0%
2003	24,004,514	-2.1%	80.5%	13,738,727	-1.9%	90.6%	32,759,176	-1.0%	64.1%	70,502,417	-1.6%	74.2%
2004	24,038,871	0.1%	80.8%	13,615,526	-0.9%	88.9%	33,102,219	1.0%	65.8%	70,756,616	0.4%	74.8%
2005	24,754,160	3.0%	86.1%	14,137,886	3.8%	96.2%	33,891,520	2.4%	69.8%	72,783,566	2.9%	79.8%
2006	25,396,654	2.6%	91.0%	14,712,165	4.1%	104.1%	34,935,154	3.1%	75.0%	75,043,973	3.1%	85.4%
2007	26,418,859	4.0%	98.7%	15,451,901	5.0%	114.4%	36,360,339	4.1%	82.1%	78,231,099	4.2%	93.3%
2008	27,390,484	3.7%	106.0%	16,180,171	4.7%	124.5%	37,895,827	4.2%	89.8%	81,466,482	4.1%	101.3%
2009	26,163,326	-4.5%	96.7%	15,497,254	-4.2%	115.0%	36,314,980	-4.2%	81.9%	77,975,560	-4.3%	92.7%
2010	26,231,109	0.3%	97.2%	15,656,078	1.0%	117.2%	37,323,761	2.8%	86.9%	79,210,948	1.6%	95.7%
2011 (5)	26,440,580	0.8%	98.8%	15,804,399	0.9%	119.3%	38,346,200	2.7%	92.1%	80,591,179	1.7%	99.1%
2012 (6,7)	26,621,568	0.7%	100.2%	15,837,262	0.2%	119.8%	38,800,128	1.2%	94.3%	81,258,958	0.8%	100.8%
2013 (8)	26,949,667	1.2%	102.6%	15,877,559	0.3%	120.3%	38,975,052	0.5%	95.2%	81,802,278	0.7%	102.1%

Notes:

- (1) Six week UTU strike March-April 1983
- (2) Completion of Upper Harlem Electrification 1984
- (3) Ridership figures reflect impact of one-day strikes in September and November, 1988
- (4) 1995 ridership figures reflect impact of service disruptions on 11/28 and 12/1
- (5) 2011 ridership figures reflect impact of three-day shutdown due to Hurricane Irene
- (6) 2012 ridership figures have been restated to reflect the 2013 calendar
- (7) 2012 ridership figures reflect impact of three-day shutdown and residual ridership losses due to Superstorm Sandy
- (8) 2013 ridership figures reflect impact of May New Haven Line derailment/collision, the July CSX freight train derailment, the September/October Con-Edison service disruption, and the December Spuyten Duyvil derailment

Ridership Calculations:

- (a) Ridership calculated using existing multipliers for commutation tickets (Calculated based on number of work days and non-work days in each month)
- (b) Ridership totals include intermediate riders and passengers purchasing cash fares

FARE INCREASE HISTORY

DATE	NYS	CONN
1/84	20%	20%
1/86	11%	11%
1/90	15%	----
7/91	----	11%
1/92	----	5%
1/93	----	5%
1/94	----	5%
11/95	9%	----
1/96	----	5%
1/97	----	5%
1/98	----	5%
5/03	25%	----
7/03	----	15%
1/05	----	5.5%
3/05	5% Avg Yield	----
3/08	4% Avg Yield	----
6/09	10%	----
12/10	7.5% Avg Yield	----
1/12	----	5.3%
1/13	----	5.0%
3/13	7.5% Avg Yield	----

Table 3
HISTORICAL ANNUAL WEST OF HUDSON RIDERSHIP
(Based on Ticket Sales Data)
1983 - 2013

YEAR	PORT JERVIS LINE			PASCACK VALLEY LINE			TOTAL WEST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983
1983 (1)	461,490	----	----	351,965	----	----	813,455	----	----
1984	516,296	11.9%	11.9%	417,345	18.6%	18.6%	933,641	14.8%	14.8%
1985	599,702	16.2%	29.9%	408,617	-2.1%	16.1%	1,008,319	8.0%	24.0%
1986	636,847	6.2%	38.0%	460,116	12.6%	30.7%	1,096,963	8.8%	34.9%
1987	674,040	5.8%	46.1%	470,657	2.3%	33.7%	1,144,697	4.4%	40.7%
1988 (2)	619,018	-8.2%	34.1%	463,059	-1.6%	31.6%	1,082,077	-5.5%	33.0%
1989	638,741	3.2%	38.4%	433,848	-6.3%	23.3%	1,072,589	-0.9%	31.9%
1990	710,645	11.3%	54.0%	403,024	-7.1%	14.5%	1,113,669	3.8%	36.9%
1991	715,002	0.6%	54.9%	397,349	-1.4%	12.9%	1,112,351	-0.1%	36.7%
1992	735,644	2.9%	59.4%	405,421	2.0%	15.2%	1,141,065	2.6%	40.3%
1993	769,372	4.6%	66.7%	403,922	-0.4%	14.8%	1,173,294	2.8%	44.2%
1994	848,953	10.3%	84.0%	427,087	5.7%	21.3%	1,276,040	8.8%	56.9%
1995	868,787	2.3%	88.3%	423,815	-0.8%	20.4%	1,292,602	1.3%	58.9%
1996	871,848	0.4%	88.9%	424,252	0.1%	20.5%	1,296,100	0.3%	59.3%
1997	862,118	-1.1%	86.8%	428,201	0.9%	21.7%	1,290,319	-0.4%	58.6%
1998	966,970	12.2%	109.5%	429,205	0.2%	21.9%	1,396,175	8.2%	71.6%
1999	1,048,634	8.4%	127.2%	433,725	1.1%	23.2%	1,482,359	6.2%	82.2%
2000	1,145,002	9.2%	148.1%	473,609	9.2%	34.6%	1,618,611	9.2%	99.0%
2001	1,192,779	4.2%	158.5%	462,305	-2.4%	31.3%	1,655,084	2.3%	103.5%
2002 (3)	1,131,932	-5.1%	145.3%	372,197	-19.5%	5.7%	1,504,129	-9.1%	84.9%
2003	1,107,828	-2.1%	140.1%	357,405	-4.0%	1.5%	1,465,233	-2.6%	80.1%
2004 (4,5)	1,217,730	9.9%	163.9%	400,429	12.0%	13.8%	1,618,159	10.4%	98.9%
2005	1,308,830	7.5%	183.6%	414,945	3.6%	17.9%	1,723,775	6.5%	111.9%
2006	1,383,368	5.7%	199.8%	423,136	2.0%	20.2%	1,806,504	4.8%	122.1%
2007	1,459,730	5.5%	216.3%	443,038	4.7%	25.9%	1,902,768	5.3%	133.9%
2008	1,535,758	5.2%	232.8%	553,347	24.9%	57.2%	2,089,105	9.8%	156.8%
2009	1,381,829	-10.0%	199.4%	541,758	-2.1%	53.9%	1,923,587	-7.9%	136.5%
2010	1,319,689	-4.5%	186.0%	569,746	5.2%	61.9%	1,889,435	-1.8%	132.3%
2011 (6)	1,089,224	-17.5%	136.0%	584,183	2.5%	66.0%	1,673,407	-11.4%	105.7%
2012 (7,8)	1,019,944	-6.4%	121.0%	593,183	1.5%	68.5%	1,613,127	-3.6%	98.3%
2013	983,362	-3.6%	113.1%	592,865	-0.1%	68.4%	1,576,227	-2.3%	93.8%

Notes

- (1) NJ Transit strike March 1983
- (2) Significant ridership loss on Port Jervis Line due to trackwork delays 1988
- (3) Suspension of PATH service to Lower Manhattan after World Trade Center attack Fall 2001
- (4) Restoration of PATH service to Lower Manhattan Fall 2003
- (5) Opening of Secaucus Junction December 2003
- (6) Three-month suspension of Port Jervis Line service due to catastrophic damage from Hurricane Irene
- (7) 2012 ridership figures have been restated to reflect the 2013 calendar
- (8) Reflects impact of three-day shutdown and residual ridership losses due to Superstorm Sandy

FARE INCREASE HISTORY	
DATE	PERCENT
1/86	11%
1/90	15%
11/95	9%
5/03	25%
3/05	5% Avg Yield
3/08	4% Avg Yield
6/09	10%
12/10	7.5% Avg Yield
3/13	7.5% Avg Yield

Table 4
ANNUAL MNR RAIL RIDERSHIP BY MARKET
1984 - 2013
(Totals in Thousands)

YEAR	EAST OF HUDSON										WEST OF HUDSON		TOTAL MNR RAIL RIDERSHIP	
	Commutation To/From Manhattan		Non-Commutation To/From Manhattan		Total To/From Manhattan		Intermediate		Total East of Hudson		Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984
	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984				
1984	31,203		11,798		43,001		3,913		46,914		934		47,848	
1985	32,439	4.0%	12,624	7.0%	45,063	4.8%	4,199	7.3%	49,262	5.0%	1,008	8.0%	50,270	5.1%
1986	33,332	6.8%	13,753	16.6%	47,085	9.5%	4,672	19.4%	51,757	10.3%	1,097	17.5%	52,854	10.5%
1987	34,162	9.5%	14,491	22.8%	48,653	13.1%	5,149	31.6%	53,802	14.7%	1,145	22.6%	54,947	14.8%
1988	34,188	9.6%	14,938	26.6%	49,126	14.2%	5,384	37.6%	54,510	16.2%	1,082	15.9%	55,592	16.2%
1989	34,757	11.4%	15,430	30.8%	50,187	16.7%	5,715	46.0%	55,902	19.2%	1,073	14.9%	56,975	19.1%
1990	35,003	12.2%	15,130	28.2%	50,132	16.6%	6,395	63.4%	56,528	20.5%	1,114	19.3%	57,641	20.5%
1991	34,527	10.7%	15,067	27.7%	49,595	15.3%	6,386	63.2%	55,981	19.3%	1,112	19.1%	57,093	19.3%
1992	34,705	11.2%	15,228	29.1%	49,933	16.1%	6,495	66.0%	56,428	20.3%	1,141	22.2%	57,569	20.3%
1993	35,282	13.1%	15,774	33.7%	51,056	18.7%	6,727	71.9%	57,782	23.2%	1,173	25.7%	58,956	23.2%
1994	36,435	16.8%	16,744	41.9%	53,178	23.7%	7,477	91.1%	60,656	29.3%	1,276	36.7%	61,932	29.4%
1995	36,489	16.9%	16,922	43.4%	53,410	24.2%	7,514	92.0%	60,925	29.9%	1,293	38.4%	62,217	30.0%
1996	36,602	17.3%	16,956	43.7%	53,559	24.6%	8,078	106.4%	61,636	31.4%	1,296	38.8%	62,933	31.5%
1997	36,618	17.4%	17,279	46.5%	53,897	25.3%	8,667	121.5%	62,564	33.4%	1,290	38.2%	63,854	33.5%
1998	37,300	19.5%	18,261	54.8%	55,562	29.2%	9,460	141.7%	65,022	38.6%	1,396	49.5%	66,418	38.8%
1999	37,930	21.6%	19,146	62.3%	57,075	32.7%	9,996	155.4%	67,071	43.0%	1,482	58.8%	68,553	43.3%
2000	39,333	26.1%	19,908	68.7%	59,241	37.8%	11,005	181.2%	70,246	49.7%	1,619	73.4%	71,865	50.2%
2001	39,285	25.9%	20,590	74.5%	59,875	39.2%	11,551	195.2%	71,426	52.2%	1,655	77.3%	73,081	52.7%
2002	38,168	22.3%	21,652	83.5%	59,820	39.1%	11,816	202.0%	71,637	52.7%	1,504	61.1%	73,141	52.9%
2003	37,313	19.6%	21,476	82.0%	58,789	36.7%	11,714	199.3%	70,502	50.3%	1,465	56.9%	71,968	50.4%
2004	36,895	18.2%	21,888	85.5%	58,784	36.7%	11,973	206.0%	70,757	50.8%	1,618	73.3%	72,375	51.3%
2005	37,551	20.3%	22,424	90.1%	59,975	39.5%	12,808	227.3%	72,784	55.1%	1,724	84.6%	74,507	55.7%
2006	38,494	23.4%	23,367	98.1%	61,861	43.9%	13,183	236.9%	75,044	60.0%	1,807	93.5%	76,850	60.6%
2007	40,018	28.3%	24,671	109.1%	64,689	50.4%	13,542	246.1%	78,231	66.8%	1,903	103.8%	80,134	67.5%
2008	41,207	32.1%	25,888	119.4%	67,095	56.0%	14,372	267.3%	81,466	73.6%	2,089	123.8%	83,556	74.6%
2009	38,965	24.9%	25,470	115.9%	64,435	49.8%	13,540	246.0%	77,976	66.2%	1,924	106.0%	79,899	67.0%
2010	39,366	26.2%	26,012	120.5%	65,378	52.0%	13,832	253.5%	79,211	68.8%	1,889	102.4%	81,100	69.5%
2011	39,732	27.3%	26,372	123.5%	66,103	53.7%	14,261	264.4%	80,364	71.3%	1,673	79.2%	82,038	71.5%
2012	39,716	27.3%	26,943	128.4%	66,659	55.0%	14,682	275.2%	81,341	73.4%	1,612	72.7%	82,954	73.4%
2013	40,552	30.0%	26,746	126.7%	67,298	56.5%	14,504	270.6%	81,802	74.4%	1,576	68.8%	83,379	74.3%

Table 5
2013 vs. 2012 ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ 2013 vs. 2012	NON- COMMUTATION ⁽⁴⁾ 2013 vs. 2012	TOTAL MNR 2013 vs. 2012
1) TO/FROM MANHATTAN			
Hudson	1.1%	-0.5%	0.5%
Harlem	2.4%	0.8%	1.8%
New Haven	2.5%	-1.4%	0.8%
TO/FROM MANHATTAN	2.2%	-0.5%	1.1%
2) INTERMEDIATE			
Hudson	3.6%	-4.1%	-1.4%
Harlem	-0.3%	-2.7%	-1.6%
New Haven	1.3%	-2.2%	-0.4%
INTERMEDIATE	1.0%	-2.7%	-0.9%
3) TOTAL EAST OF HUDSON			
Hudson	1.3%	-1.2%	0.3%
Harlem	2.0%	0.0%	1.2%
New Haven	2.1%	-1.6%	0.5%
TOTAL EAST OF HUDSON	1.9%	-1.0%	0.7%

Notes:

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 6
**2013 vs. 2012 ANNUAL TRENDS BY LINE SEGMENT
 TO/FROM MANHATTAN**

(Based on Ticket Sales Data)

	COMMUTATION (3) <i>2013 vs. 2012</i>	NON- COMMUTATION (4) <i>2013 vs. 2012</i>	TOTAL MNR <i>2013 vs. 2012</i>
HUDSON LINE			
Bronx	-2.8%	1.0%	-1.3%
Lower Hudson	2.1%	0.6%	1.6%
Upper Hudson	0.2%	-2.0%	-0.8%
TOTAL HUDSON LINE	1.1%	-0.5%	0.5%
HARLEM LINE			
Bronx	3.8%	0.6%	1.8%
Lower Harlem	2.8%	0.7%	2.1%
Upper Harlem	1.3%	1.4%	1.3%
Wassaic Branch	0.1%	-3.0%	-2.0%
TOTAL HARLEM LINE	2.4%	0.8%	1.8%
NEW HAVEN LINE			
Inner New Haven	3.2%	-0.8%	1.8%
Outer New Haven	1.8%	-1.9%	-0.1%
New Canaan Branch	2.5%	-1.7%	1.4%
Danbury Branch	1.4%	5.3%	2.6%
Waterbury Branch	-15.1%	-3.3%	-4.8%
TOTAL NEW HAVEN LINE	2.5%	-1.4%	0.8%
TOTAL TO/FROM MANHATTAN	2.2%	-0.5%	1.1%

Notes:

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales
- (2) Reflects January-December annualized growth rate
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 7
TO/FROM GCT
 (Fall 2013 vs. Fall 2012)

TIME PERIOD	FALL 2013 RIDERSHIP	FALL 2012 RIDERSHIP	PERCENT CHANGE	HISTORICAL TRENDS	
				% CHANGE FALL 2012 vs. FALL 2011	% CHANGE FALL 2011 vs. FALL 2010
AM PEAK TRAINS					
Hudson	16,433	16,321	0.7%	0.1%	2.8%
Harlem	26,148	25,917	0.9%	0.9%	3.7%
New Haven	32,834	31,592	3.9%	0.8%	4.0%
AM PEAK	75,415	73,830	2.1%	0.7%	3.6%
PM PEAK TRAINS					
Hudson	14,640	14,784	-1.0%	-3.0%	4.4%
Harlem	23,048	22,517	2.4%	0.6%	2.1%
New Haven	28,350	28,117	0.8%	2.1%	2.1%
PM PEAK	66,038	65,418	0.9%	0.4%	2.6%
AM REVERSE PEAK TRAINS (2)					
Hudson	696	638	9.1%	-1.1%	3.0%
Harlem	1,938	2,005	-3.3%	-3.0%	0.0%
New Haven	3,428	3,574	-4.1%	3.2%	1.2%
AM REVERSE PEAK	6,062	6,217	-2.5%	0.7%	1.0%
WEEKDAY OFF-PEAK TRAINS					
Hudson	12,043	11,854	1.6%	3.2%	4.5%
Harlem	21,098	21,188	-0.4%	0.8%	4.1%
New Haven	28,463	29,987	-5.1%	1.5%	3.6%
WEEKDAY OFF-PEAK	61,604	63,029	-2.3%	1.6%	3.9%
WEEKDAY TOTALS					
Hudson	43,812	43,597	0.5%	-0.2%	3.8%
Harlem	72,232	71,627	0.8%	0.7%	3.2%
New Haven	93,075	93,270	-0.2%	1.5%	3.2%
WEEKDAY TOTALS	209,119	208,494	0.3%	0.9%	3.3%
WEEKEND TOTALS					
Hudson	37,828	36,241	4.4%	-1.0%	0.1%
Harlem	48,683	49,711	-2.1%	4.3%	3.2%
New Haven	72,908	73,714	-1.1%	2.5%	3.0%
WEEKEND TOTAL	159,419	159,666	-0.2%	2.2%	2.3%
WEEKLY TOTALS					
Hudson	256,888	254,226	1.0%	-0.3%	3.3%
Harlem	409,843	407,846	0.5%	1.1%	3.2%
New Haven	538,283	540,064	-0.3%	1.6%	3.1%
WEEKLY TOTAL	1,205,014	1,202,136	0.2%	1.0%	3.2%

(1) Based on GCT counts for a 100% ridership sample of inbound and outbound trains. Total weekly ridership was calculated as follows:
 [(5 x Weekday) + Weekend] Fall 2012 counts reflect impacts of October 2012 schedule change

(2) Reflects totals from GCT only. Total reverse commutation ridership is shown in Table 6

Table 8
WEEKDAY INBOUND TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change
AM PEAK INBOUND												
5 AM - 7 AM	1,619	1,635	-1.0%	2,323	2,149	8.1%	3,080	2,712	13.6%	7,022	6,496	8.1%
7 AM - 7 30 AM	1,131	1,136	-0.4%	2,850	2,652	7.5%	3,344	3,150	6.2%	7,325	6,938	5.6%
7:30 AM - 8 AM	2,908	2,766	5.1%	3,614	3,327	8.6%	5,561	5,387	3.2%	12,083	11,480	5.3%
8 AM - 8.30 AM	3,370	3,383	-0.4%	5,340	4,798	11.3%	6,999	6,652	5.2%	15,709	14,833	5.9%
8 30 AM - 9 AM	4,158	3,988	4.3%	6,475	6,548	-1.1%	7,338	6,884	6.6%	17,971	17,420	3.2%
9 AM - 9 30 AM	2,155	2,287	-5.8%	3,697	4,115	-10.2%	3,947	3,967	-0.5%	9,799	10,369	-5.5%
9.30 AM - 10 AM	1,092	1,126	-3.0%	1,849	2,328	-20.6%	2,565	2,840	-9.7%	5,506	6,294	-12.5%
AM PEAK TOTAL	16,433	16,321	0.7%	26,148	25,917	0.9%	32,834	31,592	3.9%	75,415	73,830	2.1%
OFF-PEAK INBOUND												
10 AM - 11 AM	1,029	827	24.4%	1,759	1,523	15.5%	2,567	2,732	-6.0%	5,355	5,082	5.4%
11 AM - 1 PM	1,239	1,236	0.2%	2,049	2,004	2.2%	2,800	2,798	0.1%	6,088	6,038	0.8%
1 PM - 4 PM	1,148	1,135	1.1%	1,825	1,766	3.3%	2,348	2,244	4.6%	5,321	5,145	3.4%
4 PM - 7 PM	1,314	1,532	-14.2%	2,856	3,211	-11.1%	4,322	4,687	-7.8%	8,492	9,430	-9.9%
7 PM - 10 PM	462	520	-11.2%	1,318	1,428	-7.7%	1,988	2,287	-13.1%	3,768	4,235	-11.0%
10 PM - 2 AM	212	279	-24.0%	375	393	-4.6%	483	588	-17.9%	1,070	1,260	-15.1%
OFF-PEAK INBOUND TOTAL	5,404	5,529	-2.3%	10,182	10,325	-1.4%	14,508	15,336	-5.4%	30,094	31,190	-3.5%
WEEKDAY INBOUND TOTAL	21,837	21,850	-0.1%	36,330	36,242	0.2%	47,342	46,928	0.9%	105,509	105,020	0.5%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year

- Additional New Haven Line inbound service

**Table 9
WEEKDAY OUTBOUND TRENDS BY TIME PERIOD (1)**

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change
PM PEAK OUTBOUND												
4 PM - 4:30 PM	839	960	-12.6%	1,177	1,042	13.0%	1,857	1,768	5.0% (2)	3,873	3,770	2.7%
4:30 PM - 5 PM	1,435	1,458	-1.6%	2,592	2,625	-1.3%	1,818	1,785	1.8% (2)	5,845	5,868	-0.4%
5 PM - 5:30 PM	2,788	2,851	-2.2%	3,413	3,288	3.8%	5,497	5,153	6.7%	11,698	11,292	3.6%
5:30 PM - 6 PM	3,442	3,335	3.2%	4,129	3,956	4.4%	6,264	5,995	4.5%	13,835	13,286	4.1%
6 PM - 6:30 PM	2,515	2,526	-0.4%	4,457	4,283	4.1%	5,260	5,444	-3.4%	12,232	12,253	-0.2%
6:30 PM - 7 PM	1,588	1,554	2.2%	3,098	3,232	-4.1%	3,292	3,387	-2.8%	7,978	8,173	-2.4%
7 PM - 7:30 PM	1,240	1,260	-1.6%	2,895	2,821	2.6%	2,732	2,916	-6.3%	6,867	6,997	-1.9%
7:30 PM - 8 PM	793	840	-5.6%	1,287	1,270	1.3%	1,630	1,669	-2.3%	3,710	3,779	-1.8%
PM PEAK TOTAL	14,640	14,784	-1.0%	23,048	22,517	2.4%	28,350	28,117	0.8%	66,038	65,418	0.9%
AM REVERSE PEAK/OFF-PEAK OUTBOUND												
5 AM - 9 AM (AM Reverse Peak)	696	638	9.1%	1,938	2,005	-3.3%	3,428	3,574	-4.1% (2)	6,062	6,217	-2.5%
9 AM - 10 AM	228	205	11.2%	476	465	2.4%	579	574	0.9%	1,283	1,244	3.1%
10 AM - 1 PM	752	678	10.9%	1,268	1,350	-6.1%	1,468	1,606	-8.6%	3,488	3,634	-4.0%
1 PM - 3 PM	1,045	1,148	-9.0%	1,829	1,807	1.2%	2,209	2,323	-4.9%	5,083	5,278	-3.7%
3 PM - 4 PM	1,165	906	28.6%	1,767	1,737	1.7%	1,779	2,009	-11.4%	4,711	4,652	1.3%
8 PM - 9 PM	835	851	-1.9%	2,005	2,122	-5.5%	2,840	3,027	-6.2%	5,680	6,000	-5.3%
9 PM - 10 PM	1,300	1,307	-0.5%	1,489	1,415	5.2%	2,118	2,181	-2.9%	4,907	4,903	0.1%
10 PM - 2 AM	1,314	1,230	6.8%	2,082	1,967	5.8%	2,962	2,931	1.1%	6,358	6,128	3.8%
OTHER OUTBOUND TOTAL	7,335	6,963	5.3%	12,854	12,868	-0.1%	17,383	18,225	-4.6%	37,572	38,056	-1.3%
WEEKDAY OUTBOUND TOTAL	21,975	21,747	1.0%	35,902	35,385	1.5%	45,733	46,342	-1.3%	103,610	103,474	0.1%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year

- Additional New Haven Line inbound and outbound service

Table 10
SATURDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change
SATURDAY INBOUND												
5 AM - 10 AM	1,509	1,247	21.0%	1,859	1,780	4.4%	2,551	2,503	1.9%	5,919	5,530	7.0%
10 AM - 1 PM	2,665	2,443	9.1%	3,261	3,100	5.2%	5,969	5,744	3.9%	11,895	11,287	5.4%
1 PM - 4 PM	1,892	1,826	3.6%	2,786	2,881	-3.3%	4,108	4,194	-2.1% (2)	8,786	8,901	-1.3%
4 PM - 7 PM	2,332	2,214	5.3%	3,018	3,163	-4.6%	3,931	3,585	9.7% (2)	9,281	8,962	3.6%
7 PM - 10 PM	1,418	1,553	-8.7%	2,260	2,491	-9.3%	2,666	2,870	-7.1% (2)	6,344	6,914	-8.2%
10 PM - 2 AM	630	665	-5.3%	1,049	1,111	-5.6%	1,270	1,411	-10.0% (2)	2,949	3,187	-7.5%
INBOUND TOTAL	10,446	9,948	5.0%	14,233	14,526	-2.0%	20,495	20,307	0.9%	45,174	44,781	0.9%
SATURDAY OUTBOUND												
5 AM - 10 AM	1,526	1,510	1.1%	1,473	1,502	-1.9%	1,651	1,741	-5.2%	4,650	4,753	-2.2%
10 AM - 1 PM	2,002	1,502	33.3%	1,966	2,001	-1.7%	2,736	2,696	1.5%	6,704	6,199	8.1%
1 PM - 4 PM	1,664	1,620	2.7%	2,327	2,338	-0.5%	3,187	3,299	-3.4% (2)	7,178	7,257	-1.1%
4 PM - 7 PM	2,510	2,252	11.5%	3,300	3,170	4.1%	5,276	4,946	6.7% (2)	11,086	10,368	6.9%
7 PM - 10 PM	1,787	1,829	-2.3%	2,300	2,248	2.3%	4,066	4,085	-0.5% (2)	8,153	8,162	-0.1%
10 PM - 2 AM	1,825	1,628	12.1%	2,794	2,783	0.4%	3,623	3,710	-2.3% (2)	8,242	8,121	1.5%
OUTBOUND TOTAL	11,314	10,341	9.4%	14,160	14,042	0.8%	20,539	20,477	0.3%	46,013	44,860	2.6%
SATURDAY TOTAL	21,760	20,289	7.3%	28,393	28,568	-0.6%	41,034	40,784	0.6%	91,187	89,641	1.7%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all trains

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year

- Additional Upper/Lower Harlem Line Weekend Thru Service

- Additional New Haven Line Inner/Outer Weekend Service

Table 11
SUNDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change	FALL '13	FALL '12	% Change
SUNDAY INBOUND												
5 AM - 10 AM	839	874	-4.0%	1,028	1,079	-4.7%	1,261	1,422	-11.3%	3,128	3,375	-7.3%
10 AM - 1 PM	1,858	1,959	-5.2%	2,744	2,650	3.5%	4,507	4,598	-2.0%	9,109	9,207	-1.1%
1 PM - 4 PM	1,627	1,582	2.8%	2,207	2,401	-8.1%	3,443	3,555	-3.2%	7,277	7,538	-3.5%
4 PM - 7 PM	2,061	1,749	17.8%	2,358	2,404	-1.9%	3,031	2,992	1.3%	7,450	7,145	4.3%
7 PM - 10 PM	1,402	1,274	10.0%	1,596	1,615	-1.2%	2,739	2,804	-2.3%	5,737	5,693	0.8%
10 PM - 2 AM	425	522	-18.6%	522	502	4.0%	896	853	5.0%	1,843	1,877	-1.8%
INBOUND TOTAL	8,212	7,960	3.2%	10,455	10,651	-1.8%	15,877	16,224	-2.1%	34,544	34,835	-0.8%
SUNDAY OUTBOUND												
5 AM - 10 AM	977	869	12.4%	1,009	939	7.5%	1,254	1,251	0.2%	3,240	3,059	5.9%
10 AM - 1 PM	1,493	1,496	-0.2%	1,689	1,834	-7.9%	2,537	2,591	-2.1%	5,719	5,921	-3.4%
1 PM - 4 PM	1,393	1,481	-5.9%	1,860	2,098	-11.3%	3,162	3,372	-6.2%	6,415	6,951	-7.7%
4 PM - 7 PM	2,134	2,214	-3.6%	2,684	2,766	-3.0%	4,616	4,772	-3.3%	9,434	9,752	-3.3%
7 PM - 10 PM	1,253	1,311	-4.4%	1,795	2,014	-10.9%	3,247	3,559	-8.8%	6,295	6,884	-8.6%
10 PM - 2 AM	606	621	-2.4%	798	841	-5.1%	1,181	1,161	1.7%	2,585	2,623	-1.4%
OUTBOUND TOTAL	7,856	7,992	-1.7%	9,835	10,492	-6.3%	15,997	16,706	-4.2%	33,688	35,190	-4.3%
SUNDAY TOTAL	16,068	15,952	0.7%	20,290	21,143	-4.0%	31,874	32,930	-3.2%	68,232	70,025	-2.6%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all trains

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year

- Additional Lower/Upper Harlem Weekend Service

- Additional Inner/Outer New Haven Line Weekend Service

Table 12
2013 SPECIAL EVENTS RIDERSHIP

<u>Description</u>	<u>Ridership</u> (1)	<u>Gross Revenue</u>
St. Patrick's Day	38,800 rides	\$ 368,600
July 4 th	8,300 rides	\$ 78,850
New York Marathon	8,700 rides	\$ 82,650
Yankee Stadium Non-Baseball Events:		
-Jay-Z/Justin Timberlake Concerts	5,700 rides	\$ 61,275
-Manchester City vs. Chelsea Soccer	4,000 rides	\$ 43,000
-Spain vs. Ireland Soccer	4,700 rides	\$ 50,525
-Pinstripe Bowl	5,000 rides	\$ 53,750
Thanksgiving Weekend	116,300 rides	\$1,104,850
New Year's Eve	31,500 rides	\$ 299,250
Total (January-December)	223,000 rides	\$2,142,750
Total Net Revenue (2)		\$1,645,550

(1) Reflects incremental change vs. normal Spring or Fall ridership levels.

(2) Reflects gross revenue minus operating expenses associated with each special event.

Table 13
2013 GETAWAYS PROGRAM RIDERSHIP

<u>Description</u>	<u>Ridership</u>	<u>Gross Revenue</u>
Dia:Beacon	29,742 rides	\$369,904
Empire City	30,446 rides	\$ 73,477
Rye Playland	15,778 rides	\$ 52,618
NY Auto Show	6,718 rides	\$ 51,083
Farm Fresh pkgs.	1,918 rides	\$ 16,070
<u>All Other</u>	<u>18,604 rides</u>	<u>\$134,700</u>
Combined Total	103,206 rides	\$697,852



Metro-North Railroad

STRATEGIC INVESTMENTS AND PLANNING STUDIES

STATUS UPDATE

March 2014



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Overview

This report provides an overview of active and recently completed investments in Metro-North's Capital Program and updates strategic investments and planning studies taking place at the railroad.

Significant Metro-North Developments in 2013

While 2013 should have been a time of celebration (it marked the railroad's 30th anniversary and the centennial of Grand Central), it was the most challenging year in the railroad's history.

On May 17, a New Haven Line train derailed and collided with a second train heading in the opposite direction along the Fairfield-Bridgeport border. There were no fatalities, but more than 60 people were injured.

On May 28, a Metro-North Foreman was doing maintenance on the tracks and was struck and killed by the 11:53 a.m. train out of New Haven, headed to Grand Central Terminal.

On July 4, Metro-North service was delayed due to a fire on a train in the Bronx, N.Y. There were no major injuries, but train service was delayed for several hours after the fire.

On July 18, a freight train derailment in the Bronx forced service on the Hudson line to be suspended. Ten of the freight train's 24 cars derailed around 8:40 p.m. between the Spuyten Duyvil and Riverdale stations. The train was moving garbage from New York City.

Starting on September 25, Metro-North customers and employees had to endure delays on the New Haven Line due to the failure of a Con-Ed electrical feeder line near Mount Vernon, N.Y. The resulting repairs disrupted New Haven Line service for 12 days.

And finally, a train derailed along the Hudson Line in the Bronx on December 1, 2013, causing four deaths and 63 injuries. These were the first passenger fatalities in Metro-North's history. All of Metro-North's staff were shaken and stunned by the loss of life, and the injuries to our customers and fellow employees.

Throughout all of these difficulties, Metro-North staff continued to rise to the occasion and put in long hours to surmount the problems. Metro-North has always been dedicated to the safety of our customers and staff and has increased efforts to ensure a safe environment on our lines.

In December 2013, the Federal Railroad Administration announced the launch of a 60-day comprehensive safety assessment of Metro-North. The review is looking at Metro-North compliance with federal regulations, safety-critical procedures and practices and the safety culture at Metro-North.

Metro-North has continued to work cooperatively with the FRA to identify and implement any further improvements to the safety of the operation, while cooperating fully with the National Transportation Safety Board on its investigation into the December 1 derailment as well.

As of February, 2014, Metro-North has completed the following actions as a response to recent events:

- Developed and installed signal system modifications at the Spuyten Duyvil curve, the site of the December 1st derailment, to enable the system to enforce the 30-mile-per-hour speed limit. The signal modification at Spuyten Duyvil was done simultaneously, and in coordination with, work to restore track, power and signal systems after the derailment.
- In addition, signal system modifications were completed in mid-January at Jenkins curve in Bridgeport, CT; the Port Chester curve on the New Haven Line; Yonkers on the Hudson Line; and, White Plains on the Harlem Line. Modifications were also made at Peck Bridge in Bridgeport, CT.
- Enhanced communication among train crew members to ensure trains are operated at safe speeds at the four remaining critical curves and five movable bridges in our network. Conductors stand with engineers at each train's control cab as they approach either a critical curve or a movable bridge to verbally confirm that speed limits are adhered to. Where the train layout prohibits the conductor from reaching the engineer in a locomotive, they communicate by radio.
- Surveyed all main line track locations that require a reduction of more than 20 miles per hour from the maximum authorized operating speed.
- Reduced speed limits at 33 locations in our services both East and West of the Hudson River, in order to eliminate all locations where the speed limit drops by more than 20 miles per hour.
- Posted speed limit signs at each critical curve location to remind engineers that a speed reduction is coming.
- Enhanced monitoring of compliance with speed restrictions. This monitoring is accomplished by reviewing the event data recorders from randomly selected trains, by sending supervisors to ride trains and observe speeds, and by radar gun enforcement at locations throughout our network. A program utilizing available technology has been implemented to provide for a more efficient process and the program is in a steady state.

Additionally, Metro-North continues to advance the following actions:

- Development of signal system modifications at four remaining movable bridges on the New Haven Line is underway. Implementation will be completed at the movable bridges as soon as possible but no later than September 2014.
- Two-thirds of Metro-North's operating fleet is equipped with "alerter" devices in the engineer's position to ensure that engineers remain responsive. The remaining one-third is equipped with a feature with the same goal, requiring an engineer to apply constant pressure to a hand or foot activated switch. If pressure is removed, the train comes to a stop. By the end of 2014, all older equipment without alerters will be either retrofitted to include them or replaced with new equipment that includes alerters.
- Metro-North and the Long Island Rail Road recently committed \$428 million for a contract to begin the installation of a Positive Train Control (PTC) system, which is regarded as the best signal system available for train control. At Governor Cuomo's direction, we are looking to accelerate our efforts to install PTC as expeditiously as possible. We are developing a plan for the installation of signal transponders along the New Haven Main Line for the enforcement of civil speed restrictions.
- Implementing the FRA's Confidential Close Call Reporting System, a measure that allows employees to anonymously report safety concerns without fear of reprisal, in order to identify potential problems before they can cause an accident or injury.
- Initiated a quarterly Safety Stand-Down program re-emphasizing to all employees that safety is the most important factor in railroad operations, and that all employees must operate and communicate effectively with safety as the ultimate goal. The next Safety Stand-Down is scheduled for March 27.

Performance Indicators

Despite these serious setbacks, Metro-North's annual East of Hudson ridership last year was the highest in our history, at 81.8 million, surpassing the previous East of Hudson record of 81.5 million rides that was set in 2008. This is an increase of 0.7% above calendar-adjusted 2012 levels. Combined ridership on the East and West of Hudson markets was 83.9 million.

In 2013, the Harlem Line was the fastest growing line with a 1.2% increase and carried 26.9 million riders.

The New Haven Line was up 0.5% and recorded its highest ridership ever in 2013 (carrying 39.0 million customers) an increase of more than 1 million annual rides since 2008, and 175,000 more than in 2012, the previous record year when the line carried approximately 38.8 million customers.

The Hudson Line grew 0.3% in 2013 and carried 15.9 million customers.

During the past year, commutation ridership grew 1.8%, reflecting the strengthening regional economy, while non-commutation ridership decreased 1% from the previous year, due to a variety of factors including weather and major service disruptions.

Metro-North rail ridership in the West of Hudson territory, including the Port Jervis and Pascack Valley lines, was down, falling 2.3% to 1,576,227 rides in 2013. Ridership on the Port Jervis Line fell 3.6% and ridership on the Pascack Valley Line was essentially unchanged from the previous year. While the ridership drop is not as pronounced as in previous years, it reflects a customer base that has been slow to recover since Hurricanes Sandy and Irene. West of Hudson ridership peaked in 2008 at almost 2.1 million.

SECTION I

1. ROLLING STOCK

Metro-North commits a significant amount of funding towards the revitalization of its fleet, purchasing new equipment and remanufacturing select cars, coaches and locomotives. As a result of these initiatives the condition of the fleet has improved significantly and the fleet size has expanded to meet ridership growth and increased service levels. As of mid-February 2014, Metro-North has an East of Hudson fleet of 86 M-2s; 140 M-3s; 50 M-4s; 40 M-6s; 336 M-7s and 300 M-8s. Metro-North also has 213 coaches (104 end door and 109 center door). Metro-North uses 31 Genesis, 12 Brookville and 12 switcher locomotives. Metro-North also owns 65 Comet V cars hauled by 8 F-40 locomotives and 7 GP-40 locomotives, which are operated by NJ Transit to support our West of Hudson service.

Ongoing:

Overhaul 31 Genesis Dual-Mode Locomotives* (\$43.1 M)

28 Genesis Locomotives have been overhauled and returned to service as of February, 2014. The scheduled completion for the project is the end of 2014.

- 2013 MDBF for the overhauled locomotives is 29,272, which is over its designed reliability goal of 25,000 miles

Purchase of 405 M-8 cars for New Haven Line Service* (\$320.5 M)

The purchase of M-8 cars will significantly improve performance. The procurement will enable retirement of the entire M-2, M-4 and M-6 fleets and provide capacity for projected growth including extension of direct inter-Connecticut service to Shoreline East.

- 380 cars to be delivered in pairs through 2014; 25 single unpowered cars in lieu of rebuilding M-4/M-6s for delivery in 2014
- As of mid-February 2014, 300 cars have been accepted and are in service
- The first 38 cars were built in Japan; the remaining 342 paired cars are being built in Lincoln, Nebraska
 - The delivery rate will increase gradually to an average of at least 12 cars per month in 2014
 - The first single car will be built in Japan, and the remaining 24 in Lincoln
- The M-8 fleet currently supports 70% of the New Haven Line EMU morning requirement
- As February 2014, on a weekly basis, 77.2% of the Main Line New Haven revenue trains are now covered by M-8's
 - 78.2% of weekday trains and 82.3% of weekend trains are covered by M-8s
- The M-8 cars have received overwhelmingly positive customer feedback.

* Projects jointly funded with the Connecticut Department of Transportation (CDOT)

GP-35 Locomotive Overhaul (\$11.0 M)

This overhaul will address a long-standing need to update and improve the performance of the GP-35 fleet, which was built in the 1960's, and avoid a fleet replacement in the next 10 years.

- Six GP-35 locomotives will be overhauled under this program
 - An additional Metro-North locomotive will be traded for a seventh overhauled GP-35 to provide a uniform fleet.
- Scope includes a complete overhaul and rewiring of the locomotives.
- This project was awarded to Brookville and kicked off in August 2013
- The first locomotive was sent to Brookville in September 2013

Upcoming:

M-3 Fleet Replacement (\$1.4 MM for M-9 Specifications in 2010-2014; 2015-2019 procurement budget underdevelopment)

Metro-North is considering the replacement of its 138 car M-3 fleet with funding in the 2015-2019 Capital Program. Metro-North has an option on the M-9 joint procurement with the LIRR; option can be exercised in September 2016. A combination of pairs and singles would be procured.

Metro-North contributed \$1.4 M to the \$2.8 M budget for M-9 Specification Development in the 2010-2014 Capital Program; specifications were completed in 2013.

BL-20 Overhaul (\$15.6 MM)

BL-20 Locomotives delivered in 2008 will be due for overhaul beginning in 2015

- Overhaul scope will be formulated
- Overhaul may occur in-house or be contracted to a 3rd party
- Three locomotives expected to be complete per year
- Program to be complete at the end of 2018

Genesis Overhaul (Budget TBD)

Locomotives overhauled when current program began in 2007 will be due for overhaul in 2015

- Overhaul scope will be formulated
- Overhaul will be performed in-house
- Three to four locomotives expected to be complete per year

2. STATIONS

Metro-North provides rail service on the Hudson, Harlem, New Haven, Port Jervis and Pascack Valley Lines to 121 stations system-wide (with 85 of those stations in New York State). Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system, but it is also important because stations are a gateway to Metro-North.

Investment focuses on component needs including platforms, canopies, staircases, elevators, communications, etc. Investments are prioritized to improve the customer experience as cost-effectively as feasible by addressing the most deficient components based upon asset inspection, condition assessments and structural engineering standards. Investment at these stations will have positive long-term impacts for Metro-North customers maintaining the station environment in a safe condition, reducing the potential from slip, trip and falls from water/ice on the platforms etc.

Station Enhancement Program

The Station Enhancement Program continued for the fourth year in 2013. The program provides a cyclical approach to address all station elements and reduce future ongoing maintenance costs. Work includes painting the structures, changing recycling bins (if needed), replacing damaged protective film on windows that prevent scratches from ruining the glass, cleaning the station right-of-way (track), repairing damaged edge boards, replacing concrete benches with more comfortable wire ones, fixing shelter heaters, installing energy-efficient lighting, and power washing all station exterior surfaces, windows and overpasses. Initially, two stations were used as a trial; one small, Southeast, and one large, White Plains. Due to the success of the new approach, in 2011, the program was expanded to more stations.

The 2013 Enhancement Program consisted of 7 stations (with a primary focus on the Harlem Line):

- Crestwood (including the exterior of the original station building). Platform pole lighting was installed in 2013 through a mentoring project using operating funds.
- North White Plains (excluding the overpass floor). Platform pole lighting was installed for both these stations this year through a mentoring project using operating funds.
- Valhalla
- Hawthorne
- Pleasantville
- Sloatsburg. The painting of warning strip and guard rails has been completed and only the installation of new glass in the shelter remains.
- Mt. Pleasant. Painting of warning strip and guard rails and the replacement of directional signs.

For 2014, Metro-North will continue the program at Scarsdale, Hartsdale, Goldens Bridge, Purdy's, Croton Falls and Brewster and likely one West of Hudson station.

Harlem Line

Ongoing / Future:

- **Fordham: (\$13.0 M)**
 - This project will increase safety and enhance pedestrian conditions on and access to the northbound platform, including widening of the existing platform as well as the staircase from the station building to the platform using property acquired from Fordham University. In addition to widening the platform, improvements will be made to both the northbound and southbound platforms including rehabilitation of stairs, new elevator cab and controller replacements, new lighting, public address system, signage, tactile warning surface, information monitors and passenger amenities. This project is funded in part by a Federal Jobs Access Reverse Commute Grant (JARC). Design is complete and the construction contract has been signed. The contractor is currently mobilizing and site work is expected to begin in Spring 2014.

- **North White Plains: (\$41.8 M)**
 - Metro-North completed the 30% preliminary design for the design-build of a 500-space parking garage to Gannett Fleming in the 3rd quarter of 2012. This new structure will provide a net of approximately 400 new parking spaces at North White Plains. The design-build was advertised resulting with the selection of Prismatic Development Corp. as the winning design-build team. The contract was awarded on September 19, 2013 and completion is scheduled for May 2015. Work is underway to complete the project design. Initial construction work to rehabilitate the south parking lot is underway. Demolition of the existing garage is scheduled for early 2014. An RFP for a third party construction management consultant was advertised. Proposals were reviewed and award was issued to URS Corp. on May 30, 2013.

- **Harlem Line Stations Project (\$28.9 M)**
 - This project begins a phased renewal of station components on the Harlem Line. This project will address those elements that have outlived their expected useful life and shown deterioration that must be addressed to enhance Metro-North's improved customer service. Design is currently underway and construction is expected to begin in 2015
 - **Williams Bridge, Woodlawn, Botanical Gardens**
 - Rehabilitate existing concrete platform and canopy structure
 - Extend canopies as appropriate
 - Rehabilitate stairways and ramps
 - Install new elevators as required
 - Improve lighting
 - Repair and/or add new platform shelters
 - Paint
 - Improve the inbound plaza at Botanical Gardens
 - Design Only Portion (Construction will be funded in the 2015-2019 Capital Program)
 - **Mt. Vernon West, Wakefield, Fleetwood, Tuckahoe, Bronxville**
 - Rehabilitate existing concrete platforms
 - Rehabilitate canopy and gap fill/extensions
 - Rehabilitate overpass staircases

Hudson Line

Ongoing / Future:

- **Tarrytown (\$1.6 M)**
 - Design and construction of traffic improvements to improve safety and limit congestion around the station building and station access points. The traffic improvements will be performed along with employee parking improvements.

Completed:

- **Croton-Harmon and Peekskill Stations: (\$15.0 M)**
 - Croton-Harmon: The complete roof replacement of North Overpass and Staircases; replacement of the overpass support column covers and exterior painting; exterior painting of the South Overpass and Staircases; platform improvements including canopy extensions, new lighting, public address and VMS signage are complete.

In addition, new lighting fixtures, new ceiling tiles, new wall panels, new ticket office panels, new concession stand panels, and new floor tiles, bathroom upgrades will be undertaken in the north overpass. Work is expected to be complete by mid-2016.

- Peekskill, all the work has been completed including platform reconstruction for the southern half of inbound platform edge repair (west edge and east edge) and platform extension, and platform reconstruction for the inbound platform edge repair, northern half (east edge) .

New Haven Line (NYS Portion)

Ongoing/Future

- **Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison**
 - The purpose of this project is to rehabilitate critical deteriorated station elements at Mount Vernon East, Pelham, Larchmont, Mamaroneck and Harrison including platform superstructure, overpass/underpass, canopies, stairs, ramps, benches and platform amenities. Rehabilitation work at Larchmont and Mamaroneck is being funded in part by a Federal Jobs/ Access Reverse Commute Grant (JARC). Construction is anticipated to be complete by mid-2014.

Parking Operations

Completed:

- The Parking Operations & Station Amenities Unit and Metro-North's Parking Operator, LAZ Parking, have implemented a new program to use unoccupied permit spaces for daily parking after the A.M. peak which is currently in effect at both the Goldens Bridge and Beacon Train Stations. Plans to add this program to other stations are underway.
- Parking fee modification took effect in September 2013 with fees increasing by 5.1% annually. Metro-North will see an increase of approximately \$200,000 per year based on this increase.

3. CUSTOMER COMMUNICATIONS IMPROVEMENTS

Metro-North continues to focus on improving its ability to communicate timely information to our customers during normal operations and disruptions. There are a number of initiatives underway that will improve the reliability of the delivery of information to our customers, expand the information we can provide and expand the methods upon which we can deliver information.

Metro-North established a "model station" program to provide "real-time" information to our customers. Our initial pilot was at White Plains and has been expanded to Harlem-125th Street, Yankees-153rd Street, Fordham and Larchmont. Croton Harmon and Poughkeepsie are the most recent stations to receive Model Station technology. At each of these stations we utilize platform LED signage (originally installed for ADA) to inform our customers about the next three departures (with track assignment), status of the next train (On-time, Arrived and stops on arriving train). In addition, we provide strategically placed LCD screens that provide information on the next twelve trains. This model has been a great success and received positive feedback from our customers.

We are also pursuing a series of initiatives:

- The Passenger Station Public Address (PA) Central Control located at GCT was upgraded and will extend the life of the system by 3-5 years. A new effort is now underway to replace the PA central controls within that timeframe.
- On the newly installed Dioramas in GCT, Metro-North's Customer Service Department has used the four signs to display service information and customer messaging in the instance of major disruptions.
- Real time LCD monitors using a cellular feed were installed in 2013 at Rye, Mount Vernon West, Crestwood and Scarsdale. These stations join Tarrytown, North White Plains and New Rochelle. These monitors provide status on the next nine (9) trains to our customers. A pilot program has been approved to expand to additional stations through 2019. Monitors will be added to roughly ten (10) New York stations per year.
- Metro-North installed nine (9) SAID (Station Advisory Information Displays) monitors in GCT. This was done in conjunction with NYC Transit. Additional monitors were placed at Harlem-125th St and Yankees - East 153rd St. stations. These monitors provide customers with real time service information for subways. The information that is provided is similar to the service status on the MTA website.

Metro-North also provides web and text alerts with real-time information from Train Time (a Metro-North-designed system) via computer or Smart Phones. Information includes train departure times, along with destination, track assignment and real-time status for the next 12 trains at a station. Information is also available through CooCoo. Metro-North utilizes alternatives expanding access to provide real time service information about disruptions including Twitter and Facebook.

Metro-North continues to enhance the way we communicate with our customers through the Customer Communications Center (CCC). The facility manages the preparation and distribution of all real-time customer communications including PA operations, electronic station signage, Train Time, email notifications, social media and service status notification. The CCC gives Metro-North the ability to provide accurate, timely and consistent information to all customers regardless of the final delivery source (email, social media, web, etc.). Metro-North released a new GCT App for Smart Phones earlier this year. The application provides information about GCT and also real time train information and schedules. Metro-North Train Time App for Smart Phones was released at the end of 2013 that provides real time train, station, fares, schedule, special service notices and other information.

4. STRATEGIC PARKING INVESTMENTS, TRANSIT ORIENTED DEVELOPMENT (TOD) AND CORPORATE DEVELOPMENT

Initiatives encompass strategic transportation hub development with the objective of significantly expanding parking and improving station access throughout the Metro-North territory. Program work includes major station improvements such as new and/or expanded station facilities, new intermodal facilities to provide for connections with taxis, bus, ferries, and major interchange access improvements from interstate highways/ major roadways.

To achieve long-term goals, Metro-North is leading plans for integrated station plans with mixed uses -- such as housing, retail, and office -- in a sustainable, station-centered Transit Oriented Development (TOD) program. Projects are contingent on multi-party funding requirements and availability, environmental approvals, community support and phased implementations which are necessary to advance selected projects.

TRANSIT ORIENTED DEVELOPMENT

Through our Business Development Unit major investments are also leveraged for Metro-North through unique public/private partnerships described below.

Harrison TOD:

- As a result of Metro-North issuing a TOD RFP, AvalonBay was selected as the developer and has proposed a mixed use development with a new parking garage, residential apartments and commercial space at no cost to Metro North.
- An exclusivity agreement was executed with AvalonBay in December 2012. Metro North is currently negotiating a Joint Development Agreement with the Developer and once finalized will be submitted for approval to the MTA Board and Town/Village of Harrison.

Poughkeepsie TOD:

- A joint TOD effort with Dutchess County, Metro-North and the City of Poughkeepsie is being advanced with local stakeholders
 - Conceptual planning and alternatives analysis was undertaken in 2013 coordinating with information derived from past studies.
 - Ongoing strategy, outreach zoning approval and a multi-party MOU will set the stage for MNR to issue a TOD Request for Expressions of Interest by end of 2014.
- Metro North (with MTA Real Estate) is also working through a broker to attract a suitable tenant to replace the current concessionaire at the Station building.

Mount Vernon East TOD:

- Metro-North's Mount Vernon East Station area is under review for transit oriented development through a partnership between Metro-North and the City of Mount Vernon. A number of studies have been completed to date and an MOU is envisioned for the second half of 2014.

- The next step is to undertake a TOD concept plan. Toward this goal, NYS Department of State approved a Brownfield Opportunity Area (BOA) grant to develop a concept plan.

Station Net Leasing Program

Ongoing / Future:

To reduce railroad operations costs for station buildings and increase revenue system-wide efforts are advancing to net lease stations in conjunction with MTA Real Estate and its broker Royal Properties.

- **Port Chester**
 - Station leased and tenant (Heartland Brewery) installing new roof and repointing the building. Anticipated completion of tenant work mid-March 2014. Lease is for 20 years with a 5 year option.
- **Peekskill**
 - RFP was issued and negotiating a lease with future tenant
- **Tarrytown**
 - Anticipate issuance of new RFP 1st Quarter 2014
- **Poughkeepsie**
 - Brokers are continuing marketing efforts for a new tenant.
- **Crestwood**
 - Continues to be marketed by Metro-North's broker. RFP expected to be issued 1st quarter 2014.
- **Bedford Hills**
 - Discussions ongoing with the Town to purchase the building
- **Ardsley**
 - Preparing environmental review documents for long-term lease of the building

Parking Investments – New York

- New Garage at North White Plains is currently under construction. This new garage replaces the current garage for a total capacity of 500 spaces (a net increase of approximately 400 parking spaces.) Garage will include electric charging stations for electric vehicles and a new "kiss-n-ride" intermodal area at the entrance to the station.
- Discussions continue with the Town of Southeast to expand parking at Southeast Station.
- Negotiations are underway with the Town of North Salem, NYSDOT and NYCDEP (land owner) to enter in a MOU for a future parking garage at Purdy's Station.
- Initial review of feasibility of expanding Poughkeepsie Station garage has been tied to concurrent TOD planning efforts.

Parking Investments – Connecticut

(CDOT Funded and Managed)

- **Stratford:** Town project suspended and CDOT is completing redesign of westbound parking lot with an additional 120 spaces. Construction anticipated to start Spring 2014 with completion Fall 2014.
- **West Haven:** Station constructed with approximately 660 surface spaces. Construction began in October 2010 and was completed in 2013.
- **New Haven:**
 - A recently-released (TOD) study recommended moving the proposed garage to the east side of the station with 670 -800 parking spaces and ground level retail space. Discussions between the City and CDOT are ongoing concerning final plan.
 - Surface parking with approximately 600 spaces at the site of the former New Haven Coliseum is still available to the public. CDOT continues to operate shuttle service to Union Station serving this lot and the Temple Street garage.

CORPORATE DEVELOPMENT (leveraged investments)

GCT Wireless

- **Cellular Service in GCT and Park Avenue Tunnel**

Construction is underway for a wireless cellular commercial network, a security/safety network service in Grand Central and the Park Avenue Tunnel through a consortium of the four major cellular carriers. The carriers are constructing the project at no cost to Metro-North. The project includes WiFi, improved cellular coverage and a stand-alone emergency communications network for Metro-North and the MTA. The total value of license fees and leveraged increments to Metro-North over the 20-year term of the contract is approximately \$20.4m. Construction commenced in early 2013 and will be completed by 2015.

Advertising Levered Investments:

- Metro-North is working with its advertising licensee, CBS Outdoor, to advance new revenue-generating initiatives, at no expense to Metro-North.
- Metro-North leveraged a CBS investment into the dioramas located on the Main Concourse of GCT. These were converted from static ad displays in 2011 to digital screens. The advertising revenues for the GCT digital dioramas in 2012 were almost double the static dioramas generated in 2011 and are expected to increase by more than 8% over the 2012 figure by year end 2013.
- The screens also have Metro-North emergency over-ride capabilities, providing another method of communications to customers during emergencies, such as “Superstorm Sandy”. In addition Metro-North is exploring conversion of phone banks in GCT to back lit/digital screens.
- Total Metro-North advertising revenues in 2013 are expected to reach approximately \$14M. The digital displays in the Terminal are expected to further increase revenue in 2014.

GCT Retail: Vanderbilt Hall and JLL Graybar Passageway Redevelopment

- The redevelopment of the Graybar Passageway is being studied. This would include retail enhancements and possibly expanded space for a select retail store that could be marketed at higher rent.
- Repurposing Vanderbilt Hall: The Vanderbilt Hall Café RFP was issued in 2012. Utilizing half of the hall, the RFP identification of a restaurant with a unique design is in hand and under final negotiation. An award is expected 1st Qtr. 2014 with an opening in 2015.

5. SHOPS AND YARDS INVESTMENTS

Harmon Shop and Yard Rehabilitation

Metro-North, as part of the significant reconstruction and modernization of the Croton-Harmon Shop, completed the construction of Coach and Locomotive Shops in 2009 complementing previous improvements to yards and servicing facilities. These initial shops and yard investments have enabled Metro-North to better maintain and improve performance of our rolling stock fleet. Availability has increased and operating budget savings have been recognized.

- **Priority Repairs / Consist Maintenance Facility (\$290.0 M)** Priority repairs to the Harmon Main Shop were completed during the 2nd quarter of 2013. Preliminary design and pre-demolition is underway with completion scheduled for April 2014 for the Consist Track Facility (Stage 1 of the replacement of the Harmon Main Shop). Design-Build of the Consist Maintenance Facility (Stage I) is also funded in the 2010-2014 Capital Program and is scheduled to commence construction during the third quarter of 2014. The preliminary design of Stage 2 of the project (running repair and support functions) will be conducted concurrent with Stage 1 construction. Stage 2 construction will be funded in the 2015-2019 Capital Program.

New Haven Line (funded and managed by CDOT)

- **New Haven Rail Yard**

The total revised cost of the New Haven Rail Yard Facilities Improvement program is \$1.16 billion, of which \$418.8 M (Tier 1) is currently funded:

- Renovations to the existing Electrical Multiple Unit (EMU) and the Critical System Replacement (CSR) Shops are complete. These renovations were needed to meet the current State building code, improve the working environment in the shops and offices, enhance safety, and extend the life of the buildings **(\$7.4 M)**.
 - The Component Change Out Shop (CCO) project is under construction and completion is anticipated in the 1st Quarter **2015**. The new facility will provide the main shop and office complex for the New Haven Rail Yard. This work is ongoing with the design for the Central Distribution Warehouse, which will be built adjacent to and concurrently with the CCO **(\$220.7 M)**.
 - A revised New Haven Rail Yard Master Plan effort was completed for a 2013 build out and long-term plan. Projects will include a 2-track 10-car consist maintenance facility (Service and Inspection Shop) for the M-8 fleet, West end yard, Car wash, M of W facility etc.
- **East Bridgeport Yard** Construction is complete. Total car spots were increased from 63 to 83; including space for the storage of 56 electric railcars and 27 diesel cars. **(\$48.8 M)**

Brewster Roof Replacement (\$2.8 M)

- This project included repair and replacement of the roof of the Brewster Main Shop (Building #7). Various skylights were installed as well to incorporate natural light into the shop environment reducing illumination requirements. This project was completed in 2013.

North White Plains Roofs Replacements (\$5.1 M)

- This project includes the replacement of the roofs on the Maintenance of Way (MoW) and Maintenance of Equipment (MoE) facilities at North White Plains and the installation of protective netting in the Harmon Building #6 Main Shop. Construction contract was awarded in December 2013 and work will begin in March 2014. The contract duration is 12 months.

Port Jervis Yard Expansion (\$8.0 M)

- Design of this project is complete.
 - A decision to proceed with this project is linked to ongoing planning for a new midpoint yard.

6. MAINTENANCE OF WAY INVESTMENTS

Ongoing:

Signal, Communications, Power and Track and Structures Improvements

Signal System Replacement (\$37.1 M)

*New Haven Line:**

- Replacement of outmoded outlying signal system on the New Haven Line from Woodlawn, NY to Riverside, Connecticut is underway.
 - The pre-wired signal house contract was awarded and commenced in August 2009. All signal locations and equipment have been delivered and set on Metro-North property. Starting the first quarter of 2014 the system will be cut-into service in a sequence of 8 stages to Riverside.
 - CDOT has identified additional funding for design of system on the New Haven Line in Connecticut. The date for the 30% design was changed from January 2014 to February 20, 2014, due to the addition of CP-241 to section 1 package.
 - Danbury signal is finished but Metro-North is still working with Alstom to resolve issues with grade crossings.

Positive Train Control (PTC) * (\$ 422.4 M)

Positive Train Control System (PTC) is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks and must be fully implemented by December 31, 2015.

- Metro-North has acquired a portion of the radio spectrum needed for Manhattan, Bronx, Westchester, Putnam and Rockland Counties. Radio spectrum procurement for Dutchess, Orange, Fairfield and New Haven Counties continues.
- After completing functional designs, contract specifications and drawings were put together for obtaining a PTC Systems Integrator. In April 2012, Metro-North jointly with LIRR had issued an RFP to procure a Systems Integrator to detail design and furnish all PTC Wayside, Communications, Office and Onboard systems and subsystems. Bombardier/Siemens was awarded the contract after MTA Board approval in November 2013. LIRR and Metro-North have been in discussions with the Bombardier/Siemens team on ways to accelerate the project.
- PHW Inc. onboard ATC and PTC system design and furnish contract for 31 P32 locos and 33 cab cars is ongoing. Three P32 locomotive and two cab car installations have been completed.

* Projects jointly funded with the Connecticut Department of Transportation (CDOT)

West of Hudson Signal Improvements (\$67.6 M)

This project includes installation of a new Cab Signal system replacing the existing older wayside signal system for the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9). This initiative will enhance the level of safety on the line, provide for more reliable service and provide additional capacity. Third party contracts for Cable Installation and Pre-wired Signal houses have been awarded.

- Cable Installation contractor has completed installation of cable, snow melter equipment, signals, foundations for signal huts, communications houses, new electric services and backup generator equipment in Segments 1 & 2 (MP 31.3 to MP 63.4).
- MNR forces continue to support the contractor in marking buried railroad equipment and installing new Insulated Joints.
- Pre-wired Signal contractor completed equipment and bungalow designs for pre-wired signal huts for Segments 1 & 2. Factory acceptance testing of Segment 1 pre-wired houses is expected to begin in 1Q of 2014.

Harlem and Hudson Power Improvements (\$58.0 M)

This project includes various improvements to the DC traction power supply system on the Hudson and Harlem lines required to operate 10 car M-7 trains on the Upper Harlem Line, to improve reliability and add capacity to the traction power systems to accommodate increasing loads, to improve acceleration to maintain train schedules, and to add redundancy/reliability in the Park Avenue Tunnel.

- Design for the 86th and 110th Street substations, were completed with a construction award in December 2013 to Tap Electrical. Phasing of activities is to complete the negative reactor relocation at 110th street prior to work at the 86th Street Substation. Property surveys and real estate acquisition is underway at Claremont Parkway in the Bronx.
- Design work and necessary real estate acquisition has been completed at seven of the ten locations proposed for the Harlem Line outside of New York City. Real estate acquisition is underway at the other three sites. Of these sites, Brewster Substation Design is being finalized into a 100% design and specification(s) for a bid during the second quarter of 2014.
- A program to upgrade existing DC Substations with larger circuit breakers and new protection and control systems began under previous capital program at 15 sites. To date 13 sites have been completed. This will continue at an additional 18 sites. Construction started in mid-2012.

New Haven Line Traction Power Improvements (New York State) (\$32.8 M)

The Traction Power supply station at Mt Vernon NY (Bridge 23) is being replaced with a new facility for improved reliability and additional capacity. New York Power Authority is implementing this project as a turnkey design-build. Work is ongoing with major equipment fabrication with completion in the 3rd Quarter 2015.

Structures Improvements

Harlem Line Capacity Improvements (\$29.9 M)

Metro-North completed a capacity study of the Bronx segment of the railroad. Based on that study, Metro-North is proceeding with the construction a new interlocking located between Fordham and Botanical Garden Stations (CP 109) to improve capacity and reliability in this key segment of the railroad. Purchase of materials is ongoing; construction is underway and will be completed in 2014.

Undergrade Bridge Program: (\$36.5 M)

- The superstructure replacement of Bridge HU 32.81-Track 4 is close to completion. The work involves the demolition of the existing 400 foot long superstructure steel and the installation of new superstructure steel, bearings and concrete pedestals carrying Track 4 over the Croton River (Contract value \$4.27M).
- Painting of select undergrade bridges located on the Hudson, Harlem and the New Haven Lines: Four of the five bridges included in this contract were painted: HA 36.14, NH 25.54, HA 13.30 and HA 71.30 (Contract value \$700K).

Otisville Tunnel Renewal (\$3.7 M)

- The repairs to the mile long Otisville Tunnel were completed in October 2013. The repairs included: Rock scaling, power washing and steel fiber reinforced shotcreting in a 1,020 foot long portion of the tunnel. Additionally, strip drains and PVC rock drains will be installed to enable water to drain freely from the rock.

Overhead Bridge Program East of Hudson (\$19.5M)

- The construction of the Bridge Street Bridge, located at MP HU 65.18 of the Hudson Line commenced in 2013. The construction of the new bridge substructure was completed before the winter shut down period commencing in December 2013. Work will resume in the spring of 2014 (Contract value \$3.6M, 80% funded by NYSDOT).

Undergrade Bridge Program-West of Hudson: (\$9.1M)

- The repairs to the culvert located at MP JS 51.00 will commence in 2014. A 20 foot long section of the culvert has been sheared off at its outlet. The repairs will include: Construction of new headwall and wingwalls, grouting of the cracks, and slope stabilization at the steep outlet.

Park Avenue Tunnel Rehabilitation and Priority Repairs in the Grand Central Terminal Train Shed (\$5.0 M)

- The rehabilitation of the tunnel and portions of the train shed was awarded in July 2012 and is anticipated to be completed on schedule, early in 2014. Work included masonry and steel repairs within the tunnel and steel repairs at several locations within the train shed.

New Haven Line Improvements (Connecticut)

Danbury Line Signalization CTC Project (funded and managed by CDOT) (\$67.2 M)

CDOT and Metro-North completed the effort to signalize the entire branch with Traffic Control System (TCS) and cab signals in 2013. Key elements of this project included installing new signal enclosures and equipment at several locations, constructing two signal power substations and plowing in cable.

New Haven Line Traction Power Investments (Connecticut)

(Funded and managed by CDOT, except where noted)

Metro-North and CDOT are working to expedite the remaining catenary work. The following work remains:

- Ongoing:
 - Phase A – Catenary C1B (CP248-CP255). in mid-2014. This includes three consecutive long term two track outages.
 - Catenary Section C1A (CP241-CP248) and Catenary Section C2 (CP256-CP261) This work will be combined as one contract utilizing single track outages. Work will commence 3rd Quarter 2014.

Supply Substation 1086:

- Work by United Illuminating Company (UI) to construct interconnect facilities at the site including high voltage cables, disconnects, circuit breakers and a control house was completed in November 2011.
- CDOT contractor has installed step down transformers, circuit breakers, control house, harmonic filter system and associated structures and cables, etc.
- Current projected in service date is 1st Quarter 2014.

Other Power Improvements:

Metro-North is working with CDOT to replace all four transformers at the Cos Cob Supply yard with new units. The existing equipment is 40 years old, the replacement will also allow for the removal of ancillary transformers and open bus located in an adjoining switching yard. Two of the units were completed in the Fall 2013. The remaining two units were delayed due to work related to the Bridge 23/Con Ed issue. Metro-North now expects that this will be completed by the end of the 1st Quarter 2014.

West of Hudson Track and Structures Improvements

Port Jervis Line (\$14.3 M)

- Repairs to the Woodbury Viaduct commenced in February 2013. Repairs included foundations, bearing replacement and reinforcement of corroded steel at portions of the superstructure. Work is anticipated to be completed in the second quarter of 2014.

Metro-North Small Business Mentoring Program

The MTA and its operating agencies, as part of a statewide initiative, are currently participating in a Mentoring Program that seeks to assist small businesses to develop tools, experience and credit-worthiness to succeed in bidding for and being awarded and completing larger public works projects in the future.

In the first year of the Mentoring Program (July 15, 2010 – July 14, 2011), Metro-North had a goal of \$1.0M of projects to be awarded to Small Businesses. At the end of the period two projects were awarded for a total of \$1.30M. The following completed projects were included:

- Port Jervis Station Improvements- Phase I (**\$0.7 M**)
- Poughkeepsie Station Rehabilitation - Commuter Facility Improvements (**\$0.6 M**)

In the second year of the program, three additional projects with a combined total of approximately \$1.29 million are included. The projects are:

- Park Avenue Tunnel Renewal: Emergency exit repairs at 59th and 86th Streets (**\$0.195 M**). This project was awarded in December 2011 and all work was declared substantially complete in September 2012.
- New Haven Line Stations project: Mamaroneck and Harrison - Remove and replace existing platform guard rails (**\$0.781 M**)
- New Haven Line Stations project: Mt Vernon East, Pelham, and New Rochelle - Remove and replace existing platform guard rails (**\$0.313M**)

In the third year of the program, three additional projects with a combined total (including change orders) of approximately \$1.75 million were included. The projects are:

- Hartsdale Station Roof Renewal: (**.423M**)
- New Haven Line Station Improvements, Pelham-New Rochelle Guardrails & Pelham Bike Slab (**.833M**)
- New Haven Line Station Improvements, Larchmont Guardrails (**.497M**)

7. SERVICE and ACCESS IMPROVEMENTS AND CONNECTING SERVICES

Metro-North expanded service on the Hudson and Harlem Lines in the spring of 2013.

In April 2013:

- **Hudson Line** Service Investments included several new weekday, Saturday, and Sunday trains for a total of approximately 70 new trains each week. With this new service, the following service goals were accomplished:
 - Restructure off-peak and weekend service pattern similar to Harlem/New Haven lines
 - Additional stops on semi-express trains at Irvington, Riverdale & Spuyten Duyvil stations
 - Splitting most remaining Poughkeepsie trains so that most off-peak/weekend Upper Hudson trains will make Lower Hudson stops at Croton-Harmon, Ossining, and Tarrytown, before running express to Grand Central, thereby saving customers 8-10 minutes of travel time
 - A new early AM weekday departure from GCT that provides customers a Poughkeepsie arrival time of about 8 am
 - Alter the schedules that will permit convenient connections at Croton-Harmon between upper Hudson trains and lower Hudson all-stops locals
- **Hudson Rail Link:**
Instituted half-hourly off-peak Hudson Rail Link bus service at Spuyten Duyvil and Riverdale in conjunction with expanded Hudson Line off peak train service.
- **Harlem Line:** Service improvements included new weekday and Sunday trains, which implemented:
 - Weekday mid-day half-hourly service between Southeast and GCT at key travel times
 - Additional Sunday half-hourly service between North White Plains and GCT.

Access improvements and connecting services program

New York State

Bronx County

Current: The Hudson Rail Link (HRL) for calendar year 2013 (through December) averaged 1,374 daily rides, a decrease of 2% compared to 2012.

Metro-North placed three new buses in service in December.

Future: For 2014, Metro-North plans to purchase one new bus as part of a cyclical replacement program. Plans call for the purchase of two new buses each in 2015 and 2016.

Metro-North will continue to monitor HRL service and make any necessary adjustments to accommodate ridership demand.

Westchester County

Current: WCDOT bus/Metro-North rail coordination continues to provide station access and egress for both regular feeder services for commuters working in the city, and on distributor services getting workers to suburban employment sites. Regular Bee Line buses and feeder services provide approximately 4,500 rides to Metro-North stations, while 741 daily rides are provided on six distributor services (WCDOT Shuttles) serving White Plains station. This ridership level is consistent with 2011 figures. Metro-North continues to coordinate with WCDOT on service-related issues and emergency situations that may arise requiring rail/bus coordination.

Putnam County

Current: Ridership on the Mahopac - Croton Falls Shuttle through December 2013 was 54 daily rides, an increase of 12 % versus 2012. Metro-North will work with NYSDOT to promote the use of the new Park & Ride facility on Rt. 6 in Mahopac.

Dutchess County

Current: Dutchess County LOOP service provides access to Beacon, New Hamburg and Poughkeepsie stations. Through December 2013, ridership for the three stations averaged 75 daily rides, a 7 % decrease from 2012. Additionally, Metro-North is working with Dutchess County to promote their new Route 'G' circulator, which serves Beacon station and the surrounding community and launched November 24, 2012.

The Ulster – Poughkeepsie LINK shuttle, offering access to Poughkeepsie station from Ulster County, operates seven days a week, except major holidays. Three strategically-located Park & Ride lots are in Rosendale, New Paltz and 9W/Highland. In 2013 total weekday ridership continued to increase; through November, average weekday ridership is 196 rides. Average weekend ridership is 122 rides. These numbers represent total LINK ridership; approximately 35% of these customers transfer to Metro-North at Poughkeepsie.

Future: Metro-North will work with Dutchess County, Ulster County and NYSDOT to monitor and promote these services to increase ridership.

Rockland County

Current: The Tappan Zee Express (TZX) service averaged 841 weekday rides through Mid-Year 2013 (Metro-North share, only) a 8% decrease compared to 2012. Saturday TZX ridership averaged 255, a 4.0% decrease over 2012.

The Haverstraw-Ossining Ferry averaged 505 daily rides through November 2013, a 2.4% increase from 2012.

Funding: The ferry service is fully funded through a mix of federal monies provided by the State (NYSDOT) and MNR federally-allocated monies of approximately \$7M. Metro-North and NYSDOT have finalized a two-year funding plan to keep the ferry service operating through December 2014.

Future: The Haverstraw ferry dock, in service for over 11 years, is past its useful life and showing signs of deterioration. A project to reconstruct the dock was initiated in the late summer; final conceptual design has been approved and environmental reviews are underway. Construction on the new Haverstraw dock facility should commence in 2014 pending finalization of funding from NYSDOT

In addition, the Haverstraw parking lot and shoreline area sustained considerable damage during Hurricane Sandy. Repairs to this damage were completed in November, 2013.

Metro-North will work with WCDOT and Rockland County during construction of the new Tappan Zee Bridge in the event that adjustments of or enhancements to the ferry service are required.

Orange County

Current: Through December 2013, the Newburgh-Beacon Ferry averaged 266 daily rides, a decrease of 17% over 2012. This decrease can be attributed to the two-week winter shutdown of the ferry due to ice conditions on the Hudson River, stagnant ridership growth in the Mid-Hudson Valley, and increased competition from CoachUSA buses which charges lower fares and has recently increased service.

Funding: Metro-North and NYSDOT have finalized a two-year funding plan to keep the ferry service operating through December 2014.

The Newburgh-Beacon Shuttle provides station access between Orange County and Beacon station serving Stewart Airport and Route 17K Park & Ride in Newburgh. Weekday shuttle ridership averaged 159 through December 2013, a 2% increase compared to 2012.

Connecticut

Current: Through December 2013, the average daily ridership on the three Harlem Line shuttles operated by HARTransit has held steady since 2011: Ridgefield-Katonah: 214; New Fairfield-Southeast: 47; and Danbury-Brewster: 308 .

Metro-North has been working with HARTransit to address overcrowding on some runs on the Ridgefield-Katonah shuttle. Schedule and routing adjustments have been made to accommodate the use of a bigger bus to serve certain trips. Metro-North and HARTransit will continue to monitor this situation and make adjustments as needed.

Future: Metro-North continues to work with NYSDOT and HARTransit to promote the connecting bus service from New Fairfield to the Southeast Station. Further, Metro-North will continue to work with HARTransit, NYSDOT and CDOT to expand the parking availability on the Ridgefield-Katonah service in Ridgefield, CT and South Salem, NY, where the lots are currently at capacity.

SECTION II

LONG-RANGE PROJECTS

This section updates the status of the September 2011 report on long-range projects being undertaken by Metro-North. These projects will contribute to the expansion of mass transportation service for residents and open opportunities for jobs and services within the region.

Penn Station Access

Background: Metro-North is preparing an Environmental Assessment for the provision of service from the Hudson and New Haven Lines directly to Penn Station New York using existing infrastructure. The routing of this service from the Hudson Line would be via Amtrak's Empire Line and from the New Haven Line via Amtrak's Hell Gate Line. The project would include some infrastructure improvements on these lines within the existing rights of way and the purchase of rolling stock.

This proposal also includes the construction of new intermediate stations within the existing rail rights of way in areas of New York City that are not currently served by regional rail service. These stations would be located along Amtrak's Empire Line in the vicinity of West 125th Street and the Upper West Side of Manhattan, and along Amtrak's Hell Gate Line in the vicinity of Co-Op City, Morris Park, Parkchester and Hunts Point in the eastern Bronx.

Metro-North is also participating in the MTA-managed Penn Station Operations Study. LIRR, Amtrak and New Jersey Transit are also partners in the study. Service plan outputs from this coordinated simulation effort are being used as inputs into Metro-North's environmental review.

Progress to Date: Coordination with the Penn Station operators continues regarding future service plans through the MTA managed Penn Station service plan/simulation study. Discussing future simulations of Hell Gate Line operations and working with Amtrak to develop agreements to map out effort going forward.

Next Steps:

- Perform further analysis along with Amtrak and CTDOT on the Hell Gate and New Haven Lines to refine operating plans along those sections (2014)
- Continue to work with Amtrak to identify Hell Gate Line Right-of-Way Improvements necessary for PSA (2014)
- Publish the Environmental Assessment

New NY Bridge Mass Transit Task Force

Background: Governor Cuomo has established a Mass Transit Task Force to identify short, medium and long term transit solutions for the New NY (Tappan Zee) Bridge and the I-287

Corridor in Westchester and Rockland Counties. MTA is a member of the Task Force with support being provided by Metro-North.

Progress to Date: The MTTF has reviewed many transit alternatives during 2013. Monthly meetings of the participants were held throughout the year to advance the effort.

Next Steps: A report is being prepared by the MTTF regarding its finding and recommendations. (2014)

West of Hudson Regional Transit Access Study

Background: The West of Hudson Regional Transit Access Study (WHRTAS) Alternatives Analysis (AA) is evaluating alternatives for improved commuter transit services between Eastern Orange County and Manhattan; and improved transit access to Stewart International Airport (SWF) from the mid-Hudson Valley and New York City.

Metro-North has divided the AA into two phases. Phase 1 involved the screening of a long list of alternatives including commuter rail, express bus, bus rapid transit (BRT), light rail, and ferry services that will potentially serve the needs of both the commuter and airport markets in the study corridor. The result was a short list of alternatives on which more detailed evaluations will be performed during Phase 2 to determine a Locally Preferred Alternative (LPA). Although the project may not be built for many years, preservation of the right-of-way (ROW) from the Salisbury Mills Station on Metro-North's Port Jervis Line to the Airport for future rail use is critical in light of the development that could begin to reoccur in the area.

Progress to Date: The new Federal Transportation Authorization Act (July 6, 2012) may allow MNR to purchase land before completing the federal environmental review process. Although MNR still needs to satisfy SEQR (a simpler process), the new law may allow the preservation efforts to occur sooner.

Next Steps: Continue work on Phase 2 alternatives analysis (Expected completion 2014) and progress effort to protect ROW.

West of Hudson Improvements Project

Background: As part of WHRTAS Phase 2, Metro-North is studying the West of Hudson Improvements to address the infrastructure needs of the Port Jervis Line. Until the recent economic downturn, ridership on the Port Jervis Line had experienced substantial growth. It is anticipated that this growth will reoccur in the future. In order to address the expected ridership increases, the following improvements are being considered: the purchase of additional rolling stock; the creation of a new mid-point yard the construction of a second track between Sloatsburg and Salisbury Mills; and additional passing sidings to Port Jervis and related signal, station and parking improvements.

The potential benefits would be: the ability to provide additional service on the PJL, including, zonal, express, and reverse peak; reducing operating costs; and providing more efficient maintenance and operations for both Metro-North and New Jersey Transit.

Progress to Date:

- Nine locations in the vicinity of Harriman, Salisbury Mills, and Campbell Hall have been undergoing detailed evaluation and screening. These locations were determined from an original high-level screening of 40 potential sites.
- Preliminary conceptual drawings of the PJL second track alignments and station reconfigurations were completed as well as initial conceptual cost estimates.
- Bypass locations along the Port Jervis Line also are being evaluated as short term improvements in advance of the full PJL double tracking between Sloatsburg and Salisbury Mills to allow for an earlier initiation of additional services.

Next Steps:

- Select one or two optimal yard locations to be evaluated in a succeeding Environmental Review (2014).
- Complete assessment of the required Port Jervis Line infrastructure improvements. (2014)

SECTION III

Superstorm Sandy

On October 29, 2012 the New York region suffered the devastating effects of Superstorm Sandy. The flooding/storm surge and winds impacted infrastructure throughout the Metro-North right-of-way, inundating 60 miles of the Hudson Line with salt water and significant debris from the Harlem and Hudson Rivers (including a 38 foot boat), causing major erosion over a significant portion of the Hudson shoreline and impacting power, signal and communications systems, interlockings, and radio and telephone communication infrastructure throughout the Metro-North right-of-way.

Major Storm Impacts to Metro-North:

- Signal and power components were flooded along Metro-North's Hudson Line primarily as a result of a storm/tidal surge that flooded over 60 miles of right-of-way.
- The salt water incursion contributed to over \$300 million in long term infrastructure damage, as well as short term losses (temporary fixes to enable return of service/loss of train revenue and impacts to Metro-North's ridership of over \$11.5 million).
- Power outages and equipment damage resulted in severe service impacts.
- High winds and the flooding/storm surge destabilized the adjacent tracks and compromised railroad infrastructure Hudson Line (some in danger of falling into the river).
- 1,000 fallen trees along the right-of-way on the Hudson, Harlem and New Haven Lines and miles of fallen, damaged and/or weakened trees in close proximity to critical infrastructure, which require full removal.
- Impact of this damage to the system severely limited the MNR's ability to bring customers to businesses, shopping, entertainment and dining throughout the tri-state region.

Major areas of infrastructure damage from Superstorm Sandy included:

- East and West of Hudson
 - 17 coaches and 7 locomotives damaged.
- Harlem River Lift Bridge
 - Bronx and Manhattan Facility Houses were rendered inoperable.
- Hudson Line
 - 60 miles of right-of way with over 50% completely submerged.
 - Fiber optic cable plant, signal system components and communication infrastructure inundated with salt water were significantly damaged or destroyed.

- Traction power substations and 3rd rail components were impacted by salt water intrusion.
- Flooding/storm surge destabilized the adjacent tracks and compromised railroad infrastructure Hudson Line (some in danger of falling into the river).
- All Lines
 - The winds knocked down or damaged thousands of trees along the right-of-way.

Storm Restoration / Storm Resiliency Projects

In response to Superstorm Sandy, MNR Restoration projects have been added to the MTA's 2010 – 2014 Capital Program. While the primary driver of these projects is to replace infrastructure components which were compromised by Superstorm Sandy, these project also included resiliency components (as described below) to mitigate the impacts of future extreme weather events.

1. Superstorm Sandy Restoration Projects

Rolling Stock Restoration (\$3.3M)

This project includes restoration of 11 Shoreliner coaches for East of Hudson service, and seven locomotives and six Comet V coaches for West of Hudson service. The areas where the equipment was stored flooded, damaging trucks, braking and head end power systems under the coaches, and trucks, motors, brake rigging, generators, and other systems under the locomotives. These components were replaced and the rolling stock is back in operation.

Right of Way (ROW) Restoration Initiatives (\$8M)

ROW restoration will remove and clear trees and restore the right of way via bank stabilization with riprap and cleanup. Work is ongoing.

Power and Communication & Signals (C&S) Infrastructure

Replace Harlem River Lift Bridge Facility Houses (\$5.4M)

Areas under the Harlem River Lift Bridge housing the power feeding equipment that operates the bridge opening mechanism were flooding during Sandy. The storm surge damaged the two HRLB Facility Houses (Bronx & Manhattan), located on the land beneath the Bronx and Manhattan sides of the bridge, and containing the power feeds to the

controls that raise and lower the drawbridge. The Facility House replacement has been designed and construction will begin shortly.

Replace Three (3) Traction Power Substations (\$42.36M)

Three substations were damaged on the Hudson Line and require replacement: A-13: Riverdale, A-25: Tarrytown and A-33: Croton-Harmon. The substations are being replaced and will include being raised to protect against future weather events. Design is underway. Construction is anticipated to begin in September 2014.

Replace Power and C&S Infrastructure (\$233M)

The Hudson Line from the Bronx to Croton-Harmon will require significant excavation for power and C&S, and Metro-North determined that all work should be progressed jointly to take advantage of efficiencies inherent in “digging” up the Hudson Line for both needs. The project includes a phased approach for replacement at multiple locations of damaged and failed 3rd rail traction power distribution components and 3rd rail cable (from CP 5 – Bronx through CP 35 – Croton-Harmon) and C&S cable replacement from CP 8 – CP 35. Preliminary design is underway and a design build (Phase 1) contract will be advertised in 3rd Q 2014 and awarded early 2015.

Replace C&S Components (\$21M)

Damaged and failed C&S components are being procured and replaced by Metro-North forces. Work is ongoing.

2. Superstorm Sandy Resiliency Projects

In addition, the Metro-North has identified a need for resiliency projects to better protect the system against future weather events. The Metro-North continues to work closely with the MTA in regards to developing these projects and seeking Federal funds. This includes undertaking Hazard Mitigation Cost Effectiveness Analysis for Superstorm Sandy Resiliency projects which are candidates for the approximately \$3 billion in FTA competitive resiliency funds to be awarded to agencies within the Northeast. This is in addition to the Local Priority Resiliency funds which were made available to FTA grantees.

SECTION IV
CAPITAL PROGRAM – GATES PROCESS

Launched in the summer of 2010, the MTA’s Gates review process is utilized for review and examination of each capital project before that project is approved to be initiated. The review process requires that key analytic criteria be met at various stages or “Gates” in a project’s lifecycle, including project initiation, project design, project award, and completion. Various analytic tools are brought to bear, such as review of the project’s impact on an agency’s operating budget, review of alternatives and their impact on schedule and budget, and for certain large, complex projects, detailed risk assessments.

Gates Status

Nearly all of the projects in the 2010-2014 Capital Program have completed Gate 1 (scope) and Gate 2 (design) reviews. In 2013, thirty-nine projects valued at approximately \$600 Million (M) were reviewed and approved. Seventy-five percent of these projects underwent a Gate 3 (construction) review. They include: GCT Leaks Remediation (\$18 M), GCT Utilities-Domestic Water (\$3M), Fordham Station Rehabilitation (\$20 M), North White Plains Parking Garage (\$42 M), Cyclical Track Program (\$13 M), North White Plains Roof Replacement (\$4 M), Harlem River Lift Bridge (\$26M), Harlem & Hudson Line Power (\$10 M) and Drainage Improvements (\$14 M).

Harmon Shop Improvements (Phase V) also received the following Gates Process approvals in 2013.

- Gate 2 Review approval Stage 1 (Consist Track Facility) for the Design-Build of the Eastern side of the building budgeted at \$258M
- Gate 1 Review approval for Phase V; Stage 2 (Running Repair/Support Facility) for the preliminary design of the Western side of the building budgeted at \$7.5M Total \$265M is scheduled to be committed in 2014

In 2014, Gate review is expected for the following major projects: GCT Trainshed (\$18 M), GCT Utilities – Fire Suppression (\$24 M), GCT Elevator Renewal (\$7 M), Undergrade Bridge Repairs – East/West of Hudson (\$10 M), Cyclical Track Program (\$13 M), Harlem & Hudson Power (\$26 M), and Replace 3rd Rail Brackets- Park Ave Tunnel (\$7 M), Strategic Facilities (\$3 M).

MNR Diversity/EEO Report
4th Quarter 2013
March 2014

2013, 4TH QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**WORKFORCE UTILIZATION ANALYSIS
AS OF 12/31/13**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	26%	23%	No	8%	15%	Yes	6%	6%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	45%	38%	No	8%	19%	Yes	5%	12%	Yes	4%	13%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	23%	4%	No	4%	22%	Yes	5%	4%	No	6%	9%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Protective Services	0%	0%	Yes																		
Paraprofessionals	59%	47%	No	10%	15%	Yes	7%	6%	No	3%	27%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	44%	No	14%	33%	Yes	11%	12%	Yes	4%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	Yes
Skilled Craft	7%	6%	No	21%	18%	No	15%	7%	No	6%	2%	No	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Service Maintenance	12%	13%	Yes	16%	35%	Yes	13%	16%	Yes	4%	1%	No	1%	0%	No	0%	0%	Yes	1%	2%	Yes

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MNR'S September 30, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2013, 4TH QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**NEW HIRES
AS OF 12/31/13**

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	34	14	41.2%	5	14.7%	4	11.8%	5	14.7%	0	0.0%	0	0.0%	2	5.9%
Professionals	54	10	18.5%	12	22.2%	6	11.1%	10	18.5%	0	0.0%	0	0.0%	4	7.4%
Technicians	9	0	0.0%	2	0.0%	0	0.0%	3	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	5	2	40.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	82	43	52.4%	22	26.8%	12	14.6%	5	6.1%	0	0.0%	0	0.0%	7	8.5%
Skilled Craft	209	17	8.1%	29	13.9%	25	12.0%	8	3.8%	1	0.5%	0	0.0%	5	2.4%
Service Maintenance	149	13	8.7%	35	23.5%	25	16.8%	0	0.0%	1	0.7%	0	0.0%	5	3.4%
Total	542	99	18.3%	106	19.6%	73	13.5%	31	5.7%	2	0.4%	0	0.0%	23	4.2%

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

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

2013, 4TH QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS

1/1/13 to 12/31/13

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	17	9	9	7	9	7	1	18	67	51	14
External Complaints	8	3	2	2	6	1	1	9	32	20	12
Internal Complaints	9	6	7	5	3	6	0	9	35	31	2

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	20	1	1	22	22	5

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

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

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13
EXTERNAL**

Agency	Decided In Favor of Agency	Decided in Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	5	1	2				8
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13
INTERNAL**

Agency	Decided In Favor of Agency	Decided in Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	15	3	10	1			29
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13
DETERMINATION**

Agency	Decided In Favor of Agency	Decided in Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA							
MTA LIB							
MTA B&T							
MTA MNR	14	1	2				17
MTA LIRR							
MTA NYCT							
MTA BUS CO.							
TOTAL							

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad's December 31, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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



Metro-North Railroad

**Procurements
March 2014**

Subject Request for Authorization to Award Various Procurements		Date March 7, 2014	
Department Procurement and Material Management		Vendor Name Various	
Department Head Name Anthony J. Bombace, Jr.		Contract Number Various	
Department Head Signature <i>[Signature]</i>		Contract Manager Name Various	
Project Manager Name Various		Table of Contents Ref #	
Board Action			
Order	To	Date	Approval
1	M-N Comm Mtg	3-24-14	X
2	MTA Board Mtg	3-26-14	X
Internal Approvals			
	Approval		Approval
X	President <i>[Signature]</i>		VP Planning
X	Sr. VP Operations <i>[Signature]</i>	X	Capital Programs <i>[Signature]</i>
X	General Counsel <i>[Signature]</i>	X	Chief of Staff <i>[Signature]</i>
X	VP Finance & IT <i>[Signature]</i>	X	Chief Safety/Security <i>[Signature]</i>

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
X	VP- GCT&Corp. Dev <i>[Signature]</i>						

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$66,400,000
• Various Original Equip. Manufacturers (OEM) \$66,400,000		
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$835,000
• Norcon Communications, Inc. \$835,000		
SUB TOTAL:	2	\$67,235,000

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	4	TBD
• Request to use RFP Process	TBD	
• Request to use RFP Process	TBD	
• Request to use RFP Process	TBD	
• Request to use RFP Process	TBD	
 <u>Schedules Requiring Majority Vote</u>	 NONE	
SUB TOTAL:	4	TBD

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		
Schedule D: Ratification of Completed Procurement Actions		NONE
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions		2
• Stanley Vidmar, Inc.	\$41,043	\$691,193
• Georgetown Rail Equipment	\$650,150	
SUB TOTAL:		2
TOTAL:		8

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.

MARCH 2014

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

**1. Various Original Equip. Manufacturers (OEMs) \$66,400,000 (not-to-exceed) Staff Summary Attached
**Three Year Purchase Agreement of OEM Parts for Various MNR and LIRR Railcar and
Locomotive Fleets****

Metro-North Railroad, on behalf of itself and the Long Island Rail Road, requests approval to award three-year miscellaneous purchase contracts to the following four firms: Wabtec Passenger Transit, Sepsa North America, Graham White Manufacturing and Vapor Stone Rail Systems. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for LIRR's M-3, C-3 and M-7 railcars, and the DE/DM locomotive fleets as well as MNR's M-2, M-3, M-4, M-6, M-8 railcars and diesel locomotive fleets. These OEM vendors are the suppliers for various safety-critical parts, components, assemblies and repairs for major railcar systems such as Mechanical/Electrical Couplers, Doors, HVAC, Auxiliary/Electrical, Diesel Electrical and Air Brakes for the Railroads.

The parts listings that are included in these agreements have been fully vetted to reflect only those parts that cannot be acquired from other sources; conversely, the original Railcar Builders are required to provide three vendors for consumable parts and those parts are competitively sourced. In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, El Diario and the MNR website, which did not yield interest from other sources. These agreements will apply to inventory items identified as obtained only from the OEM vendors for the following reasons a) sole pre-qualified items on the MNR/LIRR Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendors.

The agreement with Graham White will have fixed pricing for the three year term; the Wabtec, Vapor and SEPSA agreements will have fixed pricing for the first year with a negotiated annual increase of 3% for the remaining two years of the contract period. The total award for all the agreements for the three-year period is not-to-exceed \$66,400,000 (MNR=\$20,800,000 and LIRR=\$45,600,000), and is to be funded by each Agency's Operating Budget.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

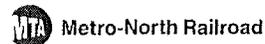
**2. Norcon Communications, Inc. \$835,000 (not-to-exceed) Staff Summary Attached
Grand Central Terminal (GCT) and the North End Access Public Address System Maintenance**

Approval is requested for a non-competitive five-year miscellaneous service contract with the firm Norcon Communications to provide repair and maintenance support services for Grand Central Terminal (GCT) & North End Access Public Address Systems. The GCT PA system has been engineered for the specific acoustic requirements of GCT and is not similar to any existing MNR PA system at other locations.

Norcon Communications, the Original Equipment Manufacturer (OEM) and the original software provider, supported the original installation and has been providing the majority of the system components, system training and testing, as well as installation and maintenance services since its implementation in 2000. The all-inclusive, not-to-exceed cost of \$835,000 includes a negotiated average escalation rate of 6.5% per year, over the five-year term and it is substantially less than the industry standard of 15-20% for maintenance cost escalation and is therefore deemed fair and reasonable.

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

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: A

Vendor Name (& Location) Wabtec Passenger Transit, Sepsa N.A., Graham White Manufacturing, and Vapor Stone Rail Systems (OEM)
Description Purchase Agreement for OEM Replacement Parts
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/OEM

Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$66,400,000 (MNR = \$20,800,000 LIRR = \$45,600,000)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	
Contract Manager: O. Messado, Assistant Director – Operations Procurement, P&MM	

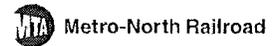
Discussion:

Metro-North Railroad, on behalf of itself and the Long Island Rail Road, requests approval to award three-year miscellaneous purchase contracts to the following four firms: Wabtec Passenger Transit, Sepsa North America, Graham White Manufacturing and Vapor Stone Rail Systems. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for LIRR’s M-3, C-3 and M-7 railcars, and the DE/DM locomotive fleets as well as MNR’s M-2, M-3, M-4, M-6, M-8 railcars and diesel locomotive fleets. These OEM vendors are the suppliers for various safety-critical parts, components, assemblies and repairs for major railcar systems such as Mechanical/Electrical Couplers, Doors, HVAC, Auxiliary/Electrical, Diesel Electrical and Air Brakes for the Railroads. The parts listings that are included in these agreements have been fully vetted to reflect only those parts that cannot be acquired from other sources; conversely, the original Railcar Builders are required to provide three vendors for consumable parts and those parts are competitively sourced.

Under these agreements, the Railroads will be able to support the Life Cycle Maintenance (LCM) and Reliability Centered Maintenance (RCM) programs, which maintain high car reliability, improve customer service through on-time performance, and ensure parts replacement at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the railcars are needed to insure safe, reliable and maintainable operation of the various fleets. Further, the OEM’s will maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from other sources.

The chart below provides the respective OEM’s and the estimated not-to-exceed dollar amounts anticipated to be expended over the term of these purchase agreements. The total dollars outlined are based upon historical and projected usage as well as a material forecasting system. The retirement of the MNR M-2, M-4, and M-6 fleets, which is currently scheduled to be completed by the end of the 4th quarter of 2014, was also taken into account in determining the estimates of material usage. Additionally, the arrival of the MNR M-8s has resulted in a fleet expansion of 16.7% which also has impacted the forecasted material usage over the contract period.

Schedule A: Non-Competitive Purchases and Public Work Contracts



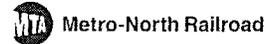
	System	MNR	LIRR	Purchase Agmt. Totals
WABTEC	Mechanical/Electrical Couplers, Event Recorders	\$11,500,000	\$31,000,000	\$42,500,000
VAPOR	Door Components and Assemblies	\$6,000,000	\$7,000,000	\$13,000,000
SEPSA	Aux. Electrical/LVPS	\$3,000,000	\$5,100,000	\$8,100,000
Graham White	Air Brake Dryer, Railcar and Diesel Electrical Parts	\$300,000	\$2,500,000	\$2,800,000
Totals:		\$20,800,000	\$45,600,000	\$66,400,000

The purchase agreements are all requirements-based agreements for MNR and LIRR in that the Railroads are not obligated to generate any minimum amount of purchase orders. The purchase agreements with these OEM vendors will eliminate the need and expense of individually advertising prospective procurements, will reduce administrative costs and possible procurement lead times for individual and separate purchase orders and will expedite material delivery. In order to be prepared for possible unscheduled events and occurrences, the Railroads further seek approval to reallocate funds between the above OEMs under the following limitation: any reallocated amount may not exceed 15% and in no event may exceed the grand total approved herein.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. No other firms expressed any interest in participating in this procurement. This agreement will apply to inventory items identified as obtained only from these OEM vendors for the following reasons a) sole pre-qualified items on the MNR/LIRR Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendors.

The agreement with Graham White will have fixed pricing for the three year term; the Wabtec, Vapor and SEPSA agreements will have fixed pricing for the first year with a negotiated annual increase of 3% for the remaining two years of the contract period. The total award for all the agreements for the three-year period is not-to-exceed \$66,400,000 (MNR=\$20,800,000 and LIRR=\$45,600,000), and is to be funded by each Agency's Operating Budget.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Norcon Communications, Inc.
Description GCT & North End Public Address System Maintenance & Support Services
Contract Term (including Options, if any) 4/1/2014 through 3/31/2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number I-34366	AWO/Modification #
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$ 835,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombacc, Jr.	

Discussion:

Approval is requested for a non-competitive five-year miscellaneous service contract with the firm Norcon Communications to provide repair and maintenance support services for Grand Central Terminal (GCT) & North End Access Public Address System. The GCT PA system has been engineered for the specific acoustic requirements of GCT and is not similar to any existing MNR PA system at other locations.

Norcon Communications, the Original Equipment Manufacturer (OEM) and the original software provider, supported the original installation and has been providing the majority of the system components, system training and testing, as well as installation and maintenance services since its implementation in 2000. The all-inclusive, not-to-exceed cost of \$835,000 includes a negotiated average escalation rate of 6.5% per year, over the five-year term and it is substantially less than the industry standard of 15-20% for maintenance cost escalation and is therefore deemed fair and reasonable.

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

MARCH 2014

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

As part of the continuing right-of-way improvement program on Metro-North Railroad and the associated recommendations made by TTCI and in response to the Bridgeport and Spuyten Duyvil derailments as well as the NTSB issued recommendations, specific projects have been identified that will be progressed as MNR's commitment to restore the Railroad to the highest levels of safety, reliability and quality. Three of the following actions are requests to use the RFP process to fulfill the aforementioned commitment. The fourth action is the second phase of the GCT Escalator Replacement project that will result in the solicitation for the design, manufacture and install of "Transit Duty" high-volume specification escalators.

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

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

1. **Request to use RFP Process** TBD Staff Summary Attached
Design, Manufacture, and Delivery of an Autonomous Track Geometry Inspection System (ATGIS)

MTA Metro-North Railroad (MNR) requests Board approval to utilize the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for the design, manufacture, and delivery of an Autonomous Track Geometry Inspection System (ATGIS).

During 2013, MNR identified, via our Track Infrastructure Assessment by TTCI, that we can reduce risk through continuous condition monitoring of track geometry to reduce failures. Hence, the ATGIS system is an on-board system that can be affixed to a railcar to enable MNR to independently measure track parameters such as gauge, cross level, alignment, curvature, height, rail surface anomalies, etc., and to collect, display, store, and analyze data related to vertical and lateral accelerations in real time. The ATGIS includes both On-Board Measurements and Off-Board Data Management with provisions for Joint Bar Defect and Rail Base Abrasion measurements. The data will facilitate to early identification of track anomalies preventing track failures. Under an option to be included in the solicitation, the ATGIS system may be applied for use on Long Island Railroad (LIRR) territory.

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

2. Request to use RFP Process **TBD** **Staff Summary Attached**
Design, Manufacture, Assembly, and Delivery of On-Board Video Camera Recording System

On February 18th, the NTSB issued recommendation R-14-08 to MNR to install inward and outward facing video and audio recorders as a result of their investigation of the Passenger Train derailment just north of Spuyten Duyvil Station.

MTA Metro-North Railroad (MNR), on behalf of itself and LIRR (the "Railroads") requests Board approval to utilize the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for the design, manufacture, assembly, and delivery of an On-Board Video Camera Recording System ("System"). MNR's M-8s Railcars, the Railroads' M7 Railcars and LIRR's C-3 Cab Cars and DE/DM and Work Locomotives are to be considered the base scope of work in this solicitation; optional equipment will be considered for all revenue rolling stock (the Railroads' M-3's, LIRR's C-3 Trailer Cars, and MNR's Coaches and Locomotives).

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by the Railroads' Operating/Capital Budgets.

3. Request to use RFP Process **TBD** **Staff Summary Attached**
Design, Manufacture, and Delivery of a Pre-Wired Instrument House for a Train Fault Detector System

Following the July 2013 CSX Freight Train derailment just north of Marble Hill Station, MNR identified the need to install wayside monitoring of Freight Trains that operate regularly on its Hudson and New Haven Lines.

MTA Metro-North Railroad (MNR), on behalf of itself and LIRR (the 'Railroads') requests MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for the Design, Manufacture, and Delivery of a Pre-Wired Instrument House for a Train Fault Detector System (TFD) which includes a 4-track Hotbox Detector (for detection of overheated Train equipment bearings), a 4-track Wheel Impact Load Detector (WILD), a 4-track Automatic Tag Reader System, and the design and integration for real time reporting to the Railroads' Operation Control Centers.

This system will be applied specifically at areas east of Green's Farm Station (New Haven Line) and south of Scarborough Station (Hudson line). LIRR's system will be installed on the Main line at Queens Interlocking, located west of Bellerose Station. This Train Default System will continuously monitor and measure the wheel/rail loads produced as a result of irregularities from the rolling stock wheels, and will continuously monitor passing trains for detection of overheated Train equipment bearings. The system will be supplied as a pre-wired instrument house and installed by each Railroad's forces. Under an option to be included in the solicitation, a Train Fault Detection system may be considered for use on Long Island Railroad (LIRR) territory.

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by the MNR Capital Budget and LIRR's Operating/Capital Budget.

4. Request to use RFP Process

TBD

Staff Summary Attached

Design/Build the Replacement of Grand Central Terminal (GCT) Escalators

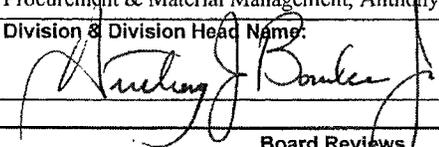
MTA Metro-North Railroad (MNR) requests Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from joint partnerships of Architect/Engineers/Contractors as a design/build team, to complete a design and perform all work required for the replacement of eleven escalators in Grand Central Terminal (GCT). Six escalators are located at the concourse level and five are located at the North End Access.

The existing escalators, which were installed during the GCT renovation of the 1990s, were not designed to handle the volume of passenger flow we experience today. Consequently, these escalators suffered an excessive number of breakdowns. Following a condition assessment, the decision was made to first overhaul the escalators to optimize the performance and subsequently to have them replaced with "Transit Duty" high-volume specification escalators.

At this time, MNR will utilize the RFP process to seek an Architect/Engineer/Contractor design/build team to complete a design and perform the work required for the replacement of the eleven escalators in GCT. The general scope of work includes: (1) preparation of 100% drawings; (2) demolition and removal of existing escalators; and (3) fabrication and installation of new escalators. Additionally, the central monitoring of escalator conditions to improve management and provide more timely communication to customers in the event of any problems will be made part of the solicitation.

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the design/build team's architectural/engineering and construction technical ability, past performance, organizational resources, project and safety plans, and cost. This procurement will be funded by the MNR Operating Budget.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-24-14	X		
2	MTA Board Mtg.	3-26-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President 		V.P. Planning		
X	Sr. V.P. Operations 		Capital Programs		
X	General Counsel 				
X	V.P. Finance & IT 				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP process to solicit proposals for On-Board Autonomous Track Geometry Inspection System	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad (MNR) requests Board approval to utilize the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for the design, manufacture, and delivery of an Autonomous Track Geometry Inspection System (ATGIS).

II. DISCUSSION:

The ATGIS system is an on-board system that can be affixed to enable MNR to independently measure track parameters such as gauge, cross level, alignment, curvature, height, rail surface anomalies, etc., and to collect, display, store, and analyze data related to vertical and lateral accelerations in real time. The ATGIS includes both On-Board Measurements and Off-Board Data Management with provisions for Joint Bar Defect and Rail Base Abrasion measurements. The data will facilitate MNR to early identification of track anomalies preventing track failures. Under an option to be included in the solicitation, the ATGIS system may be applied for use on Long Island Railroad (LIRR) territory.

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

III. D/M/WBE INFORMATION:

TBD-once the scope of work and technical specifications are completed, MNR Procurement will submit to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

IV. IMPACT ON FUNDING:

TBD

V. ALTERNATIVES:

MNR does not have the available in-house design or capacity to complete the scope of the specified work.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: <i>Anthony J. Bombace, Jr.</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-24-14	X		
2	MTA Board Mtg.	3-26-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President <i>[Signature]</i>	X	Chief Safety/Security <i>[Signature]</i>		
X	Sr. V.P. Operations <i>[Signature]</i>	X	Capital Programs <i>[Signature]</i>		
X	General Counsel <i>[Signature]</i>				
X	V.P. Finance & IT <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design, Manufacture, Assembly, and Delivery of an On-Board Video Camera Recording System	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Rail, on behalf of itself and LIRR (the "Railroads") requests MTA Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective vendors for the design, manufacture, assembly, and delivery of on-board Video Camera Recording System ("System"). MNR's M-8s Railcars, the Railroads' M7 Railcars and LIRR's C-3 Cab Cars and DE/DM and Work Locomotives are to be considered the base scope of work in this solicitation; optional equipment will be considered for all revenue rolling stock (the Railroads' M-3's, LIRR's C-3 Trailer Cars, and MNR's Coaches and Locomotives).

II. DISCUSSION:

On February 18th, the NTSB issued recommendation R-14-08 to MNR to install inward and outward facing video and audio recorders as a result of their investigation of the Passenger Train derailment just north of Spuyten Duyvil Station.

The Railroads developed a scope of work for the design, manufacture, assembly, and delivery of an On-Board Video Camera Recording System ("System") for the base Railcars identified above. Based on the NTSB recommendations, the system includes the following:

- Installation in all controlling locomotive cabs and cab car operating compartments of crash and fire-protected inward and outward facing audio and image recorders
- Microphones
- Data switches
- Recorder, cables
- Mounting hardware, other necessary hardware appurtenances, spare parts, associated software and software support.

In order to ensure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by the Railroads' Operating/Capital Budgets.

Staff Summary

III. D/M/WBE INFORMATION:

TBD-once the scope of work and technical specifications are completed, MNR Procurement will submit to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

IV. IMPACT ON FUNDING:

TBD

V. ALTERNATIVES:

The Railroads do not have the available in-house design or capacity to complete the scope of the specified work.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombacc, Jr.					
Division & Division Head Name: <i>Anthony J. Bombacc, Jr.</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-24-14	X		
2	MTA Board Mtg.	3-26-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President		V.P. Planning		
X	Sr. V.P. Operations		Capital Programs		
X	General Counsel				
X	V.P. Finance & IT				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design, Manufacture, and Delivery of a Pre-Wired House for a Train Fault Detector System	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad, on behalf of itself and LIRR (the "Railroads"), seeks MTA Board approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective vendors for the Design, Manufacture, and Delivery of a Pre-Wired Instrument House for a Train Fault Detector System.

II. DISCUSSION:

Following the July 2013 CSX Freight Train derailment just north of Marble Hill Station, MNR identified the need to install wayside monitoring of Freight Trains that operate regularly on our Hudson and New Haven Lines.

The Train Fault Detector System (TFD) which includes a 4-track Hotbox Detector (for detection of overheated Train equipment bearings), a 4-track Wheel Impact Load Detector (WILD), a 4-track Automatic Tag Reader System, and the design and integration for real time reporting to the Railroads' Operation Control Centers. This system will be applied specifically at areas east of Green's Farm Station (New Haven) and south of Scarborough Station (Hudson). LIRR's system will be installed on the Main Line at Queens Interlocking, located west of Bellerose Station. This Train Default System will continuously monitor and measure the wheel/rail loads produced as a result of irregularities from the rolling stock wheels, and will continuously monitor passing trains for detection of overheated Train equipment bearings. The system will be supplied as a pre-wired instrument house and installed by each Railroad's forces.

In order to assure the selection of the contractor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The vendor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by the MNR Capital Budget and by LIRR's Operating/Capital Budget.

III. D/M/WBE INFORMATION:

TBD-once the scope of work and technical specifications are completed, MNR Procurement will submit to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

Staff Summary

IV. IMPACT ON FUNDING:
TBD

V. ALTERNATIVES:
MNR does not have the available in-house design or capacity to complete the scope of the specified work.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division/Head Name: 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-24-14	X		
2	MTA Board Mtg.	3-26-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. GCT & Bus. Dev.		
X	Sr. V.P. Operations	X	Capital Programs		
X	General Counsel				
X	V.P. Finance & IT				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number 34213
Description Request to use the RFP Process – Design/Build for the Replacement of Grand Central Terminal Escalators	
Total Amount TBD	
Contract Term (including Options, if any) Two years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to use the Request For Proposal (RFP) process to solicit and evaluate proposals from prospective teams of Architect/Engineers/Contractors to perform all work required for the replacement of eleven escalators in Grand Central Terminal (“GCT”).

II. DISCUSSION:

In 2012, MNR retained the services of a consultant to assess the condition of the escalators in GCT. A written assessment of the condition of GCT facility escalators and Category 1 Safety Testing of the escalators was performed, which concluded with requirements being prepared for the replacement of the GCT escalators. Based upon this study, MNR’s Capital Engineering Department utilized the services of an Architect/Engineer firm to complete a preliminary design. At this time, MNR will utilize the RFP Process to seek design/build teams to complete a design and perform the work required for the replacement of the eleven escalators in GCT. Six escalators are located at the concourse level and five are located at the North End Access. The general scope of work includes: (1) preparation of 100% drawings; (2) demolition and removal of existing escalators; and (3) fabrication and installation of new escalators.

The use of the RFP process will facilitate an assessment of the design/build teams’ Architectural/Engineering and Construction technical ability, past performance, organizational resources, project and safety plans, and cost. MNR requests the Board to adopt a resolution declaring that competitive bidding is impractical and/or inappropriate and that it is in the public interest to use the RFP process for the replacement of the escalators.

III. D/M/WBE INFORMATION:

TBD-once the scope of work and technical specifications are completed, MNR Procurement will submit to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

IV. IMPACT ON FUNDING:

This procurement will be funded by the MNR Operating Budget.

V. ALTERNATIVES:

MNR does not have the available in-house design, fabrication, or construction ability to complete the scope of the specified work.

MARCH 2014

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

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

1. **Stanley Vidmar, Inc.**

\$41,043 (not-to-exceed)

Emergency Repair of Croton Harmon Material Distribution Center STAK System

Emergency repair of the Croton Harmon-Material Distribution Center's (MDC) STAK System. The Harmon MDC currently stores and distributes a significant amount of railcar material to maintain MNR service and maintenance requirements on a daily basis. The STAK System is an integrated storage and retrieval system designed to accommodate storage of material in excess of 4,000 lbs.

During the maintenance inspection of the STAK System it was determined that the system was in need of immediate repair and upgrade to some uprights and crossbeams. This repair would eliminate any potential safety hazards while also installing protection that was not part of the original design and purchase. The timely repair of the STAK system was necessary to avoid delays to the dispersal of material needed for Railroad operations. Stanley Vidmar, Inc., as the Original Equipment Manufacturer (OEM), was uniquely qualified to perform this emergency repair in a timely manner. The total not-to-exceed cost of \$41,043 is deemed to be fair and reasonable and is to be funded by the MNR Operating Budget.

2. **Georgetown Rail Equipment Company**

\$650,150 (not-to-exceed)

Provide Immediate Automated Rail Joint Bar & Fastening System Measurement Services

Emergency one-year service contract to provide Automated Track Inspections and Joint Bar Measurement services by Georgetown Rail Equipment Company (GREX) for Metro-North Railroad (MNR). The service includes complete joint bar measurements including two track inspection runs of MNR's entire operational corridor on all lines, six months apart per FRA 49CFR213 requirements. The need for this advanced inspection of rail joint and fastening system integrity was identified as a result of the May 2013 passenger train derailment in Bridgeport, CT. The service must begin in 2014 and will be part of an ongoing requirement for MNR.

GREX presently has patented technology, the "Aurora System", that is available to provide MNR with the accuracy of the track/rail defects especially as they pertain to "end-rail mismatch". End rail mismatch is a particular problem that was identified through the current National Transportation Safety Board (NTSB) investigation of the Bridgeport derailment.

GREX is the only known vendor determined to have the equipment and the technology for this service as track inspection services are becoming increasingly automated. Their equipment can work in MNR's 3rd rail territory and the measurements that are taken have an accuracy of 0.02", a level of accuracy beyond that collected by other available known systems. Other well-known suppliers for these services were contacted and do not offer the required technology to perform these unique measurements with the level of accuracy required. The total not-to-exceed cost of \$650,150 is deemed to be fair and reasonable and is to be funded by the MNR Operating Budget.

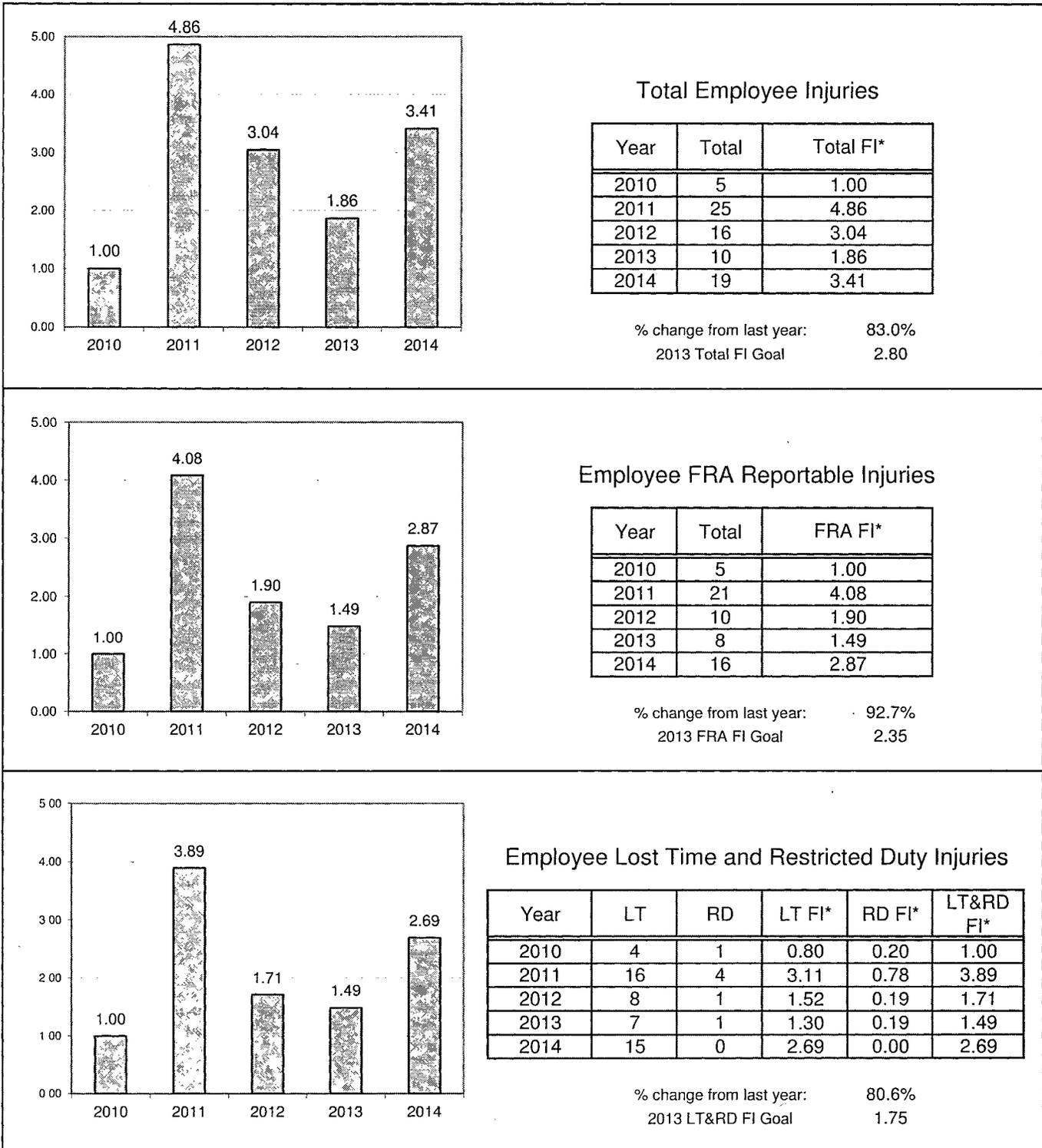


Metro-North Railroad

Safety Report

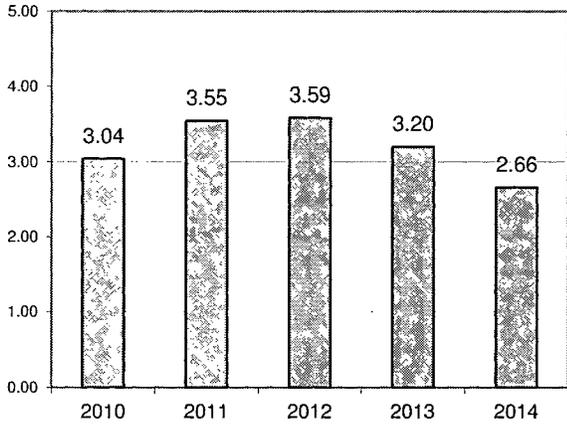
March 2014

MTA Metro-North Railroad Summary of Employee Injuries thru January



* - Injuries per 200,000 hours worked

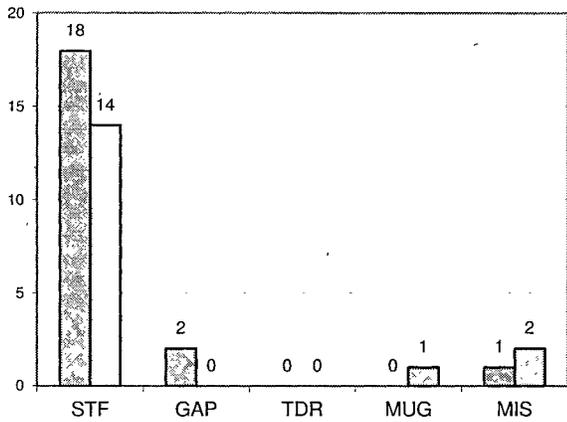
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru January



Total Customer Injuries

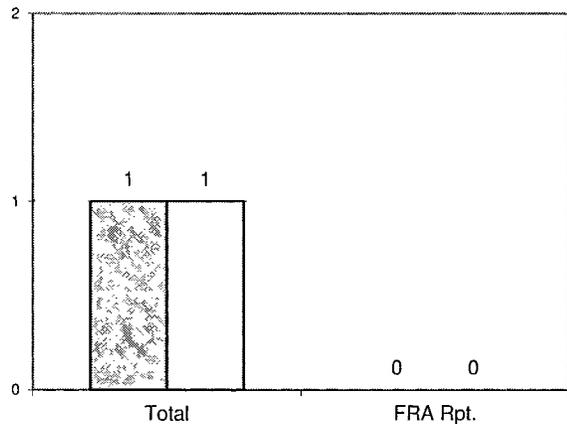
Year	Total	Total FI*
2010	18	3.04
2011	21	3.55
2012	23	3.59
2013	21	3.20
2014	17	2.66

% change from last year: -17.0%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	18	2	0	0	1
2014	14	0	0	1	2



Contractor Injuries

Year	Total	FRA Rpt.
2013	1	0
2014	1	0
% Chg	0.0%	0.0%

* - Injuries per 1,000,000 rides

Memorandum



Metro-North Railroad

Date: March 2014

To: Metro-North Committee

From: Joseph J. Giulietti, President

Re: **Enhanced safety Action Update**

This is to update you on Metro-North's comprehensive efforts to enhance safety throughout our system:

- A company-wide Safety Stand-Down was conducted on March 11, 2014, subsequent to the tragic loss of our 3rd rail employee. Our next company-wide Safety Stand-Down will be held in early April.
- A briefing on the Confidential Close Call Reporting System (C3RS) was held on 12/18/13, and a kick-off meeting with Labor representatives was held on 1/7/14. On 1/22/13 an overview of the C3RS process was jointly presented to Labor and Management, by Volpe, FRA and MNR representatives.

The following progress was made on speed compliance enhancements and Positive Train Control (PTC).

ACTION ITEM	STATUS
Alerters	<ul style="list-style-type: none">• Statement of Work has been developed and is on schedule for May 2014 delivery.• Installation is on schedule to begin July 2014.
Speed Restrictions	<ul style="list-style-type: none">• Time Table Special Instructions were issued reducing Maximum Authorized Speed up to critical curves. Bulletin Order issued effective 12/10/13.• Reduced speed signs were posted at critical curves as of 12/16/13.• Train observations have been increased.
Speed Compliance	<ul style="list-style-type: none">• 308 speed compliance audits were conducted in February 2014.• Of the 308 audits, 151 were downloads with two exceptions noted.• 59 radar observations and 98 train ride observations were conducted with no exceptions.
Emergency Order 29	<ul style="list-style-type: none">• All critical curves were completed on 2/8/13, on-schedule.• All bridges will be completed by 3/24/14, five months ahead of scheduled completion of 9/1/14.
PTC	<ul style="list-style-type: none">• MNR & LIRR representatives continue to work with Joint Venture to accelerate PTC delivery schedule.• Plan in development for installation of wayside transponders for Civil Speed Restrictions on New Haven Line.• MNR is requesting CTDOT funding to signalize the Waterbury Branch.



Metro-North Railroad

**Operations Report
March 2014**

Performance Summary			2014 Data			2013 Data		
			Annual Goal	February	YTD thru February	February	YTD thru February	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	86.8%	88.0%	97.6%	97.3%	
		AM Peak	93.0%	81.8%	82.4%	97.7%	95.1%	
		AM Reverse Peak	93.0%	84.3%	86.1%	97.3%	96.3%	
		PM Peak	93.0%	85.8%	86.7%	97.2%	97.7%	
		Total Peak	93.0%	83.7%	84.6%	97.4%	96.3%	
		Off Peak Weekday	93.0%	86.0%	87.0%	97.6%	97.7%	
		Weekend	93.0%	92.4%	94.6%	98.2%	98.4%	
		Hudson Line	Overall	94.0%	89.2%	90.1%	98.8%	98.3%
			AM Peak	94.0%	87.1%	88.4%	99.6%	96.5%
			AM Reverse Peak	94.0%	88.0%	88.2%	99.5%	97.0%
			PM Peak	94.0%	84.5%	86.4%	99.2%	99.3%
			Total Peak	94.0%	86.2%	87.5%	99.4%	97.7%
			Off Peak Weekday	94.0%	88.7%	89.1%	98.8%	98.8%
			Weekend	94.0%	93.6%	95.2%	97.7%	98.5%
		Harlem Line	Overall	94.0%	90.5%	90.9%	98.3%	97.9%
			AM Peak	94.0%	85.3%	86.1%	99.1%	96.0%
			AM Reverse Peak	94.0%	89.2%	91.7%	97.8%	97.2%
			PM Peak	94.0%	93.2%	92.5%	97.0%	97.7%
			Total Peak	94.0%	88.9%	89.4%	98.1%	96.8%
			Off Peak Weekday	94.0%	89.3%	88.9%	98.0%	98.2%
			Weekend	94.0%	94.4%	96.4%	99.1%	99.1%
	New Haven Line	Overall	92.0%	82.7%	84.5%	96.5%	96.3%	
		AM Peak	92.0%	75.9%	76.0%	95.4%	93.4%	
		AM Reverse Peak	92.0%	78.0%	80.2%	95.8%	95.1%	
		PM Peak	92.0%	81.1%	82.5%	96.1%	96.8%	
		Total Peak	92.0%	78.2%	79.1%	95.7%	95.0%	
		Off Peak Weekday	92.0%	81.8%	84.2%	96.6%	96.7%	
		Weekend	92.0%	90.2%	92.8%	97.7%	97.6%	
Operating Statistics	Trains Scheduled			16,869	35,791	16,047	34,295	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			14.2	14.5	14.6	13.4	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	573	1,021	107	233	
	Trains Canceled		160	74	208	11	18	
	Trains Terminated		160	54	82	15	38	
	Percent of Scheduled Trips Completed		99.8%	99.2%	99.2%	99.8%	99.8%	
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	98.9%	98.6%	99.6%	99.7%	
		AM Peak	99.8%	97.9%	97.2%	99.1%	99.2%	
		AM Reverse Peak	99.8%	99.9%	99.5%	99.5%	99.8%	
		PM Peak	99.8%	97.8%	97.3%	99.4%	99.4%	
		Total Peak	99.8%	98.2%	97.6%	99.3%	99.4%	
		Off Peak Weekday	99.8%	99.2%	99.0%	99.8%	99.8%	
		Weekend	99.8%	99.4%	99.6%	99.9%	99.9%	
		Hudson Line	AM Peak	99.8%	99.3%	98.7%	100.0%	99.9%
			PM Peak	99.8%	99.6%	99.4%	99.8%	99.8%
		Harlem Line	AM Peak	99.8%	98.9%	98.4%	99.9%	99.9%
			PM Peak	99.8%	99.5%	99.4%	99.6%	99.8%
		New Haven Line	AM Peak	99.8%	96.4%	95.5%	97.8%	98.2%
			PM Peak	99.8%	95.9%	94.9%	99.1%	98.9%

Categories of Delay	2014 Data			2013 Data	
	January	February	YTD thru February	February	YTD thru February
Train Delay Incidents Resulting in Late Trains.					
<i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>					
Maintenance of Way	1961	2627	4588	130	456
Capital Projects	6	0	6	0	2
Maintenance of Equipment	415	349	764	109	276
Operations Services	244	97	341	16	28
Police Incidents	41	42	83	33	61
Other	6	0	6	0	2
Customers	152	109	261	73	96
3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	12	10	22	0	0
Weather and Environmental	547	483	1030	74	176

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
02/03	Mon	The 143 Track Circuit on trk 3 between CP1 and CP3 is down and heavy arcing to the 3rd rail on trk 2 between CP1 and CP3 at 77th Street.	0	0	0	0	0	0	50	0	0	44	1	0	0	0	0	94	1	0
02/03	Mon	Stop and Warn Conditions on the Danbury Branch due to down gates at several branch crossings.	3	0	0	2	0	0	12	0	0	21	0	0	0	0	0	38	0	0
02/03	Mon	Flagged by CP235 account 3S-CBK2 Circuit down.	0	0	0	1	0	0	0	0	0	11	1	0	0	0	0	12	1	0
02/03	Mon	Delays at various locations due to Track Work.	0	0	0	0	0	0	3	0	0	11	0	0	0	0	0	14	0	0
02/03	Mon	Speed restrictions at various locations, affecting service on all three (3) lines.	5	0	0	3	0	0	3	0	0	4	1	0	0	0	0	15	1	0
02/03	Mon	Arcing on trk 4 at Fordham, trks 1 & 3 in the interlocking of CP 112 and on trk 2 at Marble Hill, causing delays and congestion.	49	1	0	24	0	0	0	0	0	12	0	0	0	0	0	85	1	0
02/04	Tue	Stop and Warn Conditions on the Danbury Branch due to down gates at several branch crossings.	5	0	0	2	0	0	3	0	0	9	0	0	0	0	0	19	0	0
02/04	Tue	With scheduled trains ahead, there were trains held, causing delays.	16	0	0	1	0	0	3	0	0	7	0	0	0	0	0	27	0	0
02/04	Tue	Speed restrictions at various locations, affecting service on all three (3) lines.	10	0	0	0	0	0	0	0	0	3	0	0	0	0	0	13	0	0
02/04	Tue	A passenger fell onto trk 3 at 125th Street Station, causing delays.	0	0	0	0	0	0	9	0	0	5	0	0	0	0	0	14	0	0

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	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
02/05	Wed	Stop and Warn Conditions on the Danbury Branch due to down gates at several branch crossings.	2	0	0	4	0	0	5	0	0	15	0	0	2	0	0	28	0	0
02/05	Wed	Several grounds in the overhead wires on the New Haven Line, causing delays.	16	1	4	8	1	0	0	0	0	14	0	0	6	0	1	44	2	5
02/05	Wed	Third Rail Burner on trk 3 south of North White Plains, on trk 2 at Marble Hill and trk 4 at 75th Street, causing delays.	3	0	1	0	0	0	3	0	0	6	0	0	0	0	0	12	0	1
02/05	Wed	Slow loading and unloading due to inclement weather.	32	0	0	20	0	0	2	1	0	33	1	0	6	0	0	93	2	0
02/06	Thu	Congestion from GCT to CP4 due to Third Rail Burner at 72nd Street.	8	0	0	1	0	0	0	0	0	7	0	0	0	0	0	16	0	0
02/06	Thu	Stop and Warn Conditions on the Danbury Branch due to down gates at several branch crossings.	0	0	0	0	0	0	5	0	0	7	0	0	0	0	0	12	0	0
02/06	Thu	Delays at various locations due to Track Work.	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16	0	0
02/06	Thu	Speed restrictions at various locations, affecting service on all three (3) lines.	16	0	1	4	0	0	0	0	0	9	0	0	0	0	0	29	0	1
02/06	Thu	Third Rail Burner on trk 4 at 75th Street, causing delays.	0	0	0	0	0	0	16	0	0	30	0	0	0	0	0	46	0	0
02/07	Fri	Speed restrictions at various locations, affecting service on all three (3) lines.	7	0	1	4	0	0	1	0	0	9	0	0	0	0	0	21	0	1
02/07	Fri	Stop and Warn Conditions on the Danbury Branch due to down gates at several branch crossings.	0	0	0	0	0	0	4	0	0	6	0	0	0	0	0	10	0	0

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			
02/08	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	24	0	0	24	0	0
02/10	Mon	Delays at various locations due to Track Work.	6	0	0	1	0	0	4	0	0	7	0	0	0	0	0	18	0	0
02/10	Mon	Speed restrictions at various locations, affecting service on all three (3) lines.	13	0	0	2	0	0	4	0	0	13	0	0	0	0	0	32	0	0
02/10	Mon	Stop and Warn Conditions on the Danbury Branch at several branch crossings.	3	0	2	2	0	0	8	0	0	15	0	0	0	0	0	28	0	2
02/10	Mon	With scheduled trains ahead, there were trains held, causing delays.	11	0	0	3	0	0	4	0	0	8	0	0	0	0	0	26	0	0
02/11	Tue	Train 608 was terminated due to cab signal problems.	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1
02/11	Tue	Delays at various locations due to Track Work.	5	0	0	1	0	0	1	0	0	11	0	0	0	0	0	18	0	0
02/11	Tue	Congestion from CP1 to CP6, unable to use the 317 and 321 Switch.	0	0	0	0	0	0	12	0	0	32	0	0	0	0	0	44	0	0
02/11	Tue	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	8	0	0	3	0	0	9	0	0	16	0	0	0	0	0	36	0	0
02/11	Tue	Trains were held due to scheduled trains ahead.	15	0	0	2	0	0	1	0	0	6	0	0	0	0	0	24	0	0
02/11	Tue	Speed restrictions at various locations on all three lines.	7	0	0	2	0	0	2	0	0	14	0	0	0	0	0	25	0	0

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	Cxd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
02/12	Wed	Trains were held due to scheduled trains ahead.	4	0	0	3	0	0	1	0	0	5	0	0	0	0	0	13	0	0
02/12	Wed	Speed restrictions at various locations on all three lines.	2	0	0	1	0	0	6	0	0	15	0	0	0	0	0	24	0	0
02/12	Wed	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	5	0	1	3	0	0	9	0	0	14	0	0	0	0	0	31	0	1
02/12	Wed	Congestion account power outage at CP223 and Cos Cob CP241.	1	0	0	2	0	0	0	0	0	11	0	0	0	0	0	14	0	0
02/13	Thu	Weather conditions affecting service.	1	0	0	1	0	0	6	3	1	75	42	12	4	1	1	87	46	14
02/13	Thu	Congestion account 12 Switch stuck at CP3 and Third Rail Burner on trk 2 at 75th Street.	28	0	0	1	0	0	0	0	0	6	0	0	4	0	0	39	0	0
02/13	Thu	Speed restrictions due to Stop and Warn Conditions on the Danbury Branch at several branch crossings.	2	0	0	2	0	0	2	0	0	7	1	0	1	0	0	14	1	0
02/14	Fri	Weather conditions affecting service.	0	0	0	0	0	0	0	0	0	1	0	0	103	1	0	104	1	0
02/14	Fri	Stop and Warn Conditions on the Danbury Branch at several branch crossings.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
02/16	Sun	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road and on the Danbury Branch.	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
02/17	Mon	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
02/18	Tue	Several switch failures at different locations, causing delays.	6	0	0	2	0	0	0	0	0	3	0	0	0	0	0	11	0	0
02/18	Tue	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	9	0	0	3	0	0	8	0	0	25	0	0	0	0	0	45	0	0
02/18	Tue	Track 2 out of service from 86th Street to CP3 account Third Rail Burner at 92nd Street.	8	0	0	2	0	0	0	0	0	7	0	0	0	0	0	17	0	0
02/18	Tue	Trains were held due to scheduled trains ahead.	6	0	0	1	0	0	0	0	0	8	0	0	0	0	0	15	0	0
02/18	Tue	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road.	11	0	0	2	0	0	1	0	0	10	0	0	0	0	0	24	0	0
02/19	Wed	Stop and Warn Conditions on the Danbury Branch and in effect at CP170 at Pleasant Ridge Road.	6	0	0	3	0	0	6	0	0	19	0	0	0	0	0	34	0	0
02/19	Wed	Trains were held due to scheduled trains ahead.	16	0	0	2	0	0	6	0	0	12	0	0	0	0	0	36	0	0
02/19	Wed	Speed restrictions at various locations on all three lines.	17	0	0	2	0	0	0	0	0	8	0	0	0	0	0	27	0	0
02/19	Wed	Delays at various locations due to Track Work.	2	0	0	1	0	0	3	0	0	15	0	0	0	0	0	21	0	0
02/20	Thu	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road.	9	0	1	2	0	0	0	0	0	12	0	0	0	0	0	23	0	1
02/20	Thu	Stop and Warn Conditions on the Danbury Branch and in effect at CP170 at Pleasant Ridge Road.	0	0	0	0	0	0	7	0	0	12	0	0	0	0	0	19	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
02/20	Thu	Congestion from CP5 to CP1, account heavy arcing on trk 2 at 77th Street.	0	0	0	0	0	0	16	0	0	20	0	0	0	0	0	36	0	0
02/21	Fri	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road and on the Danbury Branch.	18	0	1	5	0	0	29	0	0	22	0	0	2	0	0	76	0	1
02/21	Fri	GC Track Circuit down, causing delays.	2	0	0	0	0	0	2	0	0	8	0	0	0	0	0	12	0	0
02/21	Fri	Congestion from CP5 to CP1, account heavy arcing on trk 2 at 77th Street.	43	0	0	2	0	0	13	0	0	12	0	0	0	0	0	70	0	0
02/24	Mon	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road and on the Danbury Branch.	1	0	0	0	0	0	13	0	0	11	0	0	0	0	0	25	0	0
02/24	Mon	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	0	0	0	2	0	0	1	0	0	7	0	0	0	0	0	10	0	0
02/25	Tue	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	8	0	0	2	0	0	6	0	0	8	0	0	0	0	0	24	0	0
02/25	Tue	Brake problems on several trains, causing delays on all three lines.	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0
02/26	Wed	Stop and Warn Conditions on the Danbury Branch at several branch crossings.	2	0	0	2	0	0	5	0	0	8	0	0	0	0	0	17	0	0
02/27	Thu	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	3	0	0	2	0	0	8	0	0	9	0	0	0	0	0	22	0	0
02/28	Fri	Train 916 changed equipment due to being disabled at CP124 with an air leak between 1st and 2nd car.	16	1	0	5	0	0	0	0	0	1	0	0	0	0	0	22	1	0

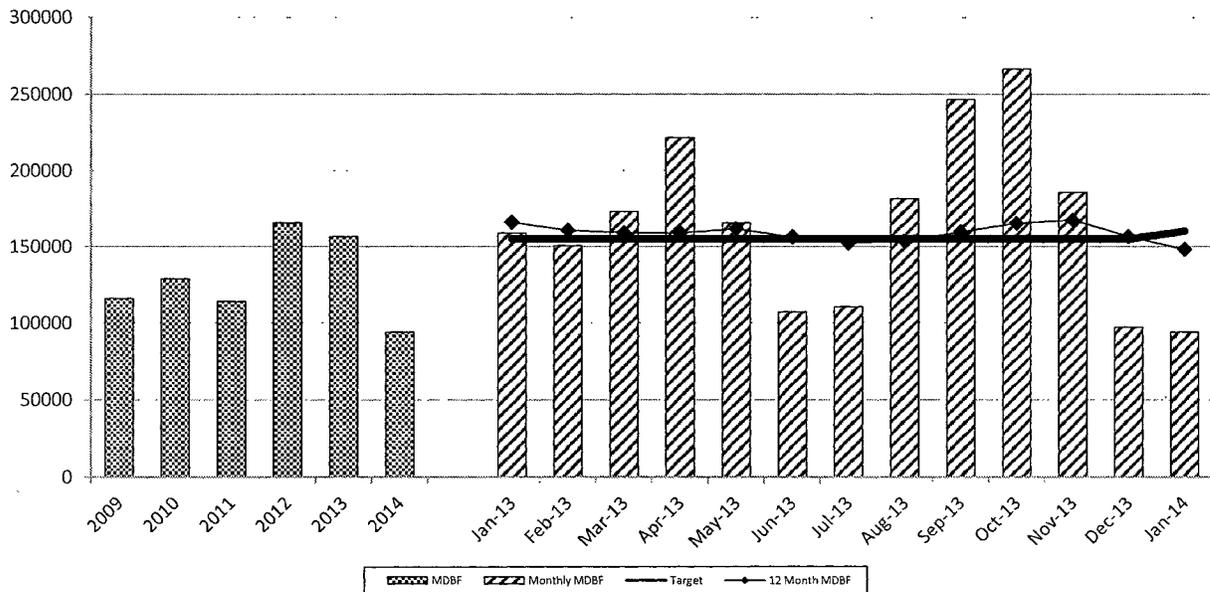
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL					
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
02/28	Fri	Delays at various locations due to Track Work.	0	0	0	0	0	0	5	0	0	13	0	0	1	0	0	19	0	0
02/28	Fri	Train 1473 was terminated at New Rochelle account ADU went dark.	1	0	0	0	0	0	6	0	0	4	0	1	0	0	0	11	0	1
02/28	Fri	Speed restrictions at various locations, including at CP170 at Pleasant Ridge Road and on the Danbury Branch.	11	0	0	5	0	0	3	0	0	10	0	0	1	0	0	30	0	0
02/28	Fri	Stop and Warn Conditions on the Danbury Branch at several branch crossings and in effect at CP170 at Pleasant Ridge Road.	7	0	0	2	0	0	8	0	0	11	0	0	0	0	0	28	0	0
TOTAL FOR MONTH			514	4	13	150	1	0	342	4	1	802	47	13	197	2	2	2005	58	29
																	2092			

	Equip-ment Type	Total Fleet Size	2014 Data						2013 Data		
			MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
Mean Distance Between Failures	M246	176	60,000	22,976	9	25	22,976	53,277	65,992	18	65,992
	M8	292	280,000	206,270	5	9	206,270	206,577	616,649	2	616,649
	M3	140	135,000	85,366	2	4	85,366	197,227	295,038	1	295,038
	M7	336	460,000	180,774	4	11	180,774	488,829	1,881,569	1	1,881,569
	Coach	213	295,000	156,024	5	9	156,024	314,931	197,028	7	197,028
	P-32	31	35,000	20,830	5	9	20,830	29,864	21,670	9	21,670
	BL-20	12	12,000	39,447	3	1	39,447	13,677	26,107	1	26,107
	Fleet	1200	160,000	93,999	33	68	93,999	148,174	158,926	39	158,926
	M2/4/6/8		140,000	71,495	14	34	71,495	101,017	121,058	20	121,058
	M3/7		320,000	155,332	6	15	155,332	403,064	1,088,304	2	1,088,304
Diesel/Coach		120,000	85,849	13	19	85,849	124,730	94,138	17	94,138	

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			2014 Data			2013 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	97.0%	87.8%	90.6%	97.1%	96.5%
		AM Peak	97.1%	82.9%	88.6%	98.9%	97.1%
		PM Peak	96.3%	89.3%	90.6%	98.8%	97.5%
		Total Peak		86.0%	89.6%	98.8%	97.3%
		Off Peak Weekday	97.1%	86.4%	91.4%	96.4%	95.6%
		Weekend	97.3%	92.2%	90.5%	96.0%	97.0%
	Pascack Line	Overall	97.6%	89.1%	91.2%	96.7%	96.8%
	Valley Line	AM Peak	97.8%	88.2%	90.5%	99.3%	98.4%
		PM Peak	97.3%	89.7%	90.7%	99.2%	98.2%
		Total Peak		88.9%	90.6%	99.3%	98.3%
		Off Peak Weekday	97.5%	85.6%	90.9%	95.0%	95.2%
		Weekend	97.8%	95.0%	92.2%	96.8%	97.8%
	Port Jervis Line	Overall	96.2%	85.8%	89.7%	97.6%	96.1%
		AM Peak	96.2%	75.9%	86.0%	98.2%	95.4%
		PM Peak	95.2%	88.9%	90.5%	98.2%	96.7%
	Total Peak		82.4%	88.3%	98.2%	96.0%	
	Off Peak Weekday	96.5%	87.7%	92.1%	98.5%	96.3%	
	Weekend	96.5%	87.7%	87.7%	94.7%	95.7%	
Operating Statistics	Trains Scheduled			1,520	3,184	1,545	3,260
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			23.8	20.6	22.8	20.0
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	69	116	13	38
	Trains Canceled			34	37	4	11
	Trains Terminated			8	8	5	6
	Percent of Scheduled Trips Completed		99.8%	97.2%	98.6%	99.4%	99.5%

FEBRUARY 2014 STANDEE REPORT
East of Hudson

			FEB 2013	YTD 2013	FEB 2014	YTD 2014
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	1	0	1
		Total Standees	2	1	0	1
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	93	58	83	140
		Total Standees	93	58	83	140
EAST OF HUDSON TOTAL - AM PEAK			95	59	83	141
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	3	3
		Total Standees	0	1	3	3
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	14	7	1	11
		Total Standees	14	7	1	11
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	30	32	92	129
		Total Standees	30	32	92	129
EAST OF HUDSON TOTAL - PM PEAK			44	40	96	143

West of Hudson

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

Definitions

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

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

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

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



Metro-North Railroad

Financial Report March 2014



FINANCIAL STATEMENTS
MONTH ENDED: JANUARY 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
JANUARY 2014 FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY**

Overall January financial results were slightly unfavorable vs. the Adopted Budget. Total operating revenues were 4.1% lower than the Adopted Budget reflecting lower passenger receipts due to the impact of several winter storms on non-commutation ridership and lower net GCT retail revenue as a result of project timing. Operating expenditures were 0.2% higher than projected primarily due to increased overtime requirements attributable to snow storm coverage partly offset by timing differences in non-payroll expenses. Capital program expenditures (and reimbursements) were \$5.3 million lower than Budget due to revised timing of various budgeted projects (Positive Train Control, West of Hudson Signal Improvements, Track Program work, and NH Shop Complex) and the reallocation of forces to operations for storm coverage.

Ridership

Total ridership of 6.5 million for January was 3.5% below the Adopted Budget reflecting the impact of multiple snow storms during the month.

East of Hudson

- Ridership was lower than the Adopted Budget on all lines and across all ticket types.
- January ridership of 6.4 million was 3.7% lower than the Adopted Budget and 2.5% lower than 2013.
- Commutation ridership was 0.6% lower than the Adopted Budget.
- Non-commutation ridership for January was 8.4% lower than the Adopted Budget.

West of Hudson

- January ridership was 8.8% higher than the Adopted Budget.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$62.7 million through January was \$7.6 million, or 10.8% lower than the Adopted Budget:

- Fare Box Revenue of \$49.6 million was \$1.9 million lower than the Adopted Budget due to lower East of Hudson ridership across all three lines.
- Other Operating Revenue of \$4.3 million was \$0.3 million below the Adopted Budget due to lower GCT retail net revenue related to timing of project payments.
- Capital and Other Reimbursements of \$8.8 million was \$5.3 million lower than the Adopted Budget due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$128.9 million through January were \$5.0 million (3.7%) lower than the Adopted Budget:

- \$4.8 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures, lower material costs and timing differences of capital projects.
- Total Labor costs (operating and capital) were on target to the Adopted Budget, however overtime costs offset gains from budgeted but unfilled positions.

Financial Performance Measures

- Adjusted Farebox Operating Ratio of 58.1% for January was 2.6% lower than the Adopted Budget primarily due to lower operating revenue.
- Adjusted Cost per Passenger of \$14.54 for the period was \$0.57 higher than the Adopted Budget due primarily to lower ridership.
- Revenue per Passenger of \$7.84 for the period was on target to the Budget.

**MTA METRO-NORTH RAILROAD
JANUARY 2014 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

REVENUE

Total Revenue – \$7.6 million (10.8%) lower than the Adopted Budget for January.

- **Fare Box Revenue** – \$1.9 million (3.8%) lower than the Adopted Budget primarily due to lower non-commutation ridership reflecting the impact from snow storms.
- **Other Operating Revenue** – \$0.3 million below the Adopted Budget primarily due to lower GCT net retail revenue due to the re-scheduling of the Park Avenue Viaduct project.
- **Capital and Other Reimbursements** – \$5.3 million lower than the Adopted Budget due to timing differences/rescheduling in expenditures for capital projects (NH Shop Complex, Positive Train Control, West of Hudson Signal Improvements and Track Program work).

EXPENSES

Total Expenses – January was \$5.0 million (3.7%) lower than Adopted Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$0.1 million (0.1%) lower than the Adopted Budget for January primarily due to lower-than-anticipated capital project work largely offset by higher overtime requirements (\$2.2 million) for snow storm cleanup and repairs.
- **Non-Labor Expenses**
Total non-labor expenses were \$4.8 million lower than Adopted Budget.
 - **Electric Power** – \$0.5 million higher than Adopted Budget due to higher rates on the New Haven Line.
 - **Fuel** – \$0.3 million above the Adopted Budget due to higher heating fuel consumption attributable to colder weather conditions.
 - **Maintenance & Other Operating Contracts** – \$1.7 million lower than the Adopted Budget primarily due to lower costs for maintenance contracts, telephone usage, and environmental waste removal
 - **Professional Services** – \$0.3 million below Adopted Budget primarily due to timing differences in reimbursable project activity.
 - **Materials & Supplies** – \$3.2 million below the Adopted Budget due to lower rolling stock material usage and purchases and timing differences in reimbursable project activity.
 - **Other Business Expenses** – \$0.4 million lower than the Adopted Budget primarily due to lower NJT subsidy payments attributable to improved revenue.
 - **Depreciation and Other Non-Cash Liability Adjustments** – \$24.3 million in total which was \$0.1 million lower than the Adopted Budget due to timing of asset capitalization.

CASH DEFICIT

The Cash Deficit through January was \$39.5 million, which is \$1.8 million unfavorable to the Adopted Budget. This is essentially due to lower cash receipts of \$6.2 million primarily due to lower capital reimbursements partially offset by lower overall expenses (\$4.4 million).

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
January 2014
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$51,584	\$49,638	(\$1,946)	(3.8)	\$0,000	\$0,000	\$0,000	-	\$51,584	\$49,638	(\$1,946)	(3.8)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	4,593	4,251	(0,342)	(7.4)	0,000	0,000	0,000	-	4,593	4,251	(0,342)	(7.4)
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	9,458	5,659	(3,799)	(40.2)	9,458	5,659	(3,799)	(40.2)
CDOT	0,000	0,000	0,000	-	3,576	1,975	(1,600)	(44.8)	3,576	1,975	(1,600)	(44.8)
Other	0,000	0,000	0,000	-	1,115	1,212	0,098	8.8	1,115	1,212	0,098	8.8
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	14,148	8,847	(5,301)	(37.5)	14,148	8,847	(5,301)	(37.5)
Total Revenue/Receipts	\$56,177	\$53,889	(\$2,288)	(4.1)	\$14,148	\$8,847	(\$5,301)	(37.5)	\$70,325	\$62,736	(\$7,589)	(10.8)
Expenses												
<i>Labor:</i>												
Payroll	\$37,904	\$37,767	\$0,137	0.4	\$3,418	\$2,275	\$1,143	33.5	\$41,322	\$40,042	\$1,280	3.1
Overtime	5,030	7,422	(2,392)	(47.6)	1,060	0,829	0,231	21.8	6,089	8,251	(2,161)	(35.5)
Health and Welfare	9,493	9,241	0,252	2.7	1,105	0,719	0,386	34.9	10,598	9,960	0,638	6.0
OPEB Current Payment	1,837	1,840	(0,003)	(0.1)	0,000	0,000	0,000	-	1,837	1,840	(0,003)	(0.1)
Pensions	6,625	6,765	(0,140)	(2.1)	0,668	0,463	0,205	30.7	7,293	7,229	0,065	0.9
Other Fringe Benefits	8,874	8,804	0,070	0.8	0,768	0,533	0,235	30.6	9,642	9,337	0,305	3.2
Reimbursable Overhead	(2,943)	(2,229)	(0,714)	(24.3)	2,870	2,183	0,687	23.9	(0,072)	(0,045)	(0,027)	(37.4)
Total Labor	\$66,821	\$69,611	(\$2,790)	(4.2)	\$9,889	\$7,002	\$2,887	29.2	\$76,710	\$76,613	\$0,097	0.1
<i>Non-Labor:</i>												
Electric Power	\$6,668	\$7,190	(\$0,522)	(7.8)	\$0,000	\$0,006	(\$0,006)	-	\$6,668	\$7,196	(\$0,528)	(7.9)
Fuel	2,563	2,838	(0,275)	(10.7)	0,000	0,000	0,000	-	2,563	2,838	(0,275)	(10.7)
Insurance	1,422	1,396	0,026	1.8	0,250	0,154	0,096	38.4	1,671	1,550	0,122	7.3
Claims	0,056	0,173	(0,118)	*	0,000	0,000	0,000	-	0,056	0,173	(0,118)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	7,568	6,071	1,497	19.8	0,564	0,352	0,212	37.6	8,132	6,423	1,709	21.0
Professional Service Contracts	1,847	1,757	0,089	4.8	1,069	0,851	0,218	20.4	2,915	2,608	0,307	10.5
Materials & Supplies	6,395	4,985	1,410	22.0	2,318	0,516	1,801	77.7	8,712	5,501	3,211	36.9
Other Business Expenses	2,095	1,812	0,283	13.5	0,059	(0,034)	0,093	*	2,154	1,778	0,376	17.5
Total Non-Labor	\$28,612	\$26,223	\$2,390	8.4	\$4,259	\$1,844	\$2,414	56.7	\$32,871	\$28,067	\$4,804	14.6
<i>Other Adjustments:</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adjs.	\$95,433	\$95,834	(\$0,401)	(0.4)	\$14,148	\$8,847	\$5,301	37.5	\$109,581	\$104,680	\$4,901	4.5
Depreciation	18,936	18,827	0,110	0.6	0,000	0,000	0,000	-	18,936	18,827	0,110	0.6
OPEB Obligation	5,425	5,425	0,000	0.0	0,000	0,000	0,000	-	5,425	5,425	0,000	0.0
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$119,794	\$120,085	(\$0,291)	(0.2)	\$14,148	\$8,847	\$5,301	37.5	\$133,942	\$128,932	\$5,011	3.7
Net Surplus/(Deficit)	(\$63,618)	(\$66,196)	(\$2,578)	(4.1)	(\$0,000)	\$0,000	\$0,000	-	(\$63,618)	(\$66,196)	(\$2,578)	(4.1)
<i>Cash Conversion Adjustments:</i>												
Depreciation	18,936	18,827	(0,110)	(0.6)	0,000	0,000	0,000	-	18,936	18,827	(0,110)	(0.6)
Operating/Capital	(1,755)	0,033	1,788	*	0,000	0,000	0,000	-	(1,755)	0,033	1,788	*
Other Cash Adjustments	8,642	7,789	(0,853)	(9.9)	0,000	0,000	0,000	-	8,642	7,789	(0,853)	(9.9)
Total Cash Conversion Adjustments	\$25,824	\$26,649	\$0,825	3.2	\$0,000	\$0,000	\$0,000	-	\$25,824	\$26,649	\$0,825	3.2
Net Cash Surplus/(Deficit)	(\$37,794)	(\$39,547)	(\$1,753)	(4.6)	(\$0,000)	\$0,000	\$0,000	-	(\$37,794)	(\$39,547)	(\$1,753)	(4.6)

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$51.584	\$49.638	(\$1.946)	(3.8)	\$0.000	\$0.000	\$0.000	-	\$51.584	\$49.638	(\$1.946)	(3.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.593	4.251	(0.342)	(7.4)	0.000	0.000	0.000	-	4.593	4.251	(0.342)	(7.4)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.458	5.659	(3.799)	(40.2)	9.458	5.659	(3.799)	(40.2)
CDOT	0.000	0.000	0.000	-	3.576	1.975	(1.600)	(44.8)	3.576	1.975	(1.600)	(44.8)
Other	0.000	0.000	0.000	-	1.115	1.212	0.098	8.8	1.115	1.212	0.098	8.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	14.148	8.847	(5.301)	(37.5)	14.148	8.847	(5.301)	(37.5)
Total Revenue/Receipts	\$56.177	\$53.889	(\$2.288)	(4.1)	\$14.148	\$8.847	(\$5.301)	(37.5)	\$70.325	\$62.736	(\$7.589)	(10.8)
Expenses												
<i>Labor</i>												
Payroll	\$37.904	\$37.767	\$0.137	0.4	\$3.418	\$2.275	\$1.143	33.5	\$41.322	\$40.042	\$1.280	3.1
Overtime	5.030	7.422	(2.392)	(47.6)	1.060	0.829	0.231	21.8	6.089	8.251	(2.161)	(35.5)
Health and Welfare	9.493	9.241	0.252	2.7	1.105	0.719	0.386	34.9	10.598	9.960	0.638	6.0
OPEB Current Payment	1.837	1.840	(0.003)	(0.1)	0.000	0.000	0.000	-	1.837	1.840	(0.003)	(0.1)
Pensions	6.625	6.765	(0.140)	(2.1)	0.668	0.463	0.205	30.7	7.293	7.229	0.065	0.9
Other Fringe Benefits	8.874	8.804	0.070	0.8	0.768	0.533	0.235	30.6	9.642	9.337	0.305	3.2
Reimbursable Overhead	(2.943)	(2.229)	(0.714)	(24.3)	2.870	2.183	0.687	23.9	(0.072)	(0.045)	(0.027)	(37.4)
Total Labor	\$66.821	\$69.611	(\$2.790)	(4.2)	\$9.889	\$7.002	\$2.887	29.2	\$76.710	\$76.613	\$0.097	0.1
<i>Non-Labor</i>												
Electric Power	\$6.668	\$7.190	(\$0.522)	(7.8)	\$0.000	\$0.006	(\$0.006)	-	\$6.668	\$7.196	(\$0.528)	(7.9)
Fuel	2.563	2.838	(0.275)	(10.7)	0.000	0.000	0.000	-	2.563	2.838	(0.275)	(10.7)
Insurance	1.422	1.396	0.026	1.8	0.250	0.154	0.096	38.4	1.671	1.550	0.122	7.3
Claims	0.056	0.173	(0.118)	*	0.000	0.000	0.000	-	0.056	0.173	(0.118)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.568	6.071	1.497	19.8	0.564	0.352	0.212	37.6	8.132	6.423	1.709	21.0
Professional Service Contracts	1.847	1.757	0.089	4.8	1.069	0.851	0.218	20.4	2.915	2.608	0.307	10.5
Materials & Supplies	6.395	4.985	1.410	22.0	2.318	0.516	1.801	77.7	8.712	5.501	3.211	36.9
Other Business Expenses	2.095	1.812	0.283	13.5	0.059	(0.034)	0.093	*	2.154	1.778	0.376	17.5
Total Non-Labor	\$28.612	\$26.223	\$2.390	8.4	\$4.259	\$1.844	\$2.414	56.7	\$32.871	\$28.067	\$4.804	14.6
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$95.433	\$95.834	(\$0.401)	(0.4)	\$14.148	\$8.847	\$5.301	37.5	\$109.581	\$104.680	\$4.901	4.5
Depreciation	18.936	18.827	0.110	0.6	0.000	0.000	0.000	-	18.936	18.827	0.110	0.6
OPEB Obligation	5.425	5.425	0.000	0.0	0.000	0.000	0.000	-	5.425	5.425	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$119.794	\$120.085	(\$0.291)	(0.2)	\$14.148	\$8.847	\$5.301	37.5	\$133.942	\$128.932	\$5.011	3.7
Net Surplus/(Deficit)	(\$63.618)	(\$66.196)	(\$2.578)	(4.1)	\$0.000	\$0.000	\$0.000	-	(\$63.618)	(\$66.196)	(\$2.578)	(4.1)
<i>Cash Conversion Adjustments</i>												
Depreciation	18.936	18.827	(0.110)	(0.6)	0.000	0.000	0.000	-	18.936	18.827	(0.110)	(0.6)
Operating/Capital	(1.755)	0.033	1.788	*	0.000	0.000	0.000	-	(1.755)	0.033	1.788	*
Other Cash Adjustments	8.642	7.789	(0.853)	(9.9)	0.000	0.000	0.000	-	8.642	7.789	(0.853)	(9.9)
Total Cash Conversion Adjustments	\$25.824	\$26.649	\$0.825	3.2	\$0.000	\$0.000	\$0.000	-	\$25.824	\$26.649	\$0.825	3.2
Net Cash Surplus/(Deficit)	(\$37.794)	(\$39.547)	(\$1.753)	(4.6)	\$0.000	\$0.000	\$0.000	-	(\$37.794)	(\$39.547)	(\$1.753)	(4.6)

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
JANUARY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		Reason for Variance
		Variance Fav (Unfav)		
		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$1.946)	(3.8%)	Reflects lower ridership across all three lines primarily due to higher snowfall during the month.
OTHER OPERATING REVENUE	Non-Reimb	(\$0.342)	(7.4%)	Primarily reflects lower net GCT revenues due to the re-scheduling of the Park Ave Viaduct project.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.301)	(37.5%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$1.143	33.5%	Reflects reallocation of forces to operations coverage of inclement weather conditions, vacant administrative positions, and timing differences in the following projects: 2013 Cyclical Track Program, Positive Train Control, GCT Turnouts / Switch Renewal, NH Rail Yard - Component Change Out Shop, H & H Lines Power Imp and Program Scope Dev.
OVERTIME	Non-Reimb	(\$2.392)	(47.6%)	Higher overtime requirements due to snow storm cleanup and repairs.
	Reimb	\$0.231	21.8%	Reflects reallocation of forces to operations coverage of inclement weather conditions, as well as timing differences on the 2013 Cyclical Track Program, NH Rail Yard - Component Change Out Shop, Positive Train Control and H & H Lines Power Improvements, and lower than projected activity on the Amtrak & Other RR project.
HEALTH AND WELFARE	Reimb	\$0.386	34.9%	Reflects lower project activity.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
JANUARY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
PENSIONS	Reimb	\$0.205	30.7%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Reimb	\$0.235	30.6%	Reflects rate differentials and project adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.714)	(24.3%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Positive Train Control, West of Hudson Signal Improvements, Track Program work, and NH Rail Yard - Component Change Out Shop.
	Reimb	\$0.687	23.9%	
ELECTRIC POWER	Non-Reimb	(\$0.522)	(7.8%)	Primarily due to higher rates on the NHL line.
FUEL	Non-Reim	(\$0.275)	(10.7%)	Primarily due to higher heating fuel consumption resulting from colder weather conditions.
INSURANCE	Reimb	\$0.096	38.4%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$0.118)	*	Primarily reflects May NHL derailment injury claims and Federal Employers Liability Act (FELA) claims payable to the Railroad Retirement Board.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.497	19.8%	Reflects lower costs for maintenance contracts, telephone usage, and environmental waste removal.
	Reimb	\$0.212	37.6%	Reflects timing on the GCT Leaks Remediation project.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
JANUARY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Reimb	\$0.218	20.4%	Reflects delay of the Positive Train Control and WOH Signal Improvements, the impact of the reversal of prior period non payroll expenses and partially offset by costs of the MNR Technology relocation project.
MATERIAL AND SUPPLIES	Non-Reimb	\$1.410	22.0%	Lower rolling stock mechanical material usage and purchases.
	Reimb	\$1.801	77.7%	Reflects delay on the Hurricane Sandy C&S project, NH Rail Yard - Component Change Out Shop, Positive Train Control, Bronx Stations/Capacity Imp., Overhead Bridge Program and the Replace/Repair Undergrade Bridge program.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.283	13.5%	Primarily due to lower NJT Subsidy payments (due to higher farebox revenue) and miscellaneous expenses for the month.
	Reimb	\$0.093	*	Reflects minor variances on several projects.
OPERATING CAPITAL	Non-Reimb	\$1.788	*	Reflects lower activity during the period on the Employee Welfare Facility Improvements , GCT Escalators Heavy Repair And Maintenance, and Expand Real-Time Train Status Information- NYS projects, offset by higher than anticipated payment of prior year project carryover costs.

* Variance exceeds 100%.

MTA Metro-North Railroad
February 2014 Adopted Plan -
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	61,067	\$2.4	58,508	\$3.2	2,559	(\$0.8)	61,067	\$2.4	58,508	\$3.2	2,559	(\$0.8)
					4.2%	-32.0%					4.2%	-32.0%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	29,268	\$1.3	33,119	\$1.6	(3,850)	(\$0.3)	29,268	\$1.3	33,119	\$1.6	(3,850)	(\$0.3)
					-13.2%	-20.3%					-13.2%	-20.3%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	(\$0.0)	0	\$0.0	0	\$0.0	0	(\$0.0)
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> ²	13,138	\$0.8	21,482	\$1.0	(8,344)	(\$0.2)	13,138	\$0.8	21,482	\$1.0	(8,344)	(\$0.2)
					-63.5%	-26.5%					-63.5%	-26.5%
<u>Weather Emergencies</u>	6,090	\$0.4	32,332	\$1.5	(26,242)	(\$1.1)	6,090	\$0.4	32,332	\$1.5	(26,242)	(\$1.1)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> ⁴	3,719	\$0.2	491	\$0.2	3,228	(\$0.0)	3,719	\$0.2	491	\$0.2	3,228	(\$0.0)
					86.8%	-9.7%					86.8%	-9.7%
Subtotal	113,282	\$5.0	145,932	\$7.4	(32,650)	(\$2.4)	113,282	\$5.0	145,932	\$7.4	(32,650)	(\$2.4)
					-28.8%	-47.6%					-28.8%	-47.6%
REIMBURSABLE OVERTIME	21,087	\$1.1	16,789	\$0.8	4,297	\$0.2	21,087	\$1.1	16,789	\$0.8	4,297	\$0.2
					20.4%	21.8%					20.4%	21.8%
TOTAL OVERTIME	134,369	\$6.1	162,721	\$8.3	(28,352)	(\$2.2)	134,369	\$6.1	162,721	\$8.3	(28,352)	(\$2.2)
					-21.1%	-35.5%					-21.1%	-35.5%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

⁴ Reflects overtime for administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

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

	January			January Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	2,559 4.2%	(\$0.8) -32.0%	Non-Emergency weather related (snow storms)	2,559 4.2%	(\$0.8) -32.0%	Non-Emergency weather related (snow storms)
<u>Unscheduled Service</u>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Programmatic/Routine Maintenance</u>	(3,850) -13.2%	(\$0.3) -20.3%	Due to snow storm coverage	(3,850) -13.2%	(\$0.3) -20.3%	Due to snow storm coverage
<u>Unscheduled Maintenance</u>	0 -	(\$0.0) -		0 -	(\$0.0) -	
<u>Vacancy/Absentee Coverage</u> ²	(8,344) -63.5%	(\$0.2) -26.5%	Vacancy and sick time coverage	(8,344) -63.5%	(\$0.2) -26.5%	Vacancy and sick time coverage
<u>Weather Emergencies</u>	(26,242) *	(\$1.1) *	Due to snow storm coverage	(26,242) *	(\$1.1) *	Due to snow storm coverage
<u>Safety/Security/Law Enforcement</u> ³	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Other</u> ⁴	3,228 86.8%	(\$0.0) -9.7%	Due to snow storm coverage	3,228 86.8%	(\$0.0) -9.7%	Due to snow storm coverage
Subtotal	(32,650) -28.8%	(\$2.4) -47.6%		(32,650) -28.8%	(\$2.4) -47.6%	
REIMBURSABLE OVERTIME	4,297 20.4%	\$0.2 21.8%		4,297 20.4%	\$0.2 21.8%	
TOTAL OVERTIME	(28,352)	(\$2.2)		(28,352)	(\$2.2)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

MTA METRO-NORTH RAILROAD
2013 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	January 2014				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$52.080	\$52.305	\$0.225	0.4	\$52.080	\$52.305	\$0.225	0.4
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.540	7.206	0.666	10.2	6.540	7.206	0.666	10.2
<i>Capital & Other Reimbursements:</i>								
MTA	7.481	3.200	(4.281)	(57.2)	7.481	3.200	(4.281)	(57.2)
CDOT	3.746	1.621	(2.125)	(56.7)	3.746	1.621	(2.125)	(56.7)
Other	1.319	0.648	(0.671)	(50.9)	1.319	0.648	(0.671)	(50.9)
Total Capital and Other Reimbursements	12.546	5.469	(7.077)	(56.4)	12.546	5.469	(7.077)	(56.4)
Total Receipts	\$71.166	\$64.980	(\$6.186)	(8.7)	\$71.166	\$64.980	(\$6.186)	(8.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$46.002	\$41.756	\$4.246	9.2	\$46.002	\$41.756	\$4.246	9.2
Overtime	6.819	9.252	(2.433)	(35.7)	6.819	9.252	(2.433)	(35.7)
Health and Welfare	10.459	6.419	4.040	38.6	10.459	6.419	4.040	38.6
OPEB Current Payment	1.837	1.840	(0.003)	(0.1)	1.837	1.840	(0.003)	(0.1)
Pensions	0.274	1.311	(1.037)	*	0.274	1.311	(1.037)	*
Other Fringe Benefits	12.176	11.161	1.015	8.3	12.176	11.161	1.015	8.3
GASB Account	0.743	0.000	0.743	100.0	0.743	0.000	0.743	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$78.310	\$71.739	\$6.571	8.4	\$78.310	\$71.739	\$6.571	8.4
<i>Non-Labor:</i>								
Electric Power	\$6.828	\$3.375	\$3.453	50.6	\$6.828	\$3.375	\$3.453	50.6
Fuel	2.265	3.129	(0.864)	(38.1)	2.265	3.129	(0.864)	(38.1)
Insurance	0.000	3.951	(3.951)	-	0.000	3.951	(3.951)	-
Claims	0.057	0.384	(0.327)	*	0.057	0.384	(0.327)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4.738	9.146	(4.408)	(93.0)	4.738	9.146	(4.408)	(93.0)
Professional Service Contracts	2.827	4.116	(1.289)	(45.6)	2.827	4.116	(1.289)	(45.6)
Materials & Supplies	9.175	4.483	4.692	51.1	9.175	4.483	4.692	51.1
Other Business Expenditures	4.760	4.204	0.556	11.7	4.760	4.204	0.556	11.7
Total Non-Labor	\$30.650	\$32.788	(\$2.138)	(7.0)	\$30.650	\$32.788	(\$2.138)	(7.0)
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$108.960	\$104.527	\$4.433	4.1	\$108.960	\$104.527	\$4.433	4.1
Net Cash Deficit (excludes Opening Cash Balance)	(\$37.794)	(\$39.547)	(\$1.753)	(4.6)	(\$37.794)	(\$39.547)	(\$1.753)	(4.6)
Subsidies								
MTA	28.279	19.825	(8.454)	(29.9)	28.279	19.825	(8.454)	(29.9)
CDOT	9.515	9.651	0.136	1.4	9.515	9.651	0.136	1.4
Total Subsidies	\$37.794	\$29.476	(\$8.318)	(22.0)	\$37.794	\$29.476	(\$8.318)	(22.0)
Cash Timing and Availability Adjustment	\$0.000	\$10.071	\$10.071	-	\$0.000	\$10.071	\$10.071	-

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

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2014 BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	0.225	0.4%	
OTHER OPERATING REVENUE	0.666	10.2%	Favorable variance driven primarily by CSX reimbursement for 2013 derailment partially offset by a lag in the receipt of parking revenue which was booked in February.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(4.281)	(57.2%)	Unfavorable variance driven by timing of cash receipts combined with lower capital volume than budgeted.
CDOT	(2.125)	(56.7%)	Unfavorable variance driven by lower than planned capital activity (primarily PTC and NH Rail Component Change-out Shop).
OTHER	(0.671)	(50.9%)	Lower receipts than anticipated due to timing of I & C related projects.
PAYROLL	4.246	9.2%	Favorable variance driven by position vacancies, revised scheduling of capital projects, payroll taxes associated with vacancies and COLA budgeted but not paid partially offset by vacation payouts and medical opt-out payments.
OVERTIME	(2.433)	(35.7%)	Unfavorable variance primarily driven by weather related overtime.
HEALTH & WELFARE	4.040	38.6%	Favorable variance driven by timing of NYSHIP premiums and Met Life/Vision Care payments.
PENSIONS	(1.037)	*	Reflects additional payments to meet the final 2013 Actuarial Required Contribution (MTA Defined Benefit and Retirement Contribution).
OTHER FRINGE BENEFITS	1.015	8.3%	Lower FELA claims payments than anticipated.
GASB ACCOUNT	0.743	100.0%	Reflects a payment delay which will processed in February.
ELECTRIC POWER	3.453	50.6%	Favorable variance due to timing of payments partially offset by higher rates on the New Haven Line.
FUEL	(0.864)	(38.1%)	Higher than projected diesel fuel inventory purchases.

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2014 BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
INSURANCE	(3.951)	(100.0%)	Unfavorable variance driven by catch up insurance payments for the last quarter of 2013 for Excess Liability, Station Liability and an early payment for 2014 Force Account insurance premiums.
CLAIMS	(0.327)	*	Reflects timing differences in passenger injury settlements primarily from the New Haven Line derailment, Port Chester Station and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	(4.408)	(93.0%)	Unfavorable variance driven by timing of capital projects related to 2013, real estate rental payments, escalator maintenance, bus services for ConEd power outage, equipment rentals and non-vehicle maintenance repairs.
PROFESSIONAL SERVICE CONTRACTS	(1.289)	(45.6%)	Unfavorable variance due to timing of payments for I.T. software and hardware.
MATERIALS & SUPPLIES	4.692	51.1%	Favorable variance driven by lower than budgeted capital project expenditures and timing of material purchases for inventory.
OTHER BUSINESS EXPENSES	0.556	11.7%	Favorable variance driven by lower capital related expenditures.
MTA SUBSIDY RECEIPTS	(8.454)	(29.9%)	Lower subsidy draw due to a higher available bank balance partially offset by a higher net cash deficit.
CDOT SUBSIDY RECEIPTS	0.136	1.4%	
TOTAL SUBSIDY RECEIPTS	(8.318)	(22.0%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	January 2014				Year-to-Date			
	Adopted Budget	Actual	Variance	Favorable (Unfavorable) Percent	Adopted Budget	Actual	Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	\$0.496	\$2.667	\$2.171	*	\$0.496	\$2.667	\$2.171	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.947	2.955	1.008	51.8	1.947	2.955	1.008	51.8
<i>Capital & Other Reimbursements:</i>								
MTA	(1.977)	(2.459)	(0.482)	(24.4)	(1.977)	(2.459)	(0.482)	(24.4)
CDOT	0.170	(0.354)	(0.525)	*	0.170	(0.354)	(0.525)	*
Other	0.204	(0.564)	(0.769)	*	0.204	(0.564)	(0.769)	*
Total Capital and Other Reimbursements	(1.602)	(3.378)	(1.776)	*	(1.602)	(3.378)	(1.776)	*
Total Revenue/Receipts	\$0.841	\$2.244	\$1.403	*	\$0.841	\$2.244	\$1.403	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.680)	(\$1.714)	\$2.966	63.4	(\$4.680)	(\$1.714)	\$2.966	63.4
Overtime	(0.730)	(1.001)	(0.272)	(37.2)	(0.730)	(1.001)	(0.272)	(37.2)
Health and Welfare	0.139	3.541	3.402	*	0.139	3.541	3.402	*
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	7.019	5.918	(1.102)	(15.7)	7.019	5.918	(1.102)	(15.7)
Other Fringe Benefits	(2.534)	(1.824)	0.710	28.0	(2.534)	(1.824)	0.710	28.0
GASB Account	(0.743)	0.000	0.743	100.0	(0.743)	0.000	0.743	100.0
Reimbursable Overhead	(0.072)	(0.045)	0.027	37.4	(0.072)	(0.045)	0.027	37.4
Total Labor	(\$1.600)	\$4.874	\$6.474	*	(\$1.600)	\$4.874	\$6.474	*
<i>Non-Labor:</i>								
Electric Power	(\$0.160)	\$3.821	\$3.981	*	(\$0.160)	\$3.821	\$3.981	*
Fuel	0.298	(0.291)	(0.589)	*	0.298	(0.291)	(0.589)	*
Insurance	1.671	(2.401)	(4.073)	*	1.671	(2.401)	(4.073)	*
Claims	(0.001)	(0.211)	(0.209)	*	(0.001)	(0.211)	(0.209)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	3.394	(2.723)	(6.117)	*	3.394	(2.723)	(6.117)	*
Professional Service Contracts	0.088	(1.508)	(1.596)	*	0.088	(1.508)	(1.596)	*
Materials & Supplies	(0.463)	1.018	1.481	*	(0.463)	1.018	1.481	*
Other Business Expenses	(2.606)	(2.426)	0.180	6.9	(2.606)	(2.426)	0.180	6.9
Total Non-Labor	\$2.221	(\$4.721)	(\$6.942)	*	\$2.221	(\$4.721)	(\$6.942)	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	\$0.621	\$0.153	(\$0.468)	(75.3)	\$0.621	\$0.153	(\$0.468)	(75.3)
Depreciation	18.936	18.827	(0.110)	(0.6)	18.936	18.827	(0.110)	(0.6)
OPEB Obligation	5.425	5.425	0.000	0.0	5.425	5.425	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures Adjustments	\$24.982	\$24.405	(\$0.578)	(2.3)	\$24.982	\$24.405	(\$0.578)	(2.3)
Total Cash Conversion Adjustments	\$25.824	\$26.649	\$0.825	3.2	\$25.824	\$26.649	\$0.825	3.2

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
UTILIZATION
(in millions)

	Month of January		Variance	
	Budget	Actual	Fav (Unfav) Amount	Bud %
<u>Farebox Revenue</u>				
Harlem Line	\$15.671	\$15.047	(\$0.624)	-4.0
Hudson Line	\$10.952	\$10.562	(\$0.391)	-3.6
New Haven Line	\$24.922	\$23.994	(\$0.927)	-3.7
Total Farebox Revenue	\$51.545	\$49.603 ⁽¹⁾	(\$1.942)	-3.8
<u>Ridership</u>				
Harlem Line	2.218	2.136	(0.081)	-3.7
Hudson Line	1.265	1.230	(0.035)	-2.8
New Haven Line	3.163	3.032	(0.131)	-4.1
Total East of Hudson Ridership	6.646	6.398	(0.247)	-3.7
West of Hudson Ridership	0.118	0.128	0.010	8.8
Total Ridership	6.763	6.526	(0.237)	-3.5

(1) Farebox Revenue Excludes West of Hudson revenues (including Mail & Ride revenue totaling \$0.035 million for the month).

Ridership for East of Hudson service for the month was 3.7% lower than budget. Multiple snow storm days contributed to unfavorable results across the board in all three lines as well as by type. Commutation ridership was 0.6% below the budget, and non-commutation ridership was 8.4% below budget and all along the three lines. January 2013 ridership was 2.5% lower than 2012.

West of Hudson ridership was 8.8% higher than budget for the month.

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 31, 2014

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations (3)	9	7	2
Safety (1) (2)	45	30	15
COS/Corporate & Public Affairs (3)	17	15	2
Legal	18	18	-
Claims Services (3)	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources (3)	7	3	4
Human Resources	28	28	0
Training (4)	58	48	10
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis (3)	18	16	2
Capital Planning & Programming (3)	16	13	3
GCT & Corporate Development (1)(3)	26	20	6
Long Range Planning	8	8	-
VP Finance & Information Systems (3)	3	1	2
Controller	80	75	5
Information Technology & Project Mgmt	120	100	20
Budget (3)	18	17	1
Customer Service (3)	49	44	5
Procurement & Material Mgmt (3)	42	29	13
Corporate (3)	2	-	2
Total Administration	598	506	92
Operations			
Operations Administration (3)	61	48	13
Operations Services (3)(5)	1,426	1,401	25
Customer Service	236	229	7
GCT & Corporate Development (1)(3)	38	36	2
Metro-North West (5)	27	34	(7)
Total Operations	1,788	1,748	40
Maintenance			
GCT & Corporate Development (1)	174	173	1
Maintenance of Equipment (1) (3)	1,691	1,622	69
Maintenance of Way (1) (3)	1,915	1,840	75
Procurement & Material Mgmt (3)	124	121	3
Total Maintenance	3,904	3,756	148
Engineering/Capital			
Construction Management (3)	42	37	5
Engineering & Design (3)	68	57	11
Total Engineering/Capital	110	94	16
Total Positions	6,400	6,104	296
Non-Reimbursable	5,898	5,764	134
Reimbursable	502	339	163
Total Full-Time	6,399	6,103	296
Total Full-Time-Equivalents (of part-time positions)	1	1	-

- (1) Headcount actuals adjusted to reflect the budgeted re-organization of GCT & Corporate Development and Operations Services/Maintenance of Equipment departments.
- (2) Variance reflects 11 new positions included in the 2014 budget for the Safety Security Initiative and 4 existing vacant positions.
- (3) Variance reflects existing vacant positions.
- (4) Variance reflects 8 new positions included in the 2014 budget for hiring initiative and 2 existing vacant positions.
- (5) Metro-North West unfavorable variance is due to Operation Services providing T&E staff to perform flag work on various projects on MNR's West of Hudson services.

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 31, 2014

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors (2)	196	161	35
Professional, Technical, Clerical (2)	401	344	57
Operational Hourlies	-	-	-
Total Administration	598	506	92
Operations (1)			
Managers/Supervisors (2)	149	137	12
Professional, Technical, Clerical	238	220	18
Operational Hourlies (2)	1,402	1,391	11
Total Operations	1,788	1,748	40
Maintenance (1)			
Managers/Supervisors (2)	545	486	58
Professional, Technical, Clerical (2)	500	474	26
Operational Hourlies (2)	2,860	2,795	64
Total Maintenance	3,904	3,756	148
Engineering/Capital			
Managers/Supervisors	49	41	8
Professional, Technical, Clerical	61	53	8
Operational Hourlies	-	-	-
Total	110	94	16
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	939	826	113
Professional, Technical, Clerical	1,200	1,092	109
Operational Hourlies	4,261	4,186	75
Total Positions	6,400	6,104	296

Notes

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

(2) Headcount actuals reflect the GCT & Corporate Development and Operations Services/Maintenance of Equipment re-organization that was included in the budget.

**MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET VS. ACTUALS**

January 31, 2014

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	1,788	1,748	40	Reflects vacancies in Operation Services (train operations staff), Operations Administration (drug & alcohol technicians, project managers and automotive staff) and Customer Service staffing (ticket sellers).
Maintenance (1)	3,904	3,756	148	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment positions (electricians, carmen, machinists and sheetmetal workers).
Administration (1)	598	506	92	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts), Safety (fire EMS and safety officers primarily related to the Safety Security Initiative), Procurement (procurement managers and specialists) and Training personnel (training officers and managers).
Engineering / Capital	110	94	16	
Total Agency-wide Headcount	6,400	6,104	296	
Non-Reimbursable	5,898	5,764	134	
Reimbursable	502	339	163	

Notes

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

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS *
JANUARY 2014**

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2014</u>	<u>BUDGET</u>	<u>2013</u>	<u>BUDGET</u>	<u>2013</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	53.0%	55.1%	58.1%	-2.1%	-5.1%
Adjusted ⁽²⁾	58.1%	60.7%	64.5%	-2.6%	-6.4%
Cost per Passenger					
Standard ⁽¹⁾	\$14.81	\$14.23	\$12.64	(\$0.58)	(\$2.17)
Adjusted ⁽²⁾	\$14.54	\$13.97	\$12.45	(\$0.57)	(\$2.09)
Passenger Revenue/Passenger ⁽³⁾	\$7.84	\$7.85	\$7.34	(\$0.01)	\$0.50

(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 March 2014

JANUARY 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

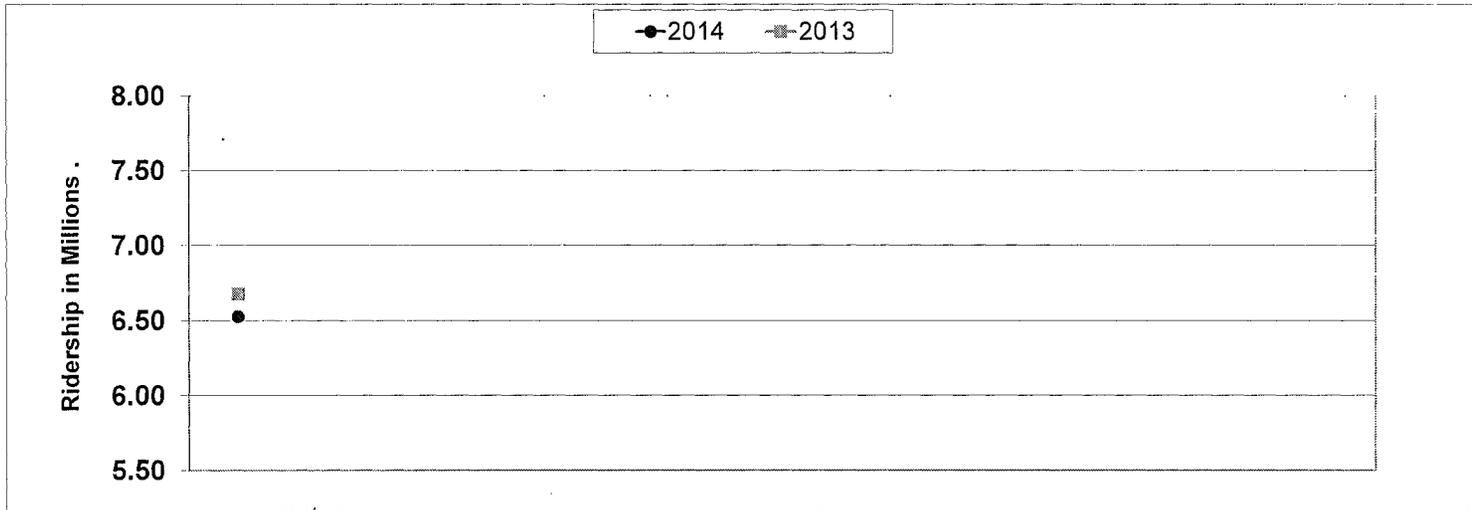
EXECUTIVE SUMMARY

January

- January 2014 **Total MNR System Ridership** was 6.567 million vs. 6.724 million in January 2013, a decrease of 157,395 passengers (-2.3%).
- January 2014 **Total Rail Ridership** was 6.526 million vs. 6.677 million in January 2013, a decrease of 150,772 passengers (-2.3%).
 - **Rail Commutation Ridership** was unchanged vs. 2013
 - **Rail Non-commutation Ridership** was -5.7% vs. 2013
- January 2014 **East of Hudson Ridership** was 6.398 million vs. 6.559 million in January 2013, a decrease of 161,364 passengers (-2.5%).
- January 2014 **West of Hudson Ridership** was 0.128 million vs. 0.117 million in January 2013, an increase of 10,592 passengers (+9.0%).
- January 2014 **Connecting Services Ridership** was 0.041 million vs. 0.047 million in January 2013, a decrease of 6,623 passengers (-14.1%).
- January 2014 **Rail Revenue** was \$50.7 million vs. \$48.2 million in January 2013, an increase of \$2,478,693 (+5.1%).

JANUARY RAIL RIDERSHIP ⁽¹⁾

- January's Total Rail Ridership was 2.3% below 2013 and 3.5% below budget.

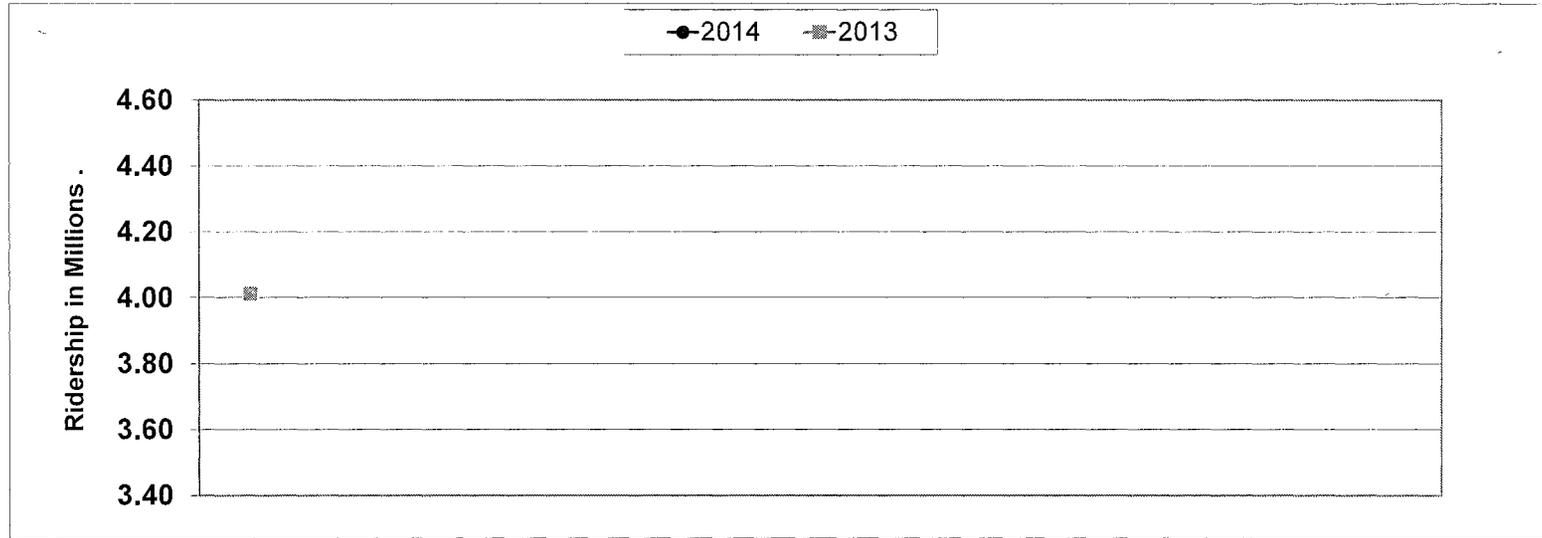


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53												6.53
2013	6.68												6.68
PCT CHG.	-2.3%												-2.3%

1) Includes East and West of Hudson

JANUARY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- January's Rail Commutation Ridership was unchanged vs. 2013 and 0.4% below budget.

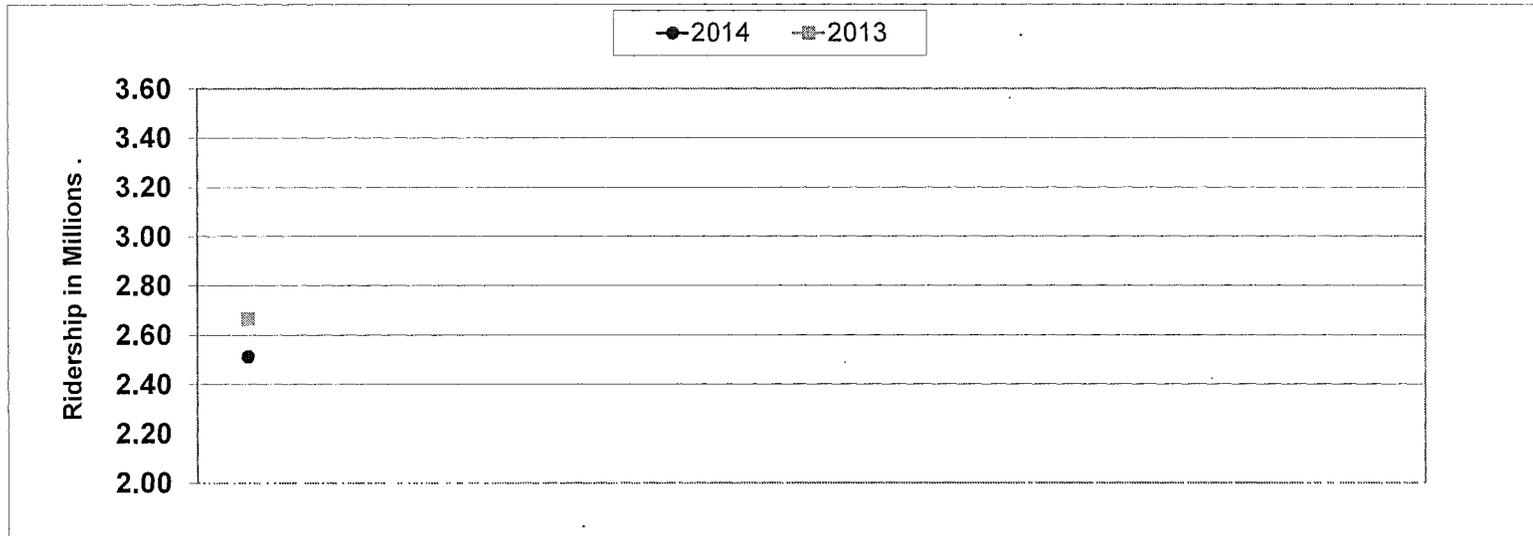


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01												4.01
2013	4.01												4.01
PCT CHG.	0.0%												0.0%

1) Includes East and West of Hudson

JANUARY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- January's Rail Non-Commutation Ridership was 5.7% below 2013 and 8.1% below budget.

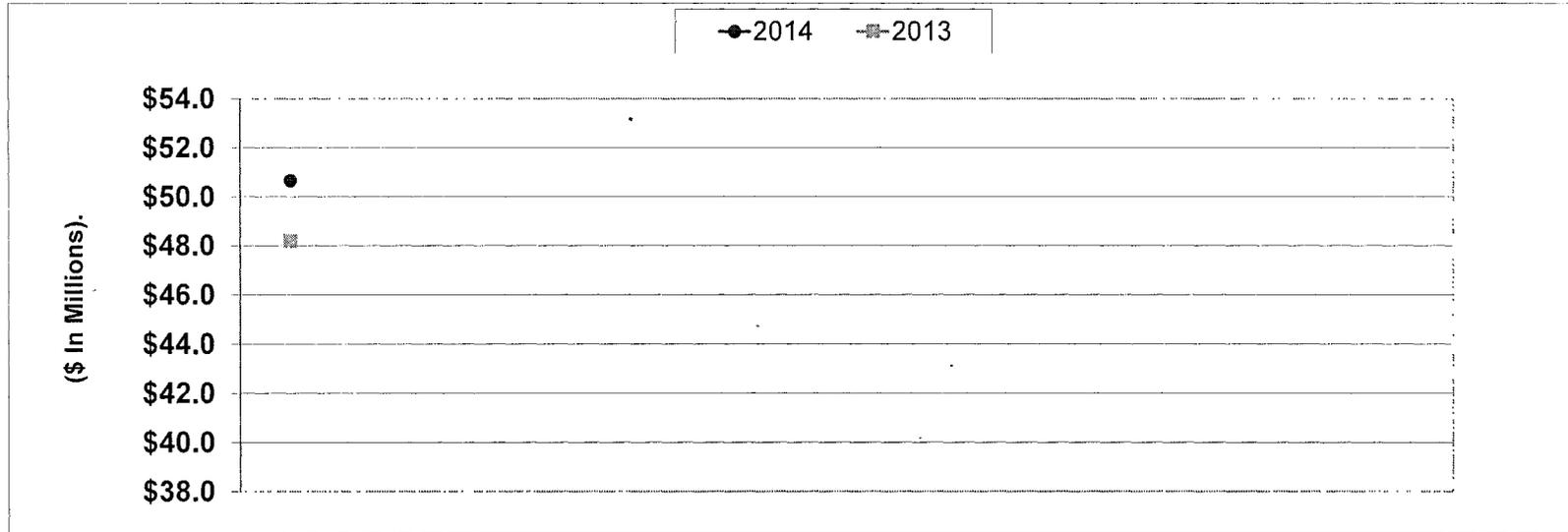


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51												2.51
2013	2.66												2.66
PCT CHG.	-5.7%												-5.7%

1) Includes East and West of Hudson

JANUARY RAIL REVENUE ⁽¹⁾

- January's Total Rail Revenue was 5.1% above 2013 and 3.6% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$50.7												\$50.7
2013	\$48.2												\$48.2
PCT CHG.	5.1%												5.1%

1) Includes East and West of Hudson

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JANUARY 2014**

TICKET TYPE/SERVICE	JANUARY 2014	JANUARY 2013 (1)	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,936,524	3,943,039	(6,515)	-0.2%
West of Hudson	77,128	69,625	7,503	10.8%
Total Rail Commutation Ridership	4,013,652	4,012,664	988	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,461,684	2,616,533	(154,849)	-5.9%
West of Hudson	51,024	47,935	3,089	6.4%
Total Rail Non-Commutation Ridership	2,512,708	2,664,468	(151,760)	-5.7%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,398,208	6,559,572	(161,364)	-2.5%
West of Hudson	128,152	117,560	10,592	9.0%
TOTAL RAIL RIDERSHIP	6,526,360	6,677,132	(150,772)	-2.3%
CONNECTING SERVICES RIDERSHIP (2)	40,505	47,128	(6,623)	-14.1%
TOTAL MNR SYSTEM RIDERSHIP	6,566,865	6,724,260	(157,395)	-2.3%

Notes

1) 2013 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
2014 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2014 YTD	2013 YTD (1)	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,936,524	3,943,039	(6,515)	-0.2%
West of Hudson	77,128	69,625	7,503	10.8%
Total Rail Commutation Ridership	4,013,652	4,012,664	988	0.0%
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Notes

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
JANUARY 2014**

LINE	JANUARY 2014 ACTUAL	JANUARY 2014 BUDGET	VARIANCE VS. BUDGET		JANUARY 2013 RESTATE ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,136,239	2,217,666	(81,427)	-3.7%	2,182,966	(46,727)	-2.1%
Hudson Line	1,230,001	1,265,025	(35,024)	-2.8%	1,250,870	(20,869)	-1.7%
New Haven Line	3,031,968	3,162,932	(130,964)	-4.1%	3,125,736	(93,768)	-3.0%
Total East of Hudson	6,398,208	6,645,623	(247,415)	-3.7%	6,559,572	(161,364)	-2.5%
WEST OF HUDSON							
Port Jervis Line	77,644	73,381	4,263	5.8%	73,570	4,074	5.5%
Pascack Valley Line	50,508	44,388	6,120	13.8%	43,990	6,518	14.8%
Total West of Hudson	128,152	117,769	10,383	8.8%	117,560	10,592	9.0%
TOTAL RAIL RIDERSHIP	6,526,360	6,763,392	(237,032)	-3.5%	6,677,132	(150,772)	-2.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	31,379	31,900	(521)	-1.6%	30,881	498	1.6%
Haverstraw-Ossining Ferry	7,025	10,609	(3,584)	-33.8%	10,442	(3,417)	-32.7%
Newburgh-Beacon Ferry	2,101	5,805	(3,704)	-63.8%	5,805	(3,704)	-63.8%
Total Connecting Services	40,505	48,314	(7,809)	-16.2%	47,128	(6,623)	-14.1%
TOTAL MNR SYSTEM	6,566,865	6,811,706	(244,841)	-3.6%	6,724,260	(157,395)	-2.3%

Notes

1) 2013 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	2014 YTD ACTUAL	2014 YTD BUDGET	VARIANCE VS. BUDGET		2013 YTD RESTATE ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,136,239	2,217,666	(81,427)	-3.7%	2,182,966	(46,727)	-2.1%
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Notes

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Metro-North Railroad

Capital Program Report
March 2014

CAPITAL PROGRAM

HIGHLIGHTS

March 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. The demolition of the existing garage is complete. Pile driving has commenced.

Poughkeepsie Station Improvements

Designer commenced with field investigation work and data collection.

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 complete.

Two Small Business Mentoring Projects are underway:

- (1) Shop drawing submission and review continues for New Rochelle Platform & Guardrail Replacement and Pelham New Bicycle Parking Area Project.
- (2) Platform guardrail fabrication is on-going for the Larchmont Platform, Ramp Stairs and Guardrail Replacement Project.

Fordham Station Improvements

Mobilization of field offices, coordination of lay down areas, surveying of site, and submittal process are underway.

Harlem Line Station Renewal for Select Components

The 30% design documents for Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn) are under review by MNR and NYCDOT. 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 GIS & Transformer is complete with delivery scheduled for the 1st quarter of 2014. First major cutover was completed Oct 2013, with a Phase II – GIS/Transformer cutover tentatively scheduled for 2nd quarter of 2014. This step will involve coordination with Con Edison and is tentatively scheduled for April, 2014. MNR is moving forward with the East/West Cos Cob and Rye Harrison ties that will establish an acceptable third contingency feed. This must be commissioned & tested prior to the April cutover. Commissioning for Pelham balancing substation anticipated commencing first quarter of 2014. Construction review of activities at Pelham, New Rochelle and S-14 continues on vendor submittals, equipment procurement and design modifications.

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. Span balancing is complete for track 2 & 4 with Track 1 & 3 to follow. Major electrical equipment has been approved for manufacture. Wire ropes and associated hardware are in fabrication off site.

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

Work will commence in the field in the spring of 2014 with bearing replacement for the east abutment and concrete pier repairs.

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.

Design of 5 Undergrade Bridges – Consultant submitted the 60% design for HA 14.57, 90% design for NH 25.74 and 100% design for HU 3.41. The 60% design for the replacement of HA 61.06 and HA 61.36 is progressing.

HU 32.81 Track 4 over Croton River – Substantial Completion was achieved.

Undergrade Bridges – West of Hudson

Design of repairs to seven (7) undergrade bridges on the Port Jervis Line: Design of JS 51.00: 90% design has been submitted for MNR's review.

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 Shop)* – The Preliminary Design documents are being finalized with MNR's final review and comments being incorporated.
- *Phase V, Stage I Pre-demo work* –Utility connections and finishing work to the interior of Coach Cleaners and Training Trailers continues.
- *Phase V, Stage I Design-Build* –Phase I qualification proposals have been received and are under review.

Employee Welfare & Storage Facilities

Contractor mobilization and submittal process continues for the North White Plains Maintenance of Way & Maintenance of Equipment Facility Roof replacement.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Train shed repair effectiveness study is complete with minor comments from MNR to be incorporated. The design of the next phase of train shed repairs is 100% complete. This project will soon be advertised for construction with award anticipated the third quarter of 2014.

Park Avenue Tunnel Renewal

Substantial Completion was achieved in February 2014.

GCT Elevator Rehabilitation Phase 4

The 100% Design of SE1 and SE2 elevators is complete with the solicitation process for construction services to commence shortly. The 100% submittal for T-35 and A-car elevators is anticipated first quarter of 2014.

GCT Utilities – Domestic Water System

Contractor shop drawing submittal process is progressing. Removal of the 49th Street Pumps (the 43rd Street Pumps remain on line) is complete.

GCT Leaks Remediation

Mobilization at site is scheduled to commence in April. Submittal process is underway with preliminary project schedule received and commented by MNR.

ROLLING STOCK

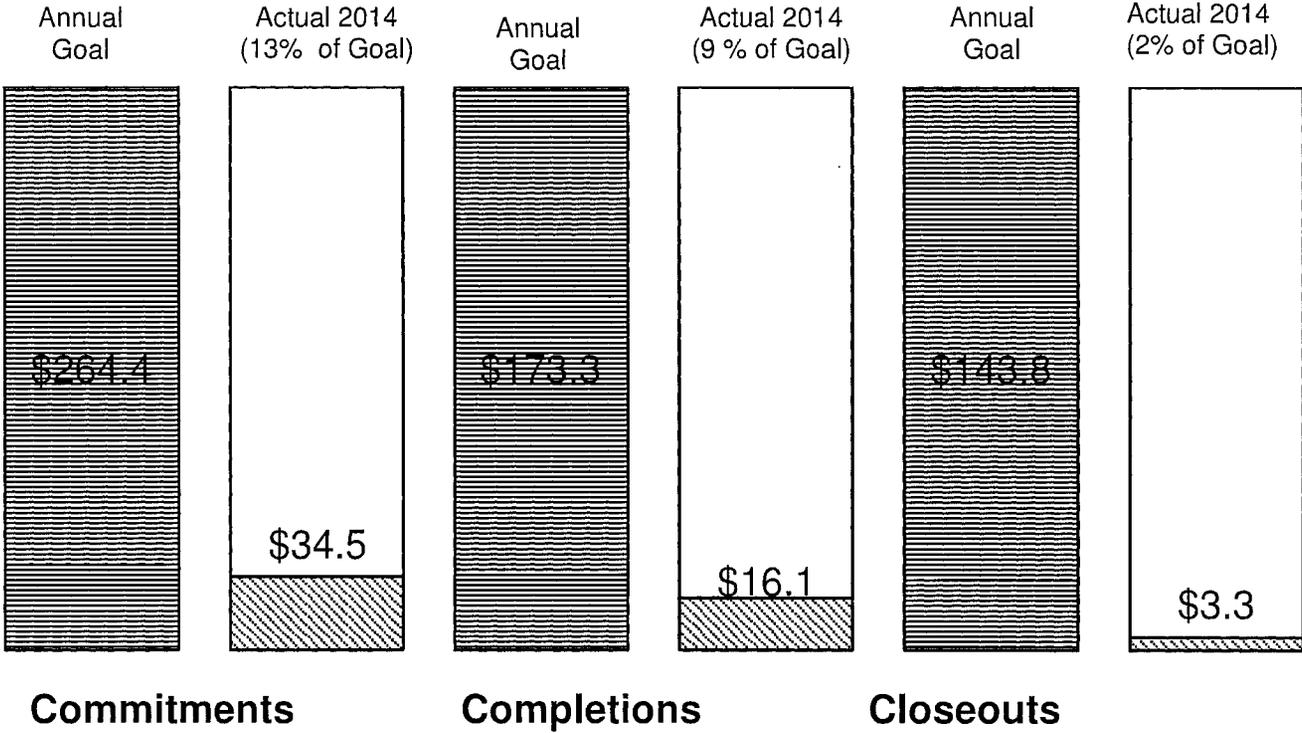
M-8 Car Program

As of February 28, 2014, 306 cars have been conditionally accepted and placed into revenue service.

2014 MNR Capital Program Goals

As of February 28, 2014

In Millions



2014 Goals
 Actual as of February 28, 2014
 Forecast : February 28, 2014



Police Report

March 2014



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

February 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	2	2	0	0%
Burglary	2	2	0	0%
Grand Larceny	9	20	-11	-55%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	18	28	-10	-36%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	7	3	43%
Felony Assault	7	5	2	40%
Burglary	3	4	-1	-25%
Grand Larceny	30	40	-10	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	50	56	-6	-11%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

February 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	1	0	1	100%
Burglary	2	2	0	0%
Grand Larceny	5	7	-2	-29%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	12	-2	-17%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	2	1	1	100%
Burglary	2	3	-1	-33%
Grand Larceny	16	13	3	23%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	25	21	4	19%

INDEX CRIME REPORT
Per Day Average
February 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	2	2	1
Fel. Assault	2	1	1	0
Burglary	2	0	2	0
Grand Larceny	9	3	5	1
GLA	0	0	0	0
Total	18	6	10	2
Crimes Per Day	0.64	0.21	0.36	0.07



MTA Police Department
Arrest Summary: Department Totals

3/3/2014
12:38:56PM

1/1/2014 to 2/28/2014

Arrest Classification	Total Arrests
Robbery	6
Felony Assault	4
Burglary	1
Grand Larceny	7
Aggravated Unlicensed Operator	9
Assault-Misdemeanor	11
Breach of Peace	2
Criminal Impersonation	1
Criminal Mischief	11
Criminal Possession Stolen Property	2
Criminal Trespass	2
Disorderly Conduct	2
Drug Offenses	8
DUI Offenses	1
Falsely Reporting an Incident	1
Forgery	5
Fraud	2
Graffiti	2
Harassment	4
Menacing	1
Obstruct Government	1
Petit Larceny	15
Public Lewdness	3
Resisting Arrest	12
Sex Offenses	2
Theft of Services	15
VTL Offenses	1
Warrant Arrest	11
Weapons Offenses	2
Arrest Totals	144