



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

July 2014

Members

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

Joint MetroNorth/Long Island Railroad Committee Meeting

347 Madison Ave. - 5th Floor Board Room

New York, NY 10017

Monday, 7/28/2014

8:00 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes

Minutes - Page 3

3. 2014 Work Plan

Work Plan - Page 8

4. President's Report (No materials)

a. Safety

Safety Report - Page 14

i. Enhanced Safety Actions Update

Enhanced Safety Actions Update - Page 17

b. MTA Police Report

MTA Police Report - Page 18

5. Information Items

a. Environmental Audit

Environmental Audit - Page 22

b. Diversity/EEO Report – 1st Quarter 2014

Diversity/EEO Report - 1st Quarter 2014 - Page 27

6. Procurements

Procurements - Page 39

a. Non-Competitive

Non-Competitive - Page 43

b. Competitive

Competitive - Page 49

c. Ratifications - NONE

7. Monthly Reports

a. Operations

Operations Report - Page 57

b. Financial

Financial Report - Page 69

c. Ridership

Ridership Report - Page 90

d. Capital Program

Capital Program Report - Page 101

No August Meeting

Next Meeting: Monday, September 22, 2014 @ 8:30 AM

Minutes of the Regular Meeting
Metro-North Committee
Monday, June 23, 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. Norman Brown
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke

Not Present:

Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Jeffrey A. Kay
Hon. Andrew M. Saul

Also Present:

Hon. Ira R. Greenberg
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 J. Doering – Vice President - Customer Service and 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
Nancy Marshall – Director Retail Leasing and Management, MTA GCT Development
Timothy McCarthy – Senior Director, Capital Programs
Kim Porcelain – Vice President - Finance and Information Systems
Michael Shiffer – Vice President – Operations Planning

Chairman Sedore called the meeting to order.

Two public speakers addressed the Committee. Orrin Getz expressed his opinion that service improvements are needed west of Hudson to address service gaps. Murray Bodin expressed his opinion regarding the blowing of train horns and the benefit of investing in articulated cars. Additional details of the comments made by Mr. Getz and Mr. Bodin 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 May 19, 2014 Committee meeting. There were no changes to the 2014 work plan.

PRESIDENT'S REPORT

President Giulietti discussed Metro-North's progress in fulfilling the 100-Day Action Plan established to focus the railroad's efforts on improving safety, restoring reliability and improving communications. Metro-North's 100 day report, issued on June 11, incorporates the Federal Railroad Administration's recommendations that are based on its review of Metro-North practices. The report notes that 21 of the 32 initiatives established in the Action Plan have been fully implemented, seven are in progress and two will be pursued after the NTSB and the Blue Ribbon Panel submit their reports. Metro-North will also implement any recommendations made by the NTSB and the Blue Ribbon Panel that have not already been addressed. President Giulietti noted that the "back to basics" plan for train reliability and service delivery and the communication of service delivery information to customers and elected officials are ongoing, long-term Metro-North priorities. He thanked the workforce for its dedication and efforts in working to implement the initiatives set forth in the Action Plan.

President Giulietti noted that funding for Metro-North's operating budget and capital needs in New York and Connecticut must be available for Metro-North to maintain its infrastructure and rolling stock to the highest standards of safety and reliability. Pursuant to Governor Cuomo's recommendation, the MTA is creating a Transportation Reinvention Commission to ensure the Capital Plan it submits by October 1 will adequately account for demographic, ridership and climate shifts that will shape mass transit in this century. Connecticut Governor Malloy and the Connecticut Congressional delegation have pledged to seek federal funding for Connecticut's investment needs.

President Giulietti reported on the "Walk" Bridge -- an 118 year-old span by which the railroad crosses the Norwalk River in downtown Norwalk, Connecticut. The President participated in a meeting with Chairman Prendergast, Governor Malloy and Connecticut Department of Transportation (CDOT) Commissioner Redeker to develop short and long term strategies to address the infrastructure needs of the "Walk" Bridge, which is owned by the State of Connecticut and maintained by Metro-North. President Giulietti noted that teams from CDOT and Metro-North are conducting a review of procedures used at the bridge to minimize future risk of failure and are expected to report their findings and recommendations by mid-July. Metro-North and CDOT will seek federal funding to replace the bridge. Metro-North is working closely with CDOT to make temporary repairs to keep this bridge operating while funding avenues to replace the bridge with a modern bridge are pursued. Metro-North will work closely with CDOT to minimize any service disruptions that may arise from the operation of the bridge.

President Giulietti discussed the process that has been used to restore limited switching capability at Greenwich following the May 10 fire in the Greenwich Control House that destroyed a critical piece of equipment which controls switches and signals near Greenwich. He reported that an

emergency, locally-controlled, manual panel was installed on May 23 and is currently operating in the damaged control house. The panel will ease train congestion caused by the control house fire as it makes three of the four tracks available during the morning and evening peak hours. Should operational problems occur, there is a limited ability to switch trains from one track to another. Metro-North is working to implement an expedited solution by the end of 2014. The typical replacement time for a control house is 18 months or longer as the process requires design, fabrication, installation and testing before the control house can be installed and made fully operational.

President Giulietti next reported on the May 11 schedule changes. Metro-North has been monitoring the effectiveness of the New Haven and Harlem Line schedule changes that went into effect on that date, and has begun implementing minor schedule adjustments to reduce crowding and enhance connections. The schedule adjustments are based on customer counts and feedback from crew members and customers. Feedback will also be utilized when developing the fall schedule change. New timetables will be available to customers in Grand Central Terminal and at outlying stations beginning June 27 and train times can be viewed on Metro-North's website.

President Giulietti also reported on Metro-North's ongoing outreach efforts and his continued dialogue with Metro-North's customers and stakeholders, including elected officials. Meetings have been held with the Metro-North Railroad Commuter Council and the Connecticut Commuter Rail Council. The President also met with representatives of Bronx Community Board Number 8 regarding the proposed Greenway Trail, thanking Board member Moerdler for his efforts on this matter. Metro-North is undertaking an extensive outreach program within the railroad to ensure that everyone who works at the railroad understands that safety is the foundation of the railroad and its undisputed first priority.

Further details concerning President Giulietti's report are contained 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 President Giulietti.

SAFETY REPORT

Ms. Kirsch gave the safety report. She reported that employee injuries in April 2014 were the second lowest in Metro-North's history. She gave an overview of Metro-North's enhanced safety actions.

Further details concerning Ms. Kirsch's report are contained in the Safety Report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members, staff and President Giulietti relating to safety matters.

INFORMATION ITEMS:

Three informational items were reported to the Committee:

- Positive Train Control
- Grand Central Terminal Retail Development
- American Great Dane NY, LLC

The details of the above items are contained in staff summaries and reports 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 staff relating to the above items.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported that there were three fewer major felonies in May 2014 as compared to the comparable period of 2013. There was one robbery at Stamford; a suspect in that robbery has been identified from a photo array. There were seven grand larcenies with no discernable pattern. On June 13, nine canines used to identify explosive devices graduated from training school. Further 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 which recording includes discussions between Committee members and Chief Coan relating to the MTA Police Department report.

PROCUREMENTS

Three non-competitive procurements were presented to the Committee:

- A non-competitive, negotiated, five-year, miscellaneous procurement contract with Railware, Inc. for maintenance and support of Metro-North's Centralized Traffic Control (CTC) System and installation of simulator software to aide in training Rail Traffic Controllers (RTC) and also Enhanced Employee Protection System upgrades.
- A non-competitive, one-time, miscellaneous service contract with Kato Engineering, Inc. for the repair and return of a BL20 locomotive alternator.
- A modification to a miscellaneous procurement contract with Transportation Technology Center, Inc. (TTCI) to provide further analysis of Metro-North's track infrastructure with a Track Loading Vehicle (TLV) and Ground Penetrating Radar (GPR).

Two competitive procurements were presented to the Committee.

- Approval to use the Request for Proposal (RFP) process to select a team of architects/engineers/contractors to design and construct the restoration of the power and signal infrastructure on the Hudson Line from CP-5 to CP-35, that was damaged as a result of Super Storm Sandy.
- A competitive, two-year miscellaneous service contract with Progress Railway Services Corp. to provide pick-up and unit exchange (UTEX) services for freight car wheel sets.

There was one ratification presented to the Committee:

- Ratification of an emergency purchase of 2,000 crossties for scheduled track work along Metro-North's New Haven Line at Bridgeport, Connecticut.

Upon motion duly made and seconded, all the foregoing procurement items were approved for recommendation to the Board. The details of the above items are contained in staff summaries and reports 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.

OPERATIONS REPORT

Mr. Kesich presented the operations report, discussing the railroad's performance in the month of May 2014. He noted that delays in removing slow orders that developed over the winter months and Metro-North's aggressive approach to improving track safety margins have interfered with the achievement of on-time performance expectations for the May schedule that was implemented with reduced running times. He noted that work is on-going to correct track conditions in the Mott Haven Area of the Bronx where all three lines merge into the tracks that lead to Grand Central Terminal. Metro-North is rebuilding track three on the Hudson Line from Riverdale to Greystone, and is working on 11 smaller sections that have speed restrictions. Work is also being conducted on the Harlem and New Haven Lines. On the Danbury Branch, Metro-North and CDOT are working together to bring resolution to operational issues with the new Grade Crossing Technology that was installed last fall. CDOT is implementing corrective actions to resume off-peak train service on July 7. With respect to mean distance between failures, in April 2014, Metro-North met its overall performance goal of 160,000. However, the M-8 cars continued to underperform and operated 32% below goal in April.

Further details concerning Mr. Kesich's report are contained in the Operations Report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and staff relating to Metro-North operations.

Reports on Finance and Ridership and the Capital Program:

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

Adjournment

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

2014 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2014

Environmental Audit	Environmental Compliance
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September 2014

2014 Final Mid-Year Forecast	Finance
2015 Preliminary Budget (Public Comment)	Finance
2014 Fall Schedule Change	Operations Planning & Analysis
Elevator & Escalator Service Report–2 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

February 2015

Adopted Budget/Financial Plan 2015

Finance

2014 Annual Operating Results

Operations

Elevator & Escalator Service Report—4th Quarter 2014

Operations

March 2015

2014 Annual Ridership Report

Operations Planning & Analysis

Annual Strategic Investments & Planning Studies Report

Capital Planning

Diversity/EEO Report – 4th Quarter 2014

Diversity and EEO

April 2015 (Joint meeting with LIRR)

Final Review of 2014 Operating Budget Results

Finance

2015 Spring/Summer Schedule Change

Operations Planning & Analysis

Annual Inventory Report

Procurement

May 2015

RCM Fleet Maintenance

Operations

Elevator & Escalator Service Report—1st Quarter 2015

Operations

Diversity/EEO Report – 1st Quarter 2015

Diversity and EEO

June 2015

Positive Train Control

President

Grand Central Terminal Retail Development

MTA Real Estate

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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.

MARCH 2015

2014 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2014 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 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.

APRIL 2015 (Joint Meeting with LIRR)

Final Review of 2014 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.

2015 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 2015.

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2015

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 2015

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

Diversity & EEO Report– 1st Quarter 2015

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 2015

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.

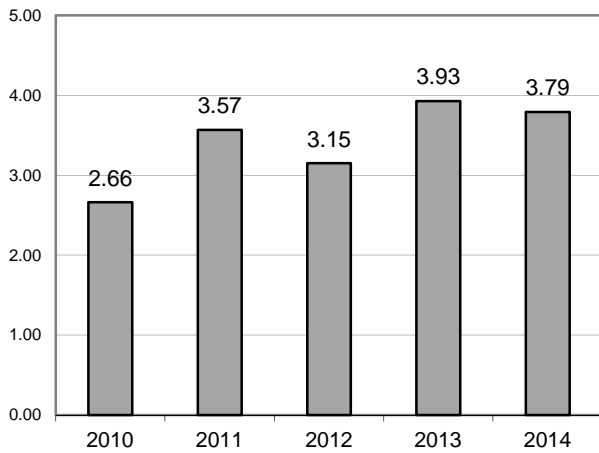


Metro-North Railroad

Safety Report

July 2014

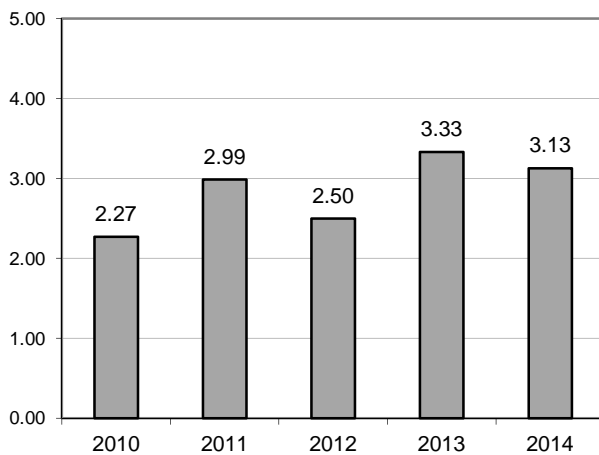
MTA Metro-North Railroad Summary of Employee Injuries thru May



Total Employee Injuries

Year	Total	Total FI*
2010	68	2.66
2011	92	3.57
2012	82	3.15
2013	105	3.93
2014	103	3.79

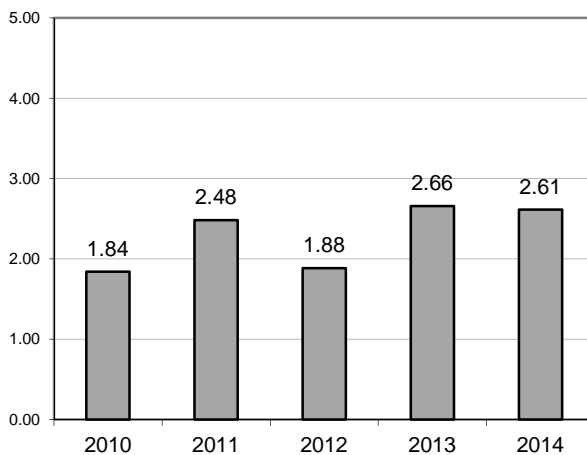
% change from last year: -3.5%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	58	2.27
2011	77	2.99
2012	65	2.50
2013	89	3.33
2014	85	3.13

% change from last year: -6.1%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

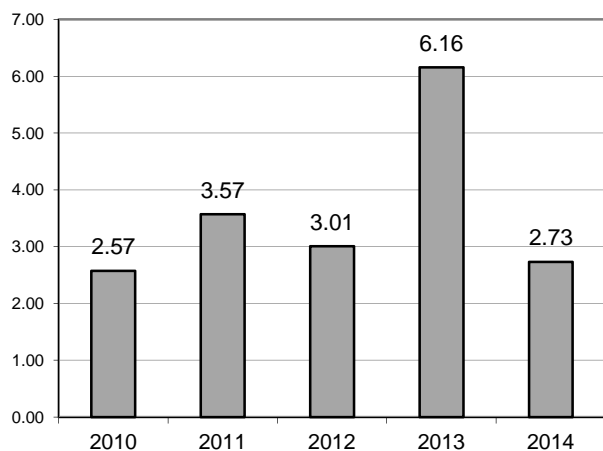
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	39	8	1.53	0.31	1.84
2011	52	12	2.02	0.47	2.48
2012	48	1	1.84	0.04	1.88
2013	65	6	2.43	0.22	2.66
2014	71	0	2.61	0.00	2.61

% change from last year: -1.7%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

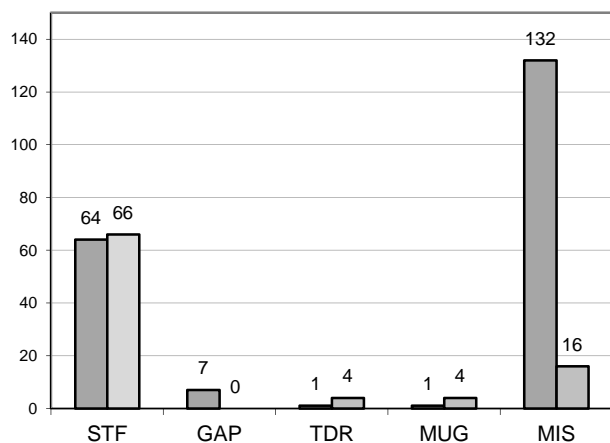
Summary of Customer/Contractor Injuries thru May



Total Customer Injuries

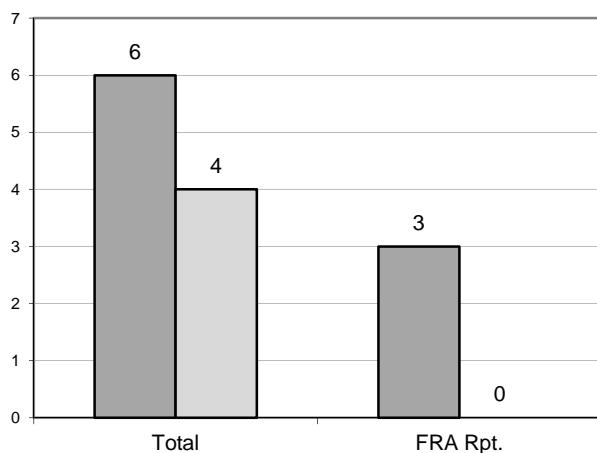
Year	Total	Total FI*
2010	81	2.57
2011	114	3.57
2012	101	3.01
2013	205	6.16
2014	90	2.73

% change from last year: -55.7%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	64	7	1	1	132
2014	66	0	4	4	16



Contractor Injuries

Year	Total	FRA Rpt.
2013	6	3
2014	4	0
% Chg	-33.3%	0.0%

* - Injuries per 1,000,000 rides

Memorandum



Metro-North Railroad

Date: July 2014

To: Metro-North Committee

From: Joseph Giulietti, President

A handwritten signature in blue ink, appearing to be "J. Giulietti", written over the "From:" line.

Re: **Enhanced Safety Action Update**

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

- Our Corporate quarterly stand down was held on June 19 with a focus on changes to our new General Safety Instructions and fatigue awareness. Our next stand down will be held in September.
- A draft "Implementing Memorandum of Understanding" (IMOU) is being finalized with our first labor organization so that we may proceed with the rollout of the Confidential Close Call Reporting System (C3RS). We will begin collaborating with other labor organizations on their IMOUs as soon as the initial IMOU is complete.

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

ACTION ITEM	STATUS
Alerters	<ul style="list-style-type: none">• The first 4 - M-3 cars have alerters installed, tested and running in service. The first 2 Coach Cab Cars have alerters installed and are undergoing stringent dynamic testing to ensure full satisfaction and troubleshoot any issues that arise. The M3 fleet installation is scheduled to begin in July.
NTSB R-14-07 Permanent Speed Restriction Signs	<ul style="list-style-type: none">• Permanent Speed Restriction Signs have been erected at eight locations.• Review of the branch lines and West of Hudson revealed no further locations met the criteria applicable to the nine locations.
Speed Compliance	<ul style="list-style-type: none">• For the month of June, 50 compliant radar observations were performed and 54 event recorder Download Reviews were performed with 3 failures.
PTC	<ul style="list-style-type: none">• PCT Acceleration schedule was submitted.• Acceleration Plan and Staffing Plans have been submitted by the System Integrator (BT/Siemens).• System Integrator is mobilized for the Acceleration work.



Police Report

July 2014



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

June 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	1	-1	-100%
Burglary	5	0	5	100%
Grand Larceny	13	5	8	160%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	7	12	171%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	10	9	1	11%
Felony Assault	5	7	-2	-29%
Burglary	12	3	9	300%
Grand Larceny	53	43	10	23%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	81	67	14	21%

INDEX CRIME REPORT

Per Day Average

June 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	7	4	1	2
Fel. Assault	3	3	0	0
Burglary	6	1	5	0
Grand Larceny	17	4	13	0
GLA	0	0	0	0
Total	33	12	19	2
Crimes Per Day	1.10	0.40	0.63	0.07



MTA Police Department

Arrest Summary: Department Totals

1/1/2014 to 6/30/2014

Arrest Classification	Total Arrests
Robbery	26
Felony Assault	15
Burglary	5
Grand Larceny	34
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	24
Assault-Misdemeanor	36
Breach of Peace	5
Child Endangerment	1
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	19
Criminal Possession Stolen Property	6
Criminal Trespass	11
Disorderly Conduct	2
Drug Offenses	25
DUI Offenses	8
Falsely Reporting an Incident	2
Forgery	66
Fraud	2
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Panhandling	1
Petit Larceny	46
Public Lewdness	22
Reckless Endangerment	4
Resisting Arrest	31
Sex Offenses	5
Stalking	2
Theft of Services	70
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	26
Weapons Offenses	4
Arrest Totals	529

Memorandum



Metro-North Railroad

Date: July 21, 2014

To: Members of the MTA Metro-North Railroad Committee

From: Karen Timko, Director, Department of Environmental Compliance & Services
James Henly, General Counsel *JBH*

Re: **Information Item: 2013 NYS Department of Environmental Conservation Audit Summary**

This memorandum summarizes the findings of Metro-North's 2013 New York State Department of Environmental Conservation Audit.

The New York State Department of Environmental Conservation Audit is a self-certifying, annual assessment required by the New York State Environmental Conservation Law. The Audit provides summary data of environmental violations at Metro-North properties, remedial activities that were conducted, and planned investigation or clean-up activities. For the 2013 Audit, Metro-North performed the following:

- Conducted audit inspections at various Metro-North properties, including stations, yards, repair shops and substations;
- Reviewed Capital Projects for compliance with regulations; and
- Updated the database for pre-existing violations.

Summary of Audit Findings

The Audit identified no new reportable spills occurring in 2013 that remained open at the conclusion of the year. Metro-North's findings confirmed eight (8) open violations that pre-date 2013, each of which is described in the listing below. All of these ranked as "N3" violations, meaning the violations present a discernible, but not substantial, threat to the public health or the environment. (By comparison, a ranking of "N1" is assigned to a violation involving an imminent threat to public health and the environment.)

One of the violations involved a chemical spill; the remaining seven involved petroleum releases. Of the eight violations, three, including the chemical spill, were attributable to historic railroad operations (i.e., involved spills that pre-dated Metro-North's formation).

Each of the open violations is being addressed by Metro-North remediation plans, which are described on the accompanying table. The estimated outstanding cost of remediation for these open violations is \$535,000.

Metro-North 2013 Environmental Accomplishments

During the past year Metro-North took several steps to protect the environment and conserve resources. Among the agency's major accomplishments in 2013 were the following:

- **All Audit Year Spills Remediated and Closed:** All of the twenty (20) reportable spills that occurred in the Audit period, including a several hundred gallon spill associated with the Spuyten Duyvil derailment, were remediated by Metro-North and closed by NYSDEC. (Note: spills that are remediated and closed within the Audit period are not required to be reported in the Audit).
- **Recycling Programs:** This year Metro-North progressed further with its shops/yards/office employee recycling program for newspaper and office paper and metals, glass and plastics, extending it to all major yards, including its largest, Harmon Yard, and reinforcing recycling at Grand Central by more conspicuously labeling containers. The amount of newspapers being collected on the platforms has gone down as electronic access becomes more popular, and "mixed paper", including magazines, computer paper, stationary, etc. can now be deposited with the newspaper. This has been communicated to customers through Mileposts.
- **New York Power Authority Energy Saving Partnership:** Metro-North made considerable progress on its largest energy saving project with the New York Power Authority --the Grand Central Terminal Energy Conservation Measures Project, including the installation of a new state-of-the-art chiller system.
- **Station Energy Savings:** Metro-North continued to conduct energy audits at its stations to gain a better understanding of how those facilities use energy in an effort to advance energy conservation. The information gained is used to identify opportunities for new energy efficiency improvements, and assist in planning and performance tracking of future improvements. In 2013, on-demand heating push buttons were installed in a number of station platform shelters so that heating will be provided only when the shelters are being used. The heat will stay on for a specific time and then shut off until the button is pushed again. This energy conservation measure will be expanded to additional stations. Metro-North is also piloting energy saving components for its station vending machines.

MTA METRO-NORTH RAILROAD
2013 ANNUAL ENVIRONMENTAL AUDIT*

1. Weeping Non-PCB Transformer at Bridge 23 Substation in Mt. Vernon (Rank N3) **

Estimated Cost to Remediate - \$75,000

This item involved a slow “weep” of non-PCB oil down the side of a large transformer located in Mt. Vernon. Precautions were put in place to make sure that the petroleum did not make its way to soil, but the weep could not be completely eliminated and the contaminated soil could not be removed without taking the transformer out of service. The capital project to replace the transformer commenced in 2012 and included the necessary clean-up activities. The clean-up activities were completed at the very end of 2013 at an approximate cost of \$75,000 to excavate and dispose the contaminated soils. The New York State Department of Environmental Conservation (NYSDEC) has closed the spill, indicating that no further action is necessary.

2. Mott Haven Yard Clean Up (Rank N3)

Estimated Cost to Remediate - \$10,000

Incidental spills while filling work equipment contaminated this area with diesel fuel. The contaminated soil was removed during a project that installed a new storage tank, fuel pad and oil water separator, which will prevent future such releases. A proposed action plan to address contaminated groundwater at the site has been approved by the NYSDEC.

3. Harmon Yard Fuel Pump Spill (Rank N3)

Estimated Cost to Remediate - \$150,000

A spill of 17,000 gallons of diesel fuel resulted in 2009 from a break in a flexible coupling in a fuel delivery system pump house. The petroleum did not reach any water bodies. Approximately 16,000 gallons of the lost fuel has been recovered as the result of soil excavation and the installation of a petroleum recovery system. Recovery of oil will continue until NYSDEC permission to decommission the recovery system is received. Periodic reports are made to NYSDEC providing information on the amount of oil recovered. Operation of the recovery system costs approximately \$50,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate of three (3) additional years of operation, or \$150,000, has been included in the total at the end of this memo.

4. **Metro-North Harmon Yard Petroleum Plumes (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$75,000

There are several plumes of petroleum on the groundwater at Harmon Yard related to releases that pre-date Metro-North's inception. There are now systems in place to protect against such releases (i.e. fuel pads, oil water separator, etc.). The petroleum plumes have been delineated and recovery systems are in place. Metro-North provides quarterly reports to the NYSDEC noting how much petroleum has been recovered and in some cases requesting close out of recovery wells that may not be evidencing any petroleum recovery. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery systems is contingent on NYSDEC approval. For cost estimating purposes an estimate of three (3) additional years of operation, or \$75,000 has been included in the total at the end of this memo.

5. **Metro-North Harmon Lagoon (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$150,000

The Lagoon itself (an inactive hazardous waste site) has been remediated. The Lagoon was a wastewater detention system that was contaminated with PCBs by a predecessor railroad and Metro-North inherited clean up responsibility. Remediation of the Lagoon was completed in the late 1990's. Because Metro-North was not at fault, NYSDEC paid for 75% of the eligible clean-up costs. The open issue remains groundwater contamination in the vicinity of the Lagoon. A recovery system is in place and quarterly reports are made to the NYSDEC. The amount of recovery and the levels of PCBs in the recovered oil are dropping. It is estimated that another \$150,000 will need to be spent before Metro-North is able to obtain NYSDEC permission to close out the recovery system. A positive development in 2012 concerning the Lagoon was its removal from the State Superfund Site list.

6. **Harmon Yard Fire Protection Towers Spill (Rank N3)**

Estimated Cost to Remediate - \$50,000

This item involves a petroleum release from a heating oil tank used to keep the water in a set of fire protection towers from freezing. The release was detected in 2000. A petroleum recovery system is in place and Metro-North makes periodic reports to the NYSDEC on the extent of recovery. Operation of the recovery systems costs approximately \$25,000.00 a year. Decommissioning of the recovery system is contingent on NYSEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

7. **North White Plains Yard Petroleum Recovery (Rank N3) (Inherited Violation)**

Estimated Cost to Remediate - \$50,000

A petroleum recovery system is in place at the North White Plains Yard to address historic spills that pre-date Metro-North's inception. Operation of the system is routine and periodic reports are made to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate for two (2) additional years of operation, or \$50,000 has been included in the total at the end of this memo.

8. **Brewster Yard Petroleum (Rank N3)**

Estimated Cost to Remediate - \$50,000

A pipe connection failed in 2003 causing a spill. A recovery system is in place and a bi-annual report provided to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

TOTAL estimated costs to Remediate Outstanding Violations - \$610,000***

*The NYSDEC guidelines for the ranking of each environmental violation are based on the threat it poses to public health or the environment, with a four-tier hierarchy of rankings used to classify the violations as follows:

Metro-North 2013 Audit = Eight N3 Violations

- N1 – Poses an imminent substantial threat to the public health or the environment
- N2 – Poses a potential substantial threat to the public health or the environment
- N3 – Poses a discernible but not substantial threat to the public health or the environment
- N4 – No evidence of discernible threat to the public health or the environment
- C - Violation has been corrected

** Note that this violation was corrected during the last week of 2013, and so will not appear in the 2014 Audit.

*** As the money for Violation 1 was expended in the last month of 2013, the actual amount of estimated costs to remediate outstanding violations going forward into 2014 is \$535,000.

MNR Diversity/EEO Report

1st Quarter 2014

July 2014

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 March, 31, 2014 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.

2014, 1ST QUARTER EEO REPORT

AGENCY NAME: **METRO-NORTH RAILROAD**

WORKFORCE UTILIZATION ANALYSIS AS OF 3/31/14

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	9%	6%	No	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	33%	37%	Yes	8%	19%	Yes	7%	11%	Yes	9%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	27%	6%	No	12%	22%	Yes	9%	4%	No	13%	9%	No	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	69%	47%	No	13%	14%	Yes	12%	8%	No	4%	25%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	44%	No	15%	33%	Yes	15%	12%	No	5%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	Yes
Skilled Craft	3%	6%	Yes	13%	17%	Yes	10%	8%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Service Maintenance	7%	14%	Yes	16%	35%	Yes	25%	16%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MNR'S *March 31, 2014* 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.

2014, 1ST QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 3/31/14

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	10	3	30.0%	2	20.0%	0	0.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	5	0	0.0%	0	0.0%	0	0.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
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	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	4	2	50.0%	0	0.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	65	3	4.6%	4	6.2%	12	18.5%	1	1.5%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	34	6	17.6%	13	38.2%	8	23.5%	1	2.9%	0	0.0%	0	0.0%	0	0.0%
Total	119	15	12.6%	19	16.0%	21	17.6%	7	5.9%	0	0.0%	0	0.0%	1	0.8%

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.

2014, 1ST QUARTER EEO REPORT

AGENCY NAME: **METRO-NORTH RAILROAD**

EEO AND TITLE VI COMPLAINTS 1/1/14 to 3/31/14

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	11	8	6	2	11	0	2	14	54	28	22
External Complaints	7	7	3	1	9	0	2	11	40	19	15
Internal Complaints	4	1	3	1	2	0	0	3	14	9	7

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	8	0	0	8	8	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.

³ In some instances, a single complaint may involve two or more EEO categories based on race, national origin or color.

2014, 1ST QUARTER EEO REPORT
AGENCY NAME: METRO-NORTH RAILROAD

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 3/31/14
EXTERNAL /INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
EXTERNAL	2	0	2	0	0	0	4
INTERNAL	1	0	1	0	0	0	2
TOTAL	3	0	3	0	0	0	6

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 TO 3/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	2	0	1	0	0	0	3
TOTAL	2	0	1	0	0	0	3

MTA METRO-NORTH RAILROAD

Workforce Utilization Analysis

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	9%	6%	No	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	33%	37%	Yes	8%	19%	Yes	7%	11%	Yes	9%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	27%	6%	No	12%	22%	Yes	9%	4%	No	13%	9%	No	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	69%	47%	No	13%	14%	Yes	12%	8%	No	4%	25%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	44%	No	15%	33%	Yes	15%	12%	No	5%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	Yes
Skilled Craft	3%	6%	Yes	13%	17%	Yes	10%	8%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Service Maintenance	7%	14%	Yes	16%	35%	Yes	25%	16%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

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MTA METRO-NORTH RAILROAD

Areas of Underutilization

- Females are underutilized in the following EEO job categories: Officials & Administrators, Technicians, Paraprofessionals and Administrative Support.
- Hispanics are underutilized in the following EEO job categories: Officials & Administrators, Technicians, Paraprofessionals, Administrative Support, Skilled Crafts and Service Maintenance.
- Asians are underutilized in the following EEO job categories: Technicians, Administrative Support and Service Maintenance.
- “Other” are underutilized in the Paraprofessional EEO job category.

MTA METRO-NORTH RAILROAD

Three-Year New Hire Comparison

OVERALL NEW HIRE SUMMARY

YEAR	TOTAL	MALE	FEMALE	NON-MINORITIES		BLACK		HISPANIC		ASIAN		AI/AN		NHOPI		OTHER	
				Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2011	324	284	40	196	17	47	14	28	4	9	4	2	0	0	0	2	1
		85.9%	14.1%	60.5%	5.2%	14.5%	4.3%	8.6%	1.2%	2.8%	1.2%	0.6%	0.0%	0.0%	0.0%	0.6%	0.3%
2012	501	420	81	299	30	47	28	53	10	16	8	2	0	0	0	3	5
		80.7%	19.3%	59.7%	6.0%	9.4%	5.6%	10.6%	2.0%	3.2%	1.6%	0.4%	0.0%	0.0%	0.0%	0.6%	1.0%
2013	542	443	99	274	33	73	33	56	17	23	8	2	0	0	0	15	8
		77.7%	22.3%	50.6%	6.1%	13.5%	6.1%	10.3%	3.1%	4.2%	1.5%	0.4%	0.0%	0.0%	0.0%	2.8%	1.5%
2014	119	104	15	65	6	14	5	19	2	6	1	0	0	0	0	0	1
1st Qtr		85.6%	14.4%	54.6%	5.0%	11.8%	4.2%	16.0%	1.7%	5.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%

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MTA METRO-NORTH RAILROAD

Challenges in Hiring Ethnic Minorities and Women

Limited Female Candidate Pools for Skilled Crafts

Remote Work Location of Positions

Non-Competitive Salaries

MTA METRO-NORTH RAILROAD

Strategies for Improvement

Establishing Stronger Website

Advertising/Marketing

(Radio ads on mainstream stations/Full page ads in local papers)

Social Media

Engaging with Community Leaders/Council Members

Outreach with Trade Schools

Professional Positions - LinkedIn



Metro-North Railroad

Procurements July 2014



Subject	Request for Authorization to Award Various Procurements
Department	Procurement and Material Management
Department Head Name	<i>Alfred Muir</i> Alfred Muir – Chief Procurement Officer
Department Head Signature	
Project Manager Name	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	7-21-14	X		
2	MTA Board Mtg.	7-23-14	X		

Date	July 2, 2014
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Internal Approvals			
	Approval		Approval
X	President <i>[Signature]</i>		V.P. Planning
X	Sr. V.P. Operations <i>[Signature]</i>	X	V.P. Capital Programs <i>[Signature]</i>
X	V.P. Finance & IT <i>[Signature]</i>	X	V.P. & General Couns. <i>[Signature]</i>
X	V.P. Engineering <i>[Signature]</i>	X	Chief of Staff <i>[Signature]</i>

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

PURPOSE:

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

DISCUSSION:

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

<u>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	\$51,000,000
• Various Original Equipment Manufacturers (OEM)	\$51,000,000		
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		1	\$135,888
• Johnson Controls, Inc.	\$135,888		
SUB TOTAL:		2	\$51,135,888

MNR proposes to award competitive procurements in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule F:	Personal Service Contracts	1	\$243,785
	• Steer Davies Gleave		\$243,785
Schedule G:	Miscellaneous Service Contracts	3	\$10,503,922
	• Selco Manufacturing Corp.		\$50,000
	• Konescranes, Inc.		\$93,132
	• Sperry Rail, Inc.		\$10,360,790
Schedule I:	Modifications to Purchase and Public Work Contracts	1	\$3,350,000
	• Tutor Perini Corporation		\$3,350,000
SUB TOTAL:		5	\$14,097,707

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>		NONE	
SUB TOTAL:			
TOTAL:		7	\$65,233,595

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.

JULY 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) \$51,000,000 (not-to-exceed) Staff Summary Attached
Three-Year Purchase Agreement of OEM Parts for Various MNR Railcar and Locomotive Fleets**

Approval is requested to award three-year miscellaneous purchase contracts to the following four firms: Faiveley Transport, Mitsubishi, Kawasaki and GE Transportation Parts. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-2, M-3, M-4, M-6, M7, 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, Propulsion, Car Body and Structure, Train line and Car Control, Windows and Diesel Electrical for the Railroad.

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, New York Post, El Diario and the Metro-North 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 Qualified Products list, and not available from any distributor or other source; b) are proprietary to the OEM vendors.

These four agreements will have fixed pricing for each of their three-year terms. The total award for all four agreements for the three-year period is not-to-exceed \$51,000,000 and is to be funded by MNR'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. Johnson Controls, Inc. \$135,888 (not-to-exceed) Staff Summary Attached
Chiller Maintenance Services**

Approval is requested to award a non-competitive five-year, miscellaneous service contract to the firm Johnson Controls, Inc. ("JCI") for preventative and as-needed maintenance services for four York electric centrifugal chillers installed in the Grand Central Terminal ("GCT") Service Plant. York, the Original Equipment Manufacturer (OEM) is a brand owned by Johnson Controls, Inc. The chillers are part of the cooling and heating systems installed in 2013 to provide air conditioning to Grand Central Terminal and

its retail tenants. The York chillers have components and imbedded software controls that are proprietary to JCI, and cannot be maintained by any other vendor. The five-year warranty on the chillers, further stipulates that only JCI technicians can perform maintenance for the chillers, which includes planned preventative maintenance to keep them running in top operating condition. This greatly reduces the chances of the chillers breaking down which could have significant negative impact to MNR operations. In addition, in the event repairs are necessary, MNR receives preferred status which includes a guaranteed emergency response time of 3 hours. This guaranteed 3 hour response time is for any time of day or week (24/7/365).

MNR Procurement negotiated a 14% reduction in JCI's hourly rate – from \$189 to \$161, and a 10% discount on the cost of materials utilized for repairs. The final price of \$135,888 is for a five-year period and was deemed fair and reasonable. MNR has complied with PAL§ 1265-a (3) (advertisement for alternate suppliers) and with the MTA All-Agency Procurement Guidelines for the procurement of sole source items as an advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario and the Daily Challenge and was posted on the Metro North website. The total five-year cost is not-to-exceed \$135,888 and is to be funded by MNR's Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: A

Vendor Name (& Location) Faiveley Transport, Mitsubishi, Kawasaki, and GE Transportation Parts, (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: \$51,000,000	
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, Alfred Muir – Chief Procurement Officer	
Contract Manager: O. Messado, Assistant Director – Operations Procurement, P&MM	

Discussion:

Approval is requested to award three-year miscellaneous purchase contracts to the following four firms: Faiveley Transport, Mitsubishi, Kawasaki and GE Transportation Parts. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-2, M-3, M-4, M-6, M7, 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, Propulsion, Car Body and Structure, Train line and Car Control, Windows and Diesel Electrical for the railroad. 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, MNR will be able to support the maintenance program which maintains 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 MNR's 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 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

Contractor	System	MNR
Faiveley Transport	Windows & Repair/Return Parts	\$6,000,000
Kawasaki	Car Body, Interior, Electronics	\$15,000,000
Mitsubishi	Train Lines, Train and Car Control	\$15,000,000
GE Transportation Parts	Diesel Electric Locomotive Parts	\$15,000,000
	Total	\$51,000,000

The agreements are all requirements-based in that MNR is not obligated to generate any minimum amount of purchase orders. The 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, MNR further seeks 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 Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendors.

These four agreements will have fixed pricing for each of the three-year term. The total award for all four agreements for the three-year period is not-to-exceed \$51,000,000 and is to be funded by MNR's Operating Budget.

Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir – Chief Procurement Officer					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	7-21-14	X		
2	MTA Board Mtg.	7-23-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President		Sr. V.P. Operations		
X	V.P. Finance & IT		V..P. Planning		
	V.P. Capital Programs	X	V.P & General Counsel		
X	V.P. – GCT & Corp. Dev.	X	V.P. Engineering		

SUMMARY INFORMATION	
Vendor Name Johnson Controls, Inc.	Contract Number *TBD
Description Maintenance Services for Electric Centrifugal Chillers in GCT	
Total Amount \$135,888	
Contract Term (including Options, if any) Five Years	
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a non-competitive, negotiated, five-year miscellaneous service contract for preventative and "as needed" maintenance services for four "York" electric centrifugal chillers installed in the Grand Central Terminal ("GCT") Service Plant at a cost not-to-exceed \$135,888 to Johnson Controls, Inc. ("JCI"). York is a brand owned by Johnson Controls Inc., which is the Original Equipment Manufacturer (OEM) of the equipment. This award is instrumental to ensuring that the temperature is properly regulated for the heating and cooling systems in GCT.

II. DISCUSSION:

Grand Central Terminal, which opened in February 1913, is a major destination in New York City, with over 700,000 visitors who commute on Metro-North and the NYC subway system, or who are dining and shopping in the historic landmark. The Terminal did not have a system to provide air-conditioning until the 1940's, when steam-driven units were installed to cool the Terminal. As technology has progressed, MNR implemented the installation of electric centrifugal chillers. The chillers, while cooling the environment of the Terminal, are also critical to maintaining functionality of the servers and other systems vital to MNR operations.

The chillers are part of the cooling and heating systems installed in 2013 to provide air conditioning to Grand Central Terminal and its retail tenants. The York chillers have components and imbedded software controls that are proprietary to JCI, and cannot be maintained by any other vendor. The five year warranty on the chillers, further stipulates that only JCI technicians can perform maintenance for the chillers. While most of the potential repairs to the chillers are covered under this warranty, the majority of the costs in this maintenance contract are for planned preventative maintenance which keeps the chillers running in top operating condition. This greatly reduces the chances of the chillers breaking down which could have a significant negative impact to MNR operations. These maintenance services includes: annual seasonal preparation and inspection, quarterly operating inspections, and annual equipment shutdown and inspection. In addition, in the event

Staff Summary

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the procurement of sole source items and an advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and was posted on the Metro-North website.

MNR Procurement negotiated a 14% reduction in JCI's hourly rate – from \$189 to \$161, and a 10% discount on the cost of materials utilized for repairs. The final price of \$135,888 is for the five year period and was deemed fair and reasonable. The total five year cost is not-to-exceed \$135,888 and is to be funded by MNR's Operating Budget.

III. D/M/WBE INFORMATION:

No M/WBE goals were assigned.

IV. IMPACT ON FUNDING:

The procurement totals \$135,888 and is funded by MNR's Operating Budget.

V. ALTERNATIVES:

There are no alternatives as components and software for the chillers is proprietary to JCI. Loss of operations resulting from chiller failures would be catastrophic to MNR operations.

JULY 2014

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

1. Steer Davies Gleave \$243,785 (not-to-exceed)

Ticket Sales & Ridership Forecasting Model for MNR and LIRR

Approval is requested to award a competitively solicited and negotiated (RFP process, three proposals received) joint Railroad three year personal service contract to the firm, Steer Davies Gleave (“SDG”) to provide ticket sales & ridership forecasting models for both Metro-North Railroad and Long Island Rail Road (“The Railroads”). The contractor is to develop a set of multiple statistical models for forecasting monthly ticket sales and ridership by ticket type and by line segment/fare zone. The models will enable the Railroads to develop annual financial plan forecasts for budgeting purposes, as well as for long-term capital and long range planning efforts.

In accordance with MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario and the Daily Challenge and was posted on the MNR website. RFP documents were sent to twenty-one firms.

Two firms were short-listed, and technical evaluations and oral presentations were conducted. Vendor evaluations were based on established selection criteria contained within the RFP documents and included: understanding of work scope requirements, commitment of relevant resources to the project, including qualifications of key personnel and reliability to perform the services, detailed description of how the services would be performed, demonstrated past experience and skills provided on similar projects, and overall cost.

SDG’s technical and cost proposal conveyed a comprehensive understanding of MNR requirements, and the Selection Committee unanimously selected Steer Davies Gleave as the best qualified and cost-effective firm for these services. SDG provided extensive expertise in statistical economic forecasting and proposed resources with project management experience that demonstrated a strong understanding of the urban transportation industry. SDG proposed the lowest cost of \$256,419 for the forecasting services. MNR, through negotiation, obtained a final cost from SDG of \$243,785.15 - a reduction of 5% from their original proposed cost. The period of performance is three years and pricing will remain firm and fixed for the duration of the contract, and is deemed fair and reasonable. The cost is broken down with \$126,648 for MNR and \$117,137 for LIRR. This procurement will be funded by each Agency’s Operating Budget.

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. Selco Manufacturing Corp. \$50,000 (not-to-exceed)

General and Specialized Machine Shop Work

Approval is requested to award a competitively solicited (3 bids received), three-year miscellaneous service contract to Selco Manufacturing Corp. (Selco), to provide general and specialized machine shop work for Metro-North Railroad's (MNR) North White Plains work equipment facility on an as-needed basis. The service requirements include disassembling and re-assembling wheels, axles, bearings and gear unit assemblies for all types of work equipment.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario, the Daily Challenge, and posted on the Metro-North website.

Selco submitted the lowest bid, which is 6% below the MNR's Engineer's estimate and the pricing for the contract will remain fixed for a three-year period which is deemed fair and reasonable. The total award of this contract is not-to-exceed \$50,000. This procurement is to be funded by the MNR Operating Budget.

3. Konecranes, Inc. \$93,132 (not-to-exceed)

Preventative Maintenance, Inspection and Repair of Jib and Overhead Cranes

Approval is requested for a competitively solicited (two bids received) miscellaneous service contract for a one-year base period with three one-year renewal options, to provide preventative maintenance, inspection, and repair for all Jib and Overhead Cranes located throughout Metro North Railroad (MNR) New York and Connecticut facilities. The services include but are not limited to monthly and yearly inspection of all Jib Cranes and Overhead Cranes in NY and Conn, as well as needed repair services. These Cranes are essential in supporting the Maintenance of Equipment Department's need to support the Movement of heavy sub components throughout its various maintenance facilities.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post and the minority publications, El Diario and the Daily Challenge and posted on the Metro-North Website.

Konecranes, Inc. submitted the lowest bid and will remain fixed for the four-year period, (one year plus three option years), and it has been deemed fair and reasonable for the level of services to be provided. The total award of this contract is not-to-exceed \$93,132. This procurement is to be funded by the MNR Operating Budget.

4. Sperry Rail, Inc. \$10,360,790 (not-to-exceed) Staff Summary Attached
Ultrasonic Rail Testing and Joint Bar Detection Services for MNR and LIRR

Approval is requested to award a competitively solicited (one bid received) joint Railroad five-year miscellaneous service contract to Sperry Rail, Inc., for 3D Ultrasonic Rail Testing and Joint Bar Detection Services, on all MNR and LIRR service areas.

In accordance with MNR's program for improved track safety, maintenance and inspection procedures, MNR and LIRR are beginning its utilization of the latest technology in ultrasonic detection. This new technology provides a 3D image of track and rail defects rather than a flat image from the top of rail as done in the past. The results are much more accurate and reliable than the older technology.

Consistent with MNR and MTA procurement guidelines, an advertisement was placed in the New York State Contract Reporter, New York Post, El Diario and Daily Challenge, and on the Metro-North website. Sperry Rail Inc. is the incumbent under the current five-year MNR lead joint agency contract, which is due to expire August 31, 2014.

Sperry Rail is the pre-eminent and industry-wide provider and leader of this vital service to the Railroad industry. Their bid was negotiated by MNR Procurement and a price concession of 4% from their daily rate was obtained. The total award amount is not-to-exceed \$10,360,790 (MNR \$6,110,790 and LIRR \$4,250,000) over the five-year contract term. Pricing shall remain fixed for the five-year term of this agreement and is deemed fair and reasonable. This procurement is to be funded by each Railroad's Operating Budget.

I. Modifications to Purchase and Public Work Contracts

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

5. Tutor Perini Corporation \$3,350,000 (not-to-exceed) Staff Summary Attached
Rehabilitation of the Harlem River Lift Bridge (Replace Facility Houses)

Approval is requested for a change order in the not-to-exceed amount of \$3,350,000 for the construction of two new AC Facility Houses located on the Harlem River Lift Bridge.

The Harlem River Lift Bridge (HRLB) AC Facility Houses control the power that operates this moveable draw bridge, which provides the only access in and out of Manhattan for all Metro-North trains traveling to and from Grand Central Terminal. Over 750 Metro-North trains and 200,000 commuters cross the bridge each day. In addition, the Harlem River Lift Bridge traverses a navigable waterway and therefore is subject to the requirements of the United States Coast Guard. Metro-North is mandated to provide unhindered access, which includes occasionally raising and lowering the bridge.

Areas under the Harlem River Lift Bridge housing the power feeding equipment that operates the bridge opening mechanism were flooded during Superstorm Sandy. Sandy's 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 this moveable Bridge. The damaged Facility Houses were temporarily repaired with equipment cobbled together from other sources (until the HRLB project can be completed). However, full replacement is required.

The Rehabilitation of the HRLB Contract with Tutor Perini was a competitively bid, FTA funded contract awarded on July 31, 2013 in the amount of \$29,880,000 with a period of performance of two years. The work in this Contract was for cable and circuit breaker house replacement. Under this contract, the US Coast Guard granted MNR a permit for a 180 day bridge closure of the operation of the lift bridge so that the original contract repairs could be completed. In January 2014, MNR sought and received from the FTA concurrence to award this change order to Tutor Perini due to the urgency to repair the facility houses and the unique conditions associated with the Rehabilitation of the Harlem River Lift Bridge. The work for the AC Facility Houses will be completed concurrently with the 180 day closure granted under the existing contract.

A contract change order has been negotiated with Tutor Perini in the not-to-exceed amount of \$3,350,000. There will be no additional time added to the Tutor Perini contract as a result of this change order. Funding is included in the MTA Capital Program through the FTA funded Sandy Emergency Relief Program.

Staff Summary

Item Number G					
Dept & Dept. Head Name: Procurement & Material Management, Alfred Muir – Chief Procurement Officer <i>[Signature]</i>					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	7-21-14	X		
2	MTA Board Mtg.	7-23-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President <i>[Signature]</i>	X	V.P. & General Counsel <i>[Signature]</i>		
X	Sr. V.P. Operations <i>[Signature]</i>		V.P. Planning		
X	V.P. Finance & IT <i>[Signature]</i>	X	V.P. Engineering		
	V. P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Sperry Rail, Inc.	Contract Number 9285-A
Description Ultrasonic Rail Testing and Joint Bar Detection Services	
Total Amount \$10,360,790	
Contract Term (including Options, if any) Five Year Contract –Metro-North led Joint Procurement with the Long Island Rail Road	
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 type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: Sole Source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a negotiated five year competitively solicited miscellaneous service contract (single bid received) to Sperry Rail, Inc., to provide Ultrasonic Rail Testing and Joint Bar Detection Services along the right-of-way. This is a Metro-North led, joint procurement, with the Long Island Rail Road.

II. BACKGROUND & DISCUSSION:

Metro-North Railroad (MNR) and Long Island Rail Road (LIRR) require the latest state-of-the-art ultrasonic rail testing and joint bar detection services to improve track safety and to enhance the current standard of track inspection for approximately 750 mainline track miles. Currently, visual inspections of rail and track are performed by in-house personnel with some inspection services contracted out to a third party firm.

In accordance with MNR's program for improved track safety, maintenance and inspection procedures, MNR and LIRR is beginning its utilization of the latest technologies to include ultrasonic rail testing and joint bar detection to identify and detect internal and external flaws and fractures in track and rail. The ultrasonic rail testing and joint bar detection systems are hi-rail mounted and can inspect at speeds of 30 mph upwards. In addition, the combined testing and inspection system utilizes a system to detect joint bar defects by utilizing crossfire ultrasonic testing and technology. This new technology provides a 3D image of rail defects rather than a flat image from the top of rail.

This program was developed in conjunction with the Federal Railroad Administration report as a result of recommendations made by the consulting firm Transportation Technology Center, Inc. (TTCI)

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

Staff Summary

sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, El Diario and posted on the Metro-North website, which did not yield interest from other sources.

A total of five firms received a copy of this bid procurement item; a single bid response was received from Sperry Rail, Inc. Sperry Rail Inc. is the incumbent firm under the current five year MNR-led joint agency contract, which did not include the ultrasonic rail testing and joint bar detection services.

A comparison of the 2009 joint agency daily rate of \$3,080 for hi-rail truck testing under the current contract to the proposed daily rate of \$3,942 for the same service yielded an increase of 28%. Further, when comparing the daily rate of \$1,075 for hand testing under the current contract to the proposed daily rate of \$1,450 for the same service yielded an increase of 7%. The increase in pricing is attributed to meeting new requirements to include additional inspection and testing services and equipment for the implementation of new FRA requirements for track inspections and operations. The new guidelines far exceed previous standard track inspection services.

Sperry Rail is the pre-eminent and industry-wide provider and leader of this vital service to the Railroad industry. Their bid was negotiated by MNR Procurement and a price concession of 4% from their daily rate was obtained. The total award amount is not-to-exceed \$10,360,790 (MNR \$6,110,790 and LIRR \$4,250,000) over the five-year contract term. Pricing shall remain fixed for the five-year term of this agreement and is deemed fair and reasonable.

III. IMPACT ON FUNDING:

The total cost for the ultrasonic rail testing and joint bar detection services is not-to-exceed \$10,360,790 (MNR \$6,110,790 and LIRR \$4,250,000). This procurement is to be funded by each Railroad's Operating Budget.

IV. ALTERNATIVES:

There are no viable alternatives as each Railroad does not have the technical expertise, equipment or manpower to provide ultrasonic rail testing and/or joint bar detection services.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: I

Vendor Name (& Location) Tutor Perini Corporation	Contract Number 15491	AWO/Modification # 001
Description Replace the AC Facility Houses on the Harlem River Lift Bridge		
Contract Term (including Options, if any)		
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept./Div & Dept./Div Head Name: Procurement & Material Management, Alfred Muir – Chief Procurement Officer		
	Original Amount:	\$29,880,000
	Prior Modifications:	\$ 0.00
	Prior Budgetary Increases:	\$ 0.00
	Current Amount:	\$29,880,000
	This Request:	\$ 3,350,000
	% of This Request to Current Amount:	12%
	% of Modifications (including This Request) to Original Amount:	12%

Discussion and Background:

The Harlem River Lift Bridge (HRLB) AC Facility Houses control the power that operates this moveable draw bridge, which provides the only access in and out of Manhattan for all Metro-North trains traveling to and from Grand Central Terminal. Over 750 Metro-North trains and 200,000 commuters cross the bridge each day. In addition, the Harlem River Lift Bridge traverses a navigable waterway and therefore is subject to the requirements of the United States Coast Guard. Metro-North is mandated to provide unhindered access. This access requires the raising and lowering (opening and closing) of the bridge from time to time.

A construction contract was competitively solicited and awarded on July 31, 2013 to the Tutor Perini Corporation for the Rehabilitation of the Harlem River Lift Bridge. The work in this Contract was for cable and circuit breaker house replacement. The duration of the contract is for two years with 180 days allowed by the US Coast Guard for actual bridge closing when all work pertinent to the opening and closing of the bridge can be performed.

Procurement Action

Approval is requested for a contract change order in the not-to-exceed amount of \$3,350,000 for the construction of two new AC Facility Houses located on the Harlem River Lift Bridge.

Areas under the Harlem River Lift Bridge housing the power feeding equipment that operates the bridge opening mechanism were flooded during Superstorm Sandy (October 29, 2012). Sandy's 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 this moveable Bridge. The damaged Facility Houses were temporarily repaired with equipment cobbled together from other sources (until the HRLB project can be completed). However, full replacement is required.

In January 2014, MNR sought and received from the FTA concurrence to award this change order to Tutor Perini due to the urgency to repair the facility houses and the unique conditions associated with the Rehabilitation of the Harlem River Lift Bridge. Under the present contract, the US Coast Guard granted MNR a permit for a 180 day bridge closure of the operation of the lift bridge so that the original contract repairs could be completed. The work for the new AC Facility Houses will be completed concurrently with the 180 day closure granted under the existing contract.

Were Metro-North to proceed under a new and fully-staged competitive procurement, it would needlessly delay this critical repair work by at least a year, possibly longer. In addition, the duration and cost of the construction work would be longer and more expensive with any contractor other than Tutor-Perini, as the new contractor would be required to fully mobilize, plan and procure equipment and not be able to take advantage of the existing outage and approval of the U.S. Coast Guard.

Schedule I: Modifications to Purchase and Public Works Contracts

Fast tracking this effort as a change order is the most effective and efficient way to progress this critical repair work, and prevent failure of this vital infrastructure.

A contract change order has been negotiated with Tutor Perini in the not-to-exceed amount of \$3,350,000. This amount was negotiated and reduced from the original amount of \$3,574,978 for a savings of \$224,978. There will be no additional time added to this contract as a result of this change order as the work will be performed concurrently with the other work required during the 180 day bridge closure.

Funding is included in the MTA Capital Program through the FTA funded Sandy Emergency Relief Program.



Metro-North Railroad

Operations Report

July 2014



MONTHLY OPERATING REPORT

June 2014

Date Issued:

Wednesday, July 09, 2014

Performance Summary			2014 Data			2013 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
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%	92.5%	91.0%	94.6%	96.9%
		AM Peak	93.0%	88.1%	86.8%	92.4%	95.7%
		AM Reverse Peak	93.0%	94.9%	92.3%	97.3%	97.1%
		PM Peak	93.0%	96.9%	91.8%	96.6%	97.1%
		Total Peak	93.0%	92.6%	89.6%	94.8%	96.5%
		Off Peak Weekday	93.0%	92.3%	90.5%	93.2%	96.7%
		Weekend	93.0%	92.8%	94.3%	96.6%	98.0%
	Hudson Line	Overall	94.0%	90.1%	91.3%	97.1%	98.0%
		AM Peak	94.0%	87.5%	89.3%	97.4%	97.7%
		AM Reverse Peak	94.0%	94.8%	92.1%	100.0%	98.4%
		PM Peak	94.0%	98.2%	91.3%	97.7%	98.1%
		Total Peak	94.0%	93.0%	90.5%	97.9%	98.0%
		Off Peak Weekday	94.0%	89.2%	90.4%	96.1%	98.0%
		Weekend	94.0%	86.9%	94.1%	97.6%	98.2%
	Harlem Line	Overall	94.0%	95.8%	93.7%	96.2%	97.7%
		AM Peak	94.0%	91.5%	89.9%	95.8%	97.1%
		AM Reverse Peak	94.0%	96.6%	95.7%	98.3%	98.2%
		PM Peak	94.0%	99.3%	95.0%	98.5%	97.5%
		Total Peak	94.0%	95.4%	92.8%	97.2%	97.4%
		Off Peak Weekday	94.0%	95.8%	92.9%	94.4%	97.7%
		Weekend	94.0%	96.4%	97.0%	97.6%	98.5%
	New Haven Line	Overall	92.0%	91.5%	88.7%	91.8%	95.6%
		AM Peak	92.0%	85.7%	83.0%	86.7%	93.5%
		AM Reverse Peak	92.0%	93.3%	89.5%	94.8%	95.5%
		PM Peak	92.0%	94.2%	89.6%	94.5%	96.3%
		Total Peak	92.0%	90.2%	86.5%	90.9%	94.9%
		Off Peak Weekday	92.0%	91.4%	88.7%	90.5%	95.2%
		Weekend	92.0%	93.9%	92.3%	95.1%	97.4%
Operating Statistics							
	Trains Scheduled			18,932	112,473	18,529	109,463
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			10.5	12.7	11.5	12.7
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,000	137	1,797	139	663
	Trains Canceled		160	20	328	4	39
	Trains Terminated		160	32	289	20	159
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.5%	99.9%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	97.2%	98.4%	99.8%	99.8%
		AM Peak	99.8%	94.4%	96.9%	99.7%	99.5%
		AM Reverse Peak	99.8%	100.0%	99.9%	99.9%	99.9%
		PM Peak	99.8%	94.0%	96.9%	99.7%	99.6%
		Total Peak	99.8%	95.0%	97.4%	99.7%	99.6%
		Off Peak Weekday	99.8%	98.7%	99.1%	99.9%	99.9%
		Weekend	99.8%	98.2%	99.1%	99.9%	99.8%
	Hudson Line	AM Peak	99.8%	99.8%	99.4%	99.9%	99.9%
		PM Peak	99.8%	99.6%	99.7%	100.0%	99.9%
	Harlem Line	AM Peak	99.8%	99.9%	99.2%	99.9%	99.9%
		PM Peak	99.8%	99.0%	99.4%	99.7%	99.8%
	New Haven Line	AM Peak	99.8%	85.6%	93.7%	99.4%	98.8%
		PM Peak	99.8%	85.9%	93.5%	99.5%	99.3%

Categories of Delay		2014 Data			2013 Data	
		May	June	YTD thru June	June	YTD thru June
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	2627	2153	12651	1361	2570
	Capital Projects	11	55	80	62	75
	Maintenance of Equipment	365	219	1791	256	935
	Operations Services	36	57	812	40	163
	Police Incidents	123	134	823	67	263
	Other	11	55	80	62	75
	Customers	212	245	1032	67	281
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	9	8	220	0	2
	Weather and Environmental	164	23	1267	20	269



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			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/02	Mon	Trains were held due to scheduled trains ahead.	12	0	0	0	0	0	1	0	0	9	0	0	0	0	0	22	0	0
06/02	Mon	Delays at various locations due to programmed Track Work on all three lines.	13	0	0	2	0	0	1	0	0	15	0	0	0	0	0	31	0	0
06/03	Tue	Third Rail fire on track 4 west of Mt. Vernon East.	6	0	0	3	0	0	0	0	0	7	0	0	0	0	0	16	0	0
06/03	Tue	Track circuits down on all three lines (1111BK on track 1 at Spuyten Duyvil and 1ATK on track 1 in CP 12 interlocking; 2492BK on track 2 at Valhalla and the TK3A circuit at CP234 at Stamford).	20	0	0	2	0	0	0	0	0	14	0	0	0	0	0	36	0	0
06/03	Tue	Operating restrictions at various locations on all three lines.	5	0	0	0	0	0	0	0	0	11	0	0	0	0	0	16	0	0
06/04	Wed	Operating restrictions at various locations on all three lines.	10	0	0	0	0	0	1	0	0	13	0	0	0	0	0	24	0	0
06/04	Wed	Delays at various locations due to programmed Track Work on all three lines.	5	0	0	0	0	0	0	0	0	18	0	0	0	0	0	23	0	0
06/04	Wed	Trains were held due to scheduled trains ahead.	13	0	0	0	0	0	1	0	0	8	0	0	0	0	0	22	0	0
06/05	Thu	Operating restrictions at various locations on all three lines.	5	0	0	2	0	0	0	0	0	3	0	0	0	0	0	10	0	0
06/06	Fri	Walk Bridge struck open.	0	0	0	0	0	0	8	7	1	12	0	11	0	0	0	20	7	12
06/06	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	18	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												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
06/06	Fri	Operating restrictions at various locations on all three lines.	11	0	0	0	0	0	0	0	0	3	0	0	0	0	0
06/07	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0
06/07	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0
06/08	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0
06/09	Mon	Congestion due to a smoldering Third Rail bracket on track 2 at 93rd Street.	29	0	0	2	0	0	0	0	0	6	0	0	0	0	0
06/09	Mon	Delays at various locations due to programmed Track Work on all three lines.	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06/09	Mon	Operating restrictions at various locations on all three lines.	34	0	0	2	0	0	0	0	0	13	0	0	0	0	0
06/10	Tue	Congestion due to Third Rail bracket and tie fire on track 4 at 78th Street.	8	0	0	0	0	0	0	0	0	6	0	0	0	0	0
06/10	Tue	Trains were held due to scheduled trains ahead.	13	0	0	1	0	0	0	0	0	16	0	0	0	0	0
06/10	Tue	Operating restrictions at various locations on all three lines.	16	0	0	1	0	0	0	0	0	3	0	0	0	0	0
06/11	Wed	Operating restrictions at various locations on all three lines.	11	0	0	0	0	0	1	0	0	8	0	0	0	0	0
06/11	Wed	Trains were held due to scheduled trains ahead.	9	0	0	0	0	0	0	0	0	4	0	0	0	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		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
06/13	Fri	Operating restrictions at various locations on all three lines.	10	0	0	2	0	0	0	0	0	10	0	0	0	0	0
06/14	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0
06/15	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
06/15	Sun	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0
06/16	Mon	Operating restrictions at various locations on all three lines.	8	0	0	2	0	0	1	0	0	10	0	0	0	0	0
06/16	Mon	Trains were held due to scheduled trains ahead.	5	0	0	3	0	0	0	0	0	5	0	0	0	0	0
06/18	Wed	Track circuits down on track 4 at CP19 and on track 2 at Brewster Station 5102BK, causing delays.	1	0	0	1	0	0	1	0	0	18	0	0	0	0	0
06/18	Wed	Trains were held due to scheduled trains ahead.	2	0	0	2	0	0	0	0	0	7	0	0	0	0	0
06/18	Wed	Operating restrictions at various locations on all three lines.	4	0	0	0	0	0	0	0	0	7	0	0	0	0	0
06/18	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	2	0	0	18	0	0	0	0	0
06/19	Thu	Operating restrictions at various locations on all three lines.	12	0	0	1	0	0	0	0	0	4	0	0	0	0	0
06/19	Thu	The 24 Switch at CP6 was struck on center due to a bad switch motor.	0	0	0	0	0	0	5	0	0	24	0	2	0	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		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
06/19	Thu	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0
06/19	Thu	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	4	0	0	15	0	0	0	0	0
06/20	Fri	Operating restrictions at various locations on all three lines.	2	0	0	0	0	0	3	0	0	19	0	0	0	0	0
06/20	Fri	Police activity at Fairfield Metro Station, service was temporarily suspended due to suspicious wooden box left on the overpass.	14	5	5	3	0	1	0	0	0	6	0	0	0	0	0
06/21	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0
06/21	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0
06/22	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
06/23	Mon	Trains were held due to scheduled trains ahead.	1	0	0	0	0	0	1	0	0	9	0	0	0	0	0
06/23	Mon	Train 1514 was disabled on track 3 north of 125th Street Station, unable to take power.	21	0	0	1	0	0	0	0	0	5	0	0	0	0	0
06/24	Tue	Trains were held due to scheduled trains ahead.	1	0	0	1	0	0	0	0	0	9	0	0	0	0	0
06/24	Tue	Operating restrictions at various locations on all three lines.	1	0	0	2	0	0	0	0	0	7	0	0	0	0	0
06/24	Tue	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	1	0	0	0	0	0	14	0	0	0	0	0

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

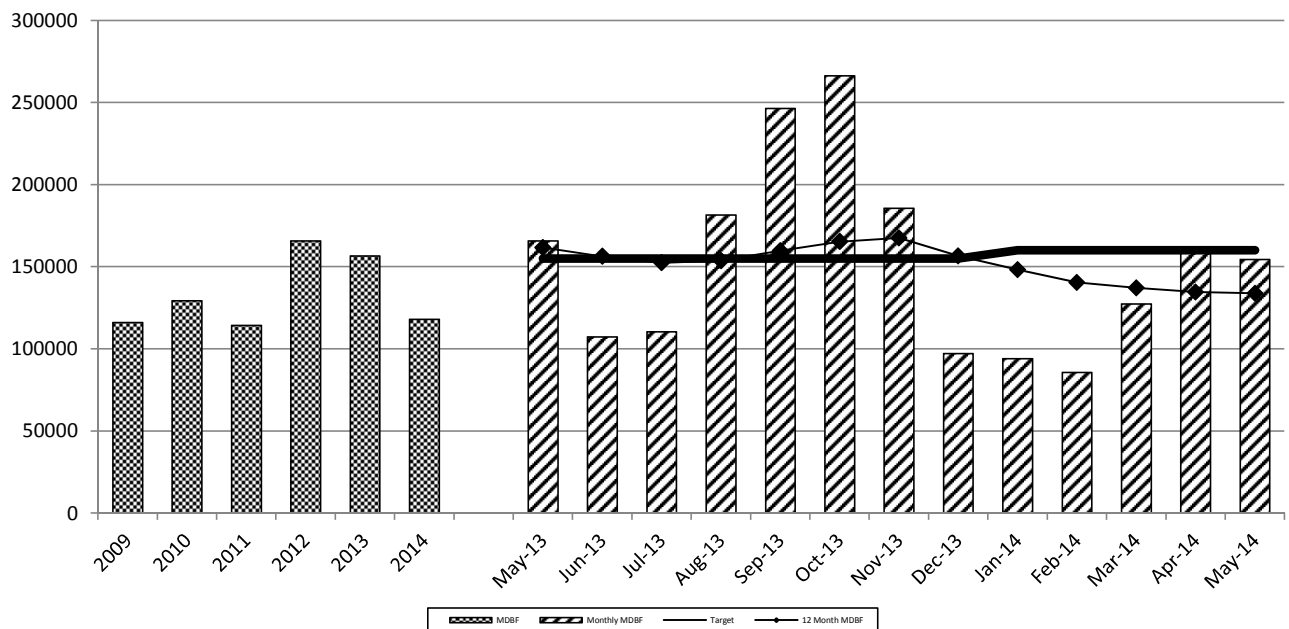
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/25	Wed	Operating restrictions at various locations on all three lines.	4	0	0	1	0	0	0	0	0	9	0	0	0	0	0	14	0	0
06/27	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
06/27	Fri	Operating restrictions at various locations on all three lines.	3	0	0	2	0	0	1	0	0	7	0	0	0	0	0	13	0	0
06/27	Fri	Track circuits were down on track 4 south of CP19 and dropped intermittently on track 2 / track 1 CP112.	1	0	0	0	0	0	0	0	0	14	0	0	0	0	0	15	0	0
06/28	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
06/28	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0
06/29	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
06/30	Mon	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	1	0	0	0	0	0	16	0	0	0	0	0	17	0	0
06/30	Mon	Train 1819 was disabled on track 1 at Williams Bridge, unable to take power.	35	0	0	3	0	0	0	0	0	2	0	0	0	0	0	40	0	0
TOTAL FOR MONTH			354	5	5	41	0	1	32	7	1	451	0	13	243	0	0	1121	12	20
																		1153		

	2014 Data								2013 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M246	110	60,000	41,405	8	11	28,553	38,510	67,399	16	81,052
	M8	348	280,000	217,414	8	10	182,117	202,340	206,435	7	205,002
	M3	140	135,000	164,218	2	2	149,575	189,251	180,194	2	224,167
	M7	336	460,000	293,530	4	7	350,975	431,448	684,130	3	859,500
	Coach	213	295,000	234,025	5	6	170,569	238,700	731,147	2	326,493
	P-32	31	35,000	47,045	5	4	25,580	27,905	34,386	6	30,362
	BL-20	12	12,000	10,560	3	3	14,833	13,841	5,874	4	13,115
	Fleet	1190	160,000	154,343	35	43	118,048	133,832	165,708	40	171,763
	M2/4/6/8		140,000	125,219	16	21	86,542	93,120	109,714	23	119,477
	M3/7		320,000	264,794	6	9	294,170	364,525	482,556	5	612,426
	Diesel/Coach		120,000	124,924	13	13	90,883	108,494	141,009	12	128,161

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 2009 - 2014



West of Hudson Performance Summary			2014 Data			2013 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	97.0%	96.1%	94.9%	97.4%	97.3%
		AM Peak	97.1%	97.3%	94.4%	99.6%	98.3%
		PM Peak	96.3%	96.0%	94.8%	96.5%	97.4%
		Total Peak		96.6%	94.6%	98.1%	97.9%
		Off Peak Weekday	97.1%	95.6%	95.2%	97.4%	97.0%
		Weekend	97.3%	96.2%	94.8%	96.3%	96.8%
	Pascack Line	Overall	97.6%	97.1%	95.6%	98.0%	97.7%
	Valley Line	AM Peak	97.8%	99.4%	96.0%	100.0%	98.6%
		PM Peak	97.3%	95.9%	95.0%	98.6%	98.7%
		Total Peak		97.8%	95.5%	99.3%	98.7%
		Off Peak Weekday	97.5%	96.3%	95.5%	97.7%	97.3%
		Weekend	97.8%	97.7%	96.0%	96.7%	97.1%
	Port Jervis Line	Overall	96.2%	94.6%	93.9%	96.5%	96.6%
		AM Peak	96.2%	94.4%	92.3%	99.2%	98.0%
		PM Peak	95.2%	96.0%	94.5%	94.2%	95.7%
		Total Peak		95.2%	93.4%	96.7%	96.9%
		Off Peak Weekday	96.5%	94.6%	94.8%	96.8%	96.6%
		Weekend	96.5%	93.7%	92.9%	95.7%	96.4%
Operating Statistics							
	Trains Scheduled			1,665	9,945	1,640	10,024
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			20.7	19.4	28.3	21.6
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	29	196	18	104
	Trains Canceled			7	49	2	19
	Trains Terminated			4	21	6	24
	Percent of Scheduled Trips Completed		99.8%	99.3%	99.3%	99.5%	99.6%

JUNE 2014 STANDEE REPORT

East of Hudson

East of Hudson			JUNE 2013	YTD 2013	JUNE 2014	YTD 2014
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	3	2
		Total Standees	0	0	3	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	3	4
		Total Standees	0	0	3	4
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	18	30	95	84
		Total Standees	18	30	95	84
	EAST OF HUDSON TOTAL - AM PEAK		18	30	101	90
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	5	3
		Total Standees	0	1	5	3
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	13	6
		Total Standees	0	2	13	6
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	8	16	17	55
		Total Standees	8	16	17	55
	EAST OF HUDSON TOTAL - PM PEAK		8	19	35	64

West of Hudson

West of Hudson			JUNE 2013	YTD 2013	JUNE 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
		Total 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
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK			0	0	0	0

Definitions

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

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

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

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 July 2014



FINANCIAL STATEMENTS
MONTH ENDED: MAY 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall, May YTD financial results were within 1% of plan with a net operating deficit that was \$0.3 million higher than the Adopted Budget. Operating Revenues were \$4.6 million lower than Budget reflecting lower than expected growth in non-commutation ridership as well as adverse weather conditions earlier in the year. Net operating expenses were \$4.3 million lower than projected primarily due to vacant positions and timing differences in non-payroll expenses.

Operating expense results include higher year-to-date overtime costs of \$8.3 million. The primary drivers of this increase include multiple snow storm events, recently hired T&E employees in training that are not yet qualified for scheduled train service, and an increase in Maintenance of Equipment coverage for FRA mandated employee training and equipment inspection and maintenance requirements. Other contributing factors include unscheduled right-of-way repairs related to increased infrastructure inspection and implementing safety enhancements and safety responses to operational disruptions such as signal system improvements to enforce speed restrictions and grade crossing repairs on the Danbury Branch.

Reimbursable Capital program expenditures (and reimbursements) were \$14.4 million lower than Budget due to revised timing of several budgeted projects (Positive Train Control, Hurricane Sandy Infrastructure Rehabilitation, West of Hudson Signal Improvements and Track Program work) as well as the reallocation of forces to cover operating needs during the winter storm emergencies.

Ridership

Total ridership was 7.2 million for May and 33.6 million YTD which was 2.1% below the Adopted Budget, reflecting lower than expected ridership growth and the impact of multiple snowstorms.

East of Hudson

- YTD Ridership of 33.0 million was 2.3% lower than the Adopted Budget on all lines and across all ticket types.
- May ridership of 7.0 million was 0.3% lower than the Adopted Budget.
- Commutation ridership was 1.1% lower for the month and 1.2% lower for YTD than the Adopted Budget. Compared to 2013, May YTD commutation was 0.4% lower.
- YTD Non-commutation ridership was 3.9% lower than the Adopted Budget and 0.8% higher for the month. Compared to 2013, YTD non-commutation was 0.7% lower.

West of Hudson

- YTD and monthly Ridership were higher than the Adopted Budget by 5.0% and 4.3%, respectively, due to progressive ridership growth.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through May was \$342.2 million, or 5.3% lower than the Adopted Budget:

- Fare Box Revenue of \$257.2 million was \$5.3 million lower than the Adopted Budget due to the lower non-commutation ridership noted above.
- Other Operating Revenue of \$22.4 million was \$0.7 million above the Adopted Budget mainly due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$62.5 million was \$14.4 million lower than the Adopted Budget due to project scheduling changes previously discussed.

Expenses

Total YTD non-reimbursable and reimbursable expenses of \$646.1 million through May were \$18.7 million (2.8%) lower than the Adopted Budget:

- \$13.3 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 \$6.0 million lower than the Adopted Budget due to vacancies and lower health & welfare premiums partially offset by higher overtime noted above.

Financial Performance Measures

The YTD performance indicators reflect overall lower non-labor expenses and vacant positions partly offset by the impact of increased overtime and lower ridership:

- Adjusted Farebox Operating Ratio of 64.2% through May was 0.7% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$13.48 for the period was \$0.08 lower than the Adopted Budget.
- Revenue per Passenger of \$7.89 for the period was \$0.02 higher than the Adopted Budget.

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

REVENUE

Total Revenue and reimbursements were \$19.0 million (5.3%) lower than the Adopted Budget through May:

- **Fare Box Revenue** – year-to-date was lower than the Adopted Budget by \$5.3 due to a significant decrease in non-commutation ridership as a result of the harsh winter weather and lower than projected ridership growth. However, the month was \$0.3 million higher than the Adopted Budget due to higher non-commutation ridership.
- **Other Operating Revenue** – year-to-date and the month were higher than the Adopted Budget by \$0.7 million and \$0.3 million, respectively, primarily due to higher GCT net retail revenue.
- **Capital and Other Reimbursements** – year-to-date was lower by \$14.4 million and unfavorable by \$5.9 million for the month due to timing differences/rescheduling of capital projects (Positive Train Control, Hurricane Sandy Infrastructure, West of Hudson Signal Improvements and Track Program work) and the reallocation of forces to operations for storm coverage.

EXPENSES

Total Expenses – Year-to-date expenses of \$646.1 million were \$18.7 million (2.8%) lower than the Adopted Budget. For the month, expenses were \$6.2 million (4.5%) lower than the Adopted Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$360.7 million YTD. This was \$6.0 million below the Adopted Budget primarily due to vacancies and lower-than-anticipated capital project work. This decrease was partly offset by higher overtime requirements and related fringe costs due to T&E employees in training not yet qualified for train service coverage, multiple snow storm events, and increased MofE costs to cover FRA mandated employee training, equipment inspections and repairs. Other contributing factors include unscheduled right-of-way repairs related to increased infrastructure inspection and implementing safety enhancements and safety responses to operational disruptions such as signal system improvements to enforce speed restrictions and grade crossing repairs on the Danbury Branch.
- **Non-Labor Expenses**
YTD non-labor expenses were \$162.1 million, \$13.3 million lower than Adopted Budget and \$4.0 million lower for the month.
 - **Electric Power** – \$0.1 million lower year-to-date than Adopted Budget primarily due to higher expenses across all lines. For the month, expenses were \$0.6 million lower than the Adopted Budget.
 - **Fuel** – year-to-date and the month were \$1.5 million and \$0.9 million above the Adopted Budget respectively due to higher consumption of heating and revenue vehicle fuel.
 - **Maintenance & Other Operating Contracts** – \$5.6 million lower year-to date than the Adopted Budget primarily due to timing differences for maintenance contracts, locomotive overhaul costs and reimbursable project activity. For the month, these costs were \$0.1 million lower than the Adopted Budget.
 - **Professional Services** – YTD was \$3.9 million below the Adopted Budget primarily due to timing differences in IT services, advertising, and reimbursable project activity. For the month, expenses were favorable by \$1.6 million to the Adopted Budget.
 - **Materials & Supplies** – year-to-date and month expenditures were \$7.9 million and \$2.9 million below the Adopted Budget respectively due to timing differences in reimbursable project activity.
 - **Other Business Expenses** –YTD was \$2.1 million higher than the Adopted Budget due to higher than budgeted material purchases for reimbursable capital projects. For the month, expenses were \$0.2 million higher than the Adopted Budget.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$0.6 million higher than the Adopted Budget due to a \$0.7 million increase in environmental remediation reserves related to MNR project activity, partly offset by lower depreciation expense as a result of timing.

CASH DEFICIT

The Cash Deficit through May of \$171.4 million was \$25.6 million favorable to the Adopted Budget. This is primarily due to lower farebox receipts of \$5.7 million (primarily snowstorm related), and lower capital reimbursements of \$9.4 million (timing); these were partly offset by lower cash disbursements of \$36.3 million (mainly due to the lower overall expenses) and \$4.4 million higher cash collections mainly due to a GCT tenant lease modification.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$54.734	\$55.058	\$0.324	0.6	\$0.000	\$0.000	\$0.000	-	\$54.734	\$55.058	\$0.324	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.349	4.616	0.267	6.2	0.000	0.000	0.000	-	4.349	4.616	0.267	6.2
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.737	6.223	(6.514)	(51.1)	12.737	6.223	(6.514)	(51.1)
CDOT	0.000	0.000	0.000	-	5.004	6.066	1.062	21.2	5.004	6.066	1.062	21.2
Other	0.000	0.000	0.000	-	1.494	1.004	(0.491)	(32.8)	1.494	1.004	(0.491)	(32.8)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.235	13.293	(5.942)	(30.9)	19.235	13.293	(5.942)	(30.9)
Total Revenue/Receipts	\$59.083	\$59.674	\$0.592	1.0	\$19.235	\$13.293	(\$5.942)	(30.9)	\$78.318	\$72.967	(\$5.351)	(6.8)
Expenses												
<i>Labor:</i>												
Payroll	\$36.127	\$35.069	\$1.058	2.9	\$3.914	\$3.077	\$0.837	21.4	\$40.041	\$38.146	\$1.895	4.7
Overtime	4.969	6.591	(1.622)	(32.6)	1.432	1.218	0.214	14.9	6.401	7.809	(1.408)	(22.0)
Health and Welfare	8.927	8.024	0.902	10.1	1.326	0.979	0.348	26.2	10.253	9.003	1.250	12.2
OPEB Current Payment	1.837	2.168	(0.331)	(18.0)	0.000	0.000	0.000	-	1.837	2.168	(0.331)	(18.0)
Pensions	6.351	6.210	0.141	2.2	0.783	0.617	0.166	21.2	7.134	6.827	0.307	4.3
Other Fringe Benefits	8.434	7.936	0.499	5.9	0.914	0.740	0.174	19.0	9.349	8.676	0.673	7.2
Reimbursable Overhead	(3.704)	(3.607)	(0.097)	(2.6)	3.602	3.454	0.148	4.1	(0.102)	(0.154)	0.051	50.2
Total Labor	\$62.942	\$62.391	\$0.551	0.9	\$11.972	\$10.085	\$1.887	15.8	\$74.913	\$72.476	\$2.438	3.3
<i>Non-Labor:</i>												
Electric Power	\$7.235	\$6.601	\$0.635	8.8	\$0.000	\$0.005	(\$0.005)	-	\$7.235	\$6.606	\$0.629	8.7
Fuel	2.128	3.002	(0.874)	(41.1)	0.000	0.000	0.000	-	2.128	3.002	(0.874)	(41.1)
Insurance	1.571	1.487	0.083	5.3	0.348	0.260	0.088	25.4	1.919	1.747	0.171	8.9
Claims	0.059	0.353	(0.294)	*	0.000	0.000	0.000	-	0.059	0.353	(0.294)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.509	9.051	(0.542)	(6.4)	0.825	0.196	0.629	76.2	9.334	9.247	0.087	0.9
Professional Service Contracts	2.535	0.438	2.097	82.7	1.116	1.580	(0.463)	(41.5)	3.651	2.017	1.633	44.7
Materials & Supplies	6.247	7.233	(0.985)	(15.8)	4.921	1.005	3.916	79.6	11.169	8.238	2.931	26.2
Other Business Expenses	2.176	2.307	(0.130)	(6.0)	0.054	0.162	(0.109)	*	2.230	2.469	(0.239)	(10.7)
Total Non-Labor	\$30.460	\$30.472	(\$0.012)	(0.0)	\$7.264	\$3.208	\$4.055	55.8	\$37.724	\$33.680	\$4.044	10.7
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$93.402	\$92.863	\$0.539	0.6	\$19.235	\$13.293	\$5.942	30.9	\$112.637	\$106.156	\$6.481	5.8
Depreciation	18.936	19.186	(0.250)	(1.3)	0.000	0.000	0.000	-	18.936	19.186	(0.250)	(1.3)
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	\$117.763	\$117.474	\$0.289	0.2	\$19.235	\$13.293	\$5.942	30.9	\$136.999	\$130.767	\$6.232	4.5
Net Surplus/(Deficit)	(\$58.681)	(\$57.800)	\$0.881	1.5	(\$0.000)	\$0.000	\$0.000	-	(\$58.681)	(\$57.800)	\$0.881	1.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	18.936	19.186	0.250	1.3	0.000	0.000	0.000	-	18.936	19.186	0.250	1.3
Operating/Capital	(5.664)	(1.234)	4.430	78.2	0.000	0.000	0.000	-	(5.664)	(1.234)	4.430	78.2
Other Cash Adjustments	(4.983)	15.866	20.849	*	0.000	0.000	0.000	-	(4.983)	15.866	20.849	*
Total Cash Conversion Adjustments	\$8.290	\$33.819	\$25.529	*	\$0.000	\$0.000	\$0.000	-	\$8.290	\$33.819	\$25.529	*
Net Cash Surplus/(Deficit)	(\$50.391)	(\$23.981)	\$26.410	52.4	(\$0.000)	\$0.000	\$0.000	-	(\$50.391)	(\$23.981)	\$26.410	52.4

-- 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
May 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	\$262.564	\$257.244	(\$5.320)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$262.564	\$257.244	(\$5.320)	(2.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	21.701	22.428	0.726	3.3	0.000	0.000	0.000	-	21.701	22.428	0.726	3.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	49.400	34.281	(15.119)	(30.6)	49.400	34.281	(15.119)	(30.6)
CDOT	0.000	0.000	0.000	-	20.808	23.456	2.648	12.7	20.808	23.456	2.648	12.7
Other	0.000	0.000	0.000	-	6.728	4.775	(1.953)	(29.0)	6.728	4.775	(1.953)	(29.0)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	76.936	62.512	(14.424)	(18.7)	76.936	62.512	(14.424)	(18.7)
Total Revenue/Receipts	\$284.265	\$279.671	(\$4.594)	(1.6)	\$76.936	\$62.512	(\$14.424)	(18.7)	\$361.200	\$342.183	(\$19.018)	(5.3)
Expenses												
<i>Labor:</i>												
Payroll	\$178.577	\$173.694	\$4.883	2.7	\$17.839	\$14.003	\$3.836	21.5	\$196.416	\$187.698	\$8.719	4.4
Overtime	24.255	32.539	(8.284)	(34.2)	6.041	6.022	0.020	0.3	30.296	38.560	(8.264)	(27.3)
Health and Welfare	44.066	41.039	3.027	6.9	5.904	4.593	1.311	22.2	49.970	45.632	4.337	8.7
OPEB Current Payment	9.187	9.824	(0.637)	(6.9)	0.000	0.000	0.000	-	9.187	9.824	(0.637)	(6.9)
Pensions	31.335	30.999	0.335	1.1	3.531	2.862	0.670	19.0	34.866	33.861	1.005	2.9
Other Fringe Benefits	42.335	42.445	(0.110)	(0.3)	4.088	3.435	0.653	16.0	46.423	45.880	0.543	1.2
Reimbursable Overhead	(15.946)	(15.554)	(0.393)	(2.5)	15.534	14.807	0.728	4.7	(0.412)	(0.747)	0.335	81.2
Total Labor	\$313.808	\$314.987	(\$1.179)	(0.4)	\$52.939	\$45.721	\$7.218	13.6	\$366.746	\$360.708	\$6.039	1.6
<i>Non-Labor:</i>												
Electric Power	\$36.708	\$36.602	\$0.105	0.3	\$0.000	\$0.030	(\$0.030)	-	\$36.708	\$36.633	\$0.075	0.2
Fuel	11.315	12.771	(1.456)	(12.9)	0.000	0.000	0.000	-	11.315	12.771	(1.456)	(12.9)
Insurance	7.302	7.075	0.227	3.1	1.433	1.245	0.188	13.1	8.735	8.320	0.415	4.8
Claims	0.285	1.318	(1.033)	*	0.000	0.000	0.000	-	0.285	1.318	(1.033)	*
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	42.980	38.716	4.264	9.9	4.173	2.791	1.382	33.1	47.153	41.507	5.646	12.0
Professional Service Contracts	11.519	7.638	3.881	33.7	5.438	5.453	(0.015)	(0.3)	16.956	13.091	3.865	22.8
Materials & Supplies	30.864	30.598	0.266	0.9	12.668	5.038	7.630	60.2	43.532	35.636	7.895	18.1
Other Business Expenses	10.380	10.548	(0.168)	(1.6)	0.285	2.233	(1.948)	*	10.665	12.781	(2.116)	(19.8)
Total Non-Labor	\$151.353	\$145.267	\$6.086	4.0	\$23.997	\$16.791	\$7.206	30.0	\$175.350	\$162.057	\$13.293	7.6
<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.	\$465.161	\$460.254	\$4.907	1.1	\$76.936	\$62.512	\$14.424	18.7	\$542.097	\$522.765	\$19.331	3.6
Depreciation	94.682	94.601	0.081	0.1	0.000	0.000	0.000	-	94.682	94.601	0.081	0.1
OPEB Obligation	27.124	27.124	0.000	0.0	0.000	0.000	0.000	-	27.124	27.124	0.000	0.0
Environmental Remediation	0.950	1.640	(0.690)	(72.6)	0.000	0.000	0.000	-	0.950	1.640	(0.690)	(72.6)
Total Expenses	\$587.917	\$583.618	\$4.299	0.7	\$76.936	\$62.512	\$14.424	18.7	\$664.853	\$646.130	\$18.723	2.8
Net Surplus/(Deficit)	(\$303.653)	(\$303.947)	(\$0.294)	0.0	\$0.000	\$0.000	\$0.000	-	(\$303.653)	(\$303.947)	(\$0.294)	0.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	94.682	94.601	(0.081)	(0.1)	0.000	0.000	0.000	-	94.682	94.601	(0.081)	(0.1)
Operating/Capital	(12.972)	(6.232)	6.740	52.0	0.000	0.000	0.000	-	(12.972)	(6.232)	6.740	52.0
Other Cash Adjustments	24.887	44.142	19.255	77.4	0.000	0.000	0.000	-	24.887	44.142	19.255	77.4
Total Cash Conversion Adjustments	\$106.597	\$132.511	\$25.914	24.3	\$0.000	\$0.000	\$0.000	-	\$106.597	\$132.511	\$25.914	24.3
Net Cash Surplus/(Deficit)	(\$197.055)	(\$171.436)	\$25.619	13.0	\$0.000	\$0.000	\$0.000	-	(\$197.055)	(\$171.436)	\$25.620	13.0

-- 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
MAY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.267	6.2%	Primarily reflects higher net GCT retail revenue.	\$0.726	3.3%	Primarily reflects higher net GCT retail revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.942)	(30.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$14.421)	(18.7%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.837	21.4%	Reflects timing differences for the following projects: 2013 Cyclical Track Program, Positive Train Control, Hurricane Sandy - C&S and Power, Catenary C1 & C2, H & H Lines Power Imp, and the Replace/Repair Undergrade BR.	\$3.836	21.5%	Reflects vacant administrative positions, reallocation of forces to operating coverage for inclement weather and timing differences for the following projects: 2013 Cyclical Track Program, Positive Train Control, H & H Lines Power Imp., Harmon Shop Improvements and the Penn Station Access Study.
OVERTIME	Non-Reimb	(\$1.622)	(32.6%)	Primarily due to higher requirements for FRA mandated MofE training, improved track maintenance program, station enhancements, train service coverage due to lower employee availability, the implementation of safety enhancements and safety responses (Cos Cob Fire and Danbury Branch grade crossing issues) and vacancy and sick time coverage.	(\$8.284)	(34.2%)	Primarily due to higher requirements for weather emergencies, train service coverage due to lower employee availability, FRA mandated MofE training, improved track maintenance program, station enhancements, car fleet maintenance, vacancy and sick time coverage and the implementation of safety enhancements and safety responses (signal modifications, Cos Cob Fire, and Danbury Branch grade crossing issues).
	Reimb	\$0.214	14.9%	Reflects timing of Cyclical Track Program and C-29 Track program.	\$0.020	0.3%	
HEALTH AND WELFARE	Non-Reimb	\$0.902	10.1%	Primarily due to lower than projected premiums.	\$3.027	6.9%	Reflects lower project activity.
	Reimb	\$0.348	26.2%	Reflects lower project activity.	\$1.311	22.2%	
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.331)	(18.0%)	Reflects additional retirees.	(\$0.637)	(6.9%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.166	21.2%	Reflects lower project activity.	\$0.670	19.0%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.499	5.9%	Primarily due to lower employee claims.	(\$0.110)	(0.3%)	Reflects rate differentials and project adjustments.
	Reimb	\$0.174	19.0%	Reflects rate differentials and project adjustments.	\$0.653	16.0%	

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
MAY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$0.635	8.8%	Reflects lower rates across all lines.	\$0.105	0.3%	
FUEL	Non-Reim	(\$0.874)	(41.1%)	Reflects timing of expenses on the New Haven Line and higher diesel fuel consumption on the Harlem and Hudson Lines.	(\$1.456)	(12.9%)	Primarily due to higher consumption of heating fuel resulting from colder weather conditions and diesel fuel on the Harlem and Hudson Lines.
INSURANCE	Non-Reimb	\$0.083	5.3%	Lower liability insurance expense for the month.	\$0.227	3.1%	Lower liability insurance expense for the month.
	Reimb	\$0.088	25.4%	Reflects lower project activity.	\$0.188	13.1%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$0.294)	*	Primarily reflects Spuyten Duyvil derailment injury claims.	(\$1.033)	*	Primarily reflects NHL and Spuyten Duyvil injury claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.542)	(6.4%)	Unfavorable variance reflects timing of expenses for ferry services, right of way tree trimming and non-revenue vehicle repairs partly offset by timing of maintenance contracts.	\$4.264	9.9%	Primarily reflects timing of expense for maintenance contracts and Genesis locomotive overhaul partly offset by 2013 4th quarter adjustment for MTA Police services.
	Reimb	\$0.629	76.2%	Reflects timing of the Overhead Bridge Program - EOFH, GCT Leaks Remediation project and Haverstraw - Ossining Ferry.	\$1.382	33.1%	Reflects timing of GCT Leaks Remediation project and the Overhead Bridge Program - EOFH partially offset by higher activity on the Cos Cob West Substation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$2.097	82.7%	Favorable variance reflects accounting adjustments for prior period accruals and the timing of expenses for IT costs and outside training.	\$3.881	33.7%	Favorable variance reflects the timing of expenses for IT costs, outside training, medical services, and advertising.
	Reimb	(\$0.463)	(41.5%)	Reflects higher than projected activity on the and the NHL Signal System - CP229 Greenwich to NH, NHL - EMU Fleet Replacement M8 partially offset by timing of Positive Train Control and the WOH Signal Improvements project.	(\$0.015)	(0.3%)	

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
MAY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.985)	(15.8%)	Unfavorable variance reflects accrual for excess & obsolete inventory, station enhancements activity and the replacement of damaged diesel engine equipment.	\$0.266	0.9%	
	Reimb	\$3.916	79.6%	Reflects delay on the Hurricane Sandy Power Project, Positive Train Control, Bronx Station Capacity Imp., East Bridgeport Yard Imp. and the C-30 Track Program and the timing of material purchases on the MNR Technology Move project.	\$7.630	60.2%	Reflects delay on the Hurricane Sandy Power C&S Infrastructure Restoration project, Positive Train Control, Bronx Stations/Capacity Imp. Program and the Cyclical Track Program and reflects a correction of a material charge from 2013 on the Cyclical insulated Joints Replacement project.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.130)	(6.0%)	Primarily due to account receivable write-offs for CDOT capital project activity.	(\$0.168)	(1.6%)	
	Reimb	(\$0.109)	*	Reflects higher than budgeted material purchases for the PBX Equipment Upgrade.	(\$1.948)	*	Reflects higher than budgeted material purchases for the following projects: 525 North Broadway, White Plains Projects, New Haven Independent Wheel True Shop and the PBX Equipment Upgrade project.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%		(\$0.690)	(72.6%)	Reflects quarterly accrual for projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$4.430	73.2%	Reflects lower activity during the period on the GCT Escalators Replacement and the Expand Real-Time Train Status Information - NYS partially offset by higher than anticipated activity on the Park Ave Tunnel, Vehicle Replacement Provision and NYPA Improvement Support.	\$6.740	52.0%	Reflects lower activity during the period on the GCT Escalators Replacement, Expand Real-Time Train Status Information - NYS, Locomotive Overhaul - 6 GP 35 Locos, Employee Welfare Facility Improvements, Hot Box Detector and Wheel Impact Detector, Ticket Issuing Machines (TIMs), Ticket Vending Machines (TVMs) and the Power Reliability Bucket Truck for NHL Catenary Maintenance partially offset by higher activity on the Purchase Snowmelter Cabinets, Vehicle Replacement project, Park Ave Tunnel (Fire Alarm System), NYPA Improvement Support, Purchase A Trailer and Generator and higher than anticipated payment on prior year project carryover costs.

* Variance exceeds 100%.

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

	May						May 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	57,714	\$2.3	48,207	\$2.6	9,507	(\$0.4)	272,249	\$10.6	233,100	\$12.9	39,149	(\$2.4)
					16.5%	-15.7%					14.4%	-22.2%
<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>	36,204	\$1.6	54,129	\$2.4	(17,925)	(\$0.8)	170,036	\$7.7	197,566	\$9.2	(27,530)	(\$1.5)
					-49.5%	-47.6%					-16.2%	-19.7%
<u>Unscheduled Maintenance</u>	0	\$0.0	5,421	\$0.2	(5,421)	(\$0.2)	0	\$0.0	10,157	\$0.5	(10,157)	(\$0.5)
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> ²	15,532	\$0.9	25,856	\$1.2	(10,324)	(\$0.3)	70,147	\$4.1	120,192	\$5.5	(50,045)	(\$1.3)
					-66.5%	-28.2%					-71.3%	-32.2%
<u>Weather Emergencies</u>	518	\$0.0	1,219	\$0.1	(701)	(\$0.0)	20,590	\$1.2	81,465	\$3.8	(60,875)	(\$2.6)
					*	-83.0%					*	*
<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	2,863	\$0.1	2,087	\$0.1	776	\$0.0	13,473	\$0.6	14,232	\$0.7	(759)	(\$0.1)
					27.1%	22.7%					-5.6%	-12.0%
Subtotal	112,831	\$5.0	136,920	\$6.6	(24,089)	(\$1.6)	546,495	\$24.3	656,713	\$32.5	(110,218)	(\$8.3)
					-21.3%	-32.7%					-20.2%	-34.2%
REIMBURSABLE OVERTIME	28,485	\$1.4	31,654	\$1.22	(3,169)	\$0.2	120,204	\$6.0	131,912	\$6.0	(11,708)	\$0.0
					-11.1%	14.9%					-9.7%	0.3%
TOTAL OVERTIME	141,316	\$6.4	168,574	\$7.8	(27,258)	(\$1.4)	666,699	\$30.3	788,625	\$38.6	(121,926)	(\$8.3)
					-19.3%	-22.0%					-18.3%	-27.3%

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
February Financial Plan - 2014 Adopted Budget -
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	May			May Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	9,507	(\$0.4)	Lower staff availability due to attrition, management positions back-filled by agreement staff, and new employees currently in training and not available for service coverage.	39,149	(\$2.4)	Lower staff availability due to attrition, management positions back-filled by agreement staff, and new employees currently in training and not available for service coverage.
	16.5%	-15.7%		14.4%	-22.2%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(17,925)	(\$0.8)	MofW on-going infrastructure inspection, testing and repairs as well as station enhancements; higher MofE FRA mandated / M8 training costs and catch-up on federally mandated scheduled maintenance work due to weather related issues and service disruptions.	(27,530)	(\$1.5)	Higher requirements for snow storm coverage; MofW on-going infrastructure inspection, testing and repairs, installation of signal system improvements to enforce speed restrictions as well as station enhancements; higher MofE FRA mandated / M8 training costs and catch-up on federally mandated scheduled maintenance work due to weather related issues and service disruptions.
	-49.5%	-47.6%		-16.2%	-19.7%	
<u>Unscheduled Maintenance</u>	(5,421)	(\$0.2)	Unscheduled right-of-way maintenance related to the Yonkers mud slide and the Cos Cob fire.	(10,157)	(\$0.5)	Unscheduled right-of-way maintenance related to the Yonkers mud slide, the Cos Cob fire and grade crossing repairs on the Danbury Branch.
	-	-		-	-	
<u>Vacancy/Absentee Coverage</u> ²	(10,324)	(\$0.3)	Vacancy and sick time coverage particularly in MofE for Yard Mechanics and MofW Signal Maintainers and Power Supervisors/Foreman.	(50,045)	(\$1.3)	Vacancy and sick time coverage particularly in MofE for Yard Mechanics and MofW Signal Maintainers and Power Supervisors/Foreman.
	-66.5%	-28.2%		-71.3%	-32.2%	
<u>Weather Emergencies</u>	(701)	(\$0.0)		(60,875)	(\$2.6)	Due to increased operations coverage and cleanup requirements for multiple snow storms.
	*	-83.0%		*	*	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	776	\$0.0	Reflects timing differences related to payroll and calendar cutoff dates.	(759)	(\$0.1)	Reflects timing differences related to payroll and calendar cutoff dates.
	27.1%	22.7%		-5.6%	-12.0%	
Subtotal	(24,089)	(\$1.6)		(110,218)	(\$8.3)	
	-21.3%	-32.7%		-20.2%	-34.2%	
REIMBURSABLE OVERTIME						
	(3,169)	\$0.2		(11,708)	\$0.0	
	-11.1%	14.9%		-9.7%	0.3%	
TOTAL OVERTIME	(27,258)	(\$1.4)		(121,926)	(\$8.3)	

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
2014 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

	May 2014				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$55.265	\$54.238	(\$1.027)	(1.9)	\$265.128	\$259.442	(\$5.686)	(2.1)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.514	6.810	1.296	23.5	28.262	32.692	4.430	15.7
<i>Capital & Other Reimbursements:</i>								
MTA	10.319	8.997	(1.322)	(12.8)	42.349	34.123	(8.226)	(19.4)
CDOT	5.203	8.560	3.357	64.5	22.504	21.087	(1.417)	(6.3)
Other	1.243	2.717	1.474	*	5.874	6.110	0.236	4.0
Total Capital and Other Reimbursements	16.765	20.274	3.509	20.9	70.727	61.320	(9.407)	(13.3)
Total Receipts	\$77.544	\$81.322	\$3.778	4.9	\$364.117	\$353.454	(\$10.663)	(2.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.158	\$41.926	\$3.232	7.2	\$202.595	\$189.192	\$13.403	6.6
Overtime	7.204	8.843	(1.639)	(22.8)	31.407	38.956	(7.549)	(24.0)
Health and Welfare	10.459	6.269	4.190	40.1	52.443	48.796	3.647	7.0
OPEB Current Payment	1.837	2.126	(0.289)	(15.7)	9.187	11.607	(2.420)	(26.3)
Pensions	7.187	6.994	0.193	2.7	21.944	22.382	(0.438)	(2.0)
Other Fringe Benefits	11.366	10.539	0.827	7.3	51.680	47.827	3.853	7.5
GASB Account	0.743	0.743	0.000	0.0	3.715	3.715	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$83.954	\$77.440	\$6.514	7.8	\$372.971	\$362.475	\$10.496	2.8
<i>Non-Labor:</i>								
Electric Power	\$7.398	\$5.639	\$1.759	23.8	\$37.512	\$32.863	\$4.649	12.4
Fuel	1.828	2.997	(1.169)	(63.9)	9.819	13.512	(3.693)	(37.6)
Insurance	3.716	0.000	3.716	100.0	8.096	5.910	2.186	27.0
Claims	0.057	0.350	(0.293)	*	0.285	3.152	(2.867)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.764	6.793	(0.029)	(0.4)	40.149	36.491	3.658	9.1
Professional Service Contracts	4.378	2.905	1.473	33.6	20.314	14.048	6.266	30.8
Materials & Supplies	15.739	7.114	8.625	54.8	50.830	36.561	14.269	28.1
Other Business Expenditures	4.101	2.065	2.036	49.6	21.197	19.878	1.319	6.2
Total Non-Labor	\$43.981	\$27.863	\$16.118	36.6	\$188.202	\$162.415	\$25.787	13.7
<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	\$127.935	\$105.303	\$22.632	17.7	\$561.173	\$524.890	\$36.283	6.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$50.391)	(\$23.981)	\$26.410	52.4	(\$197.056)	(\$171.436)	\$25.620	13.0
Subsidies								
MTA	42.227	21.003	(21.224)	(50.3)	152.507	115.040	(37.467)	(24.6)
CDOT	8.164	0.000	(8.164)	(100.0)	44.549	54.301	9.752	21.9
Total Subsidies	\$50.391	\$21.003	(\$29.388)	(58.3)	\$197.056	\$169.341	(\$27.715)	(14.1)
Cash Timing and Availability Adjustment	\$0.000	\$7.284	\$7.284	-	\$0.000	\$6.401	\$6.401	-

-- 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
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	May Month vs Budget			Year-To-Date as of May 31, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(1.027)	(1.9%)		(5.686)	(2.1%)	
OTHER OPERATING REVENUE	1.296	23.5%	Timing of Amtrak reimbursement.	4.430	15.7%	Receipt of tenant contractual obligation and CSX reimbursement for 2013 derailment.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.322)	(12.8%)	Lower project activity partially offset by higher cash receipts due to timing.	(8.226)	(19.4%)	Lower project activity partially offset by higher cash receipts due to timing.
CDOT	3.357	64.5%	Higher cash receipts due to timing combined with higher project activity.	(1.417)	(6.3%)	Lower cash receipts due to timing partially offset by higher project activity.
OTHER	1.474	*	Higher cash receipts due to timing partially offset by lower project activity.	0.236	4.0%	
PAYROLL	3.232	7.2%	Position vacancies, revised scheduling of capital projects, lower payroll taxes associated with vacancies and lower vacation payouts.	13.403	6.6%	Position vacancies, revised scheduling of capital projects, lower payroll taxes associated with vacancies and lower vacation payouts.
OVERTIME	(1.639)	(22.8%)	On-going infrastructure inspection, testing and repairs, FRA mandated /M8 training costs and catch-up on federally mandated scheduled maintenance as well as scheduled train service coverage due to high level of new hires in training and vacancy coverage for Yard Mechanics and Signal Maintainers.	(7.549)	(24.0%)	Higher overtime necessitated by inclement weather, scheduled train service coverage due to high level of new hires in training, on-going infrastructure inspection, testing and repairs, FRA mandated /M8 training costs and catch-up on federally mandated scheduled maintenance and vacancy coverage partially offset by timing.
HEALTH & WELFARE	4.190	40.1%	Timing of payments for insurance premiums, rate favorability, higher vacancies and revised scheduling of capital projects.	3.647	7.0%	Rate favorability, higher vacancies, revised scheduling of capital projects partially offset by timing of insurance premiums.
OPEB CURRENT PAYMENT	(0.289)	(15.7%)	Higher retiree health benefit payments.	(2.420)	(26.3%)	Timing of June NYSHIP payment.
PENSIONS	0.193	2.7%		(0.438)	(2.0%)	
OTHER FRINGE BENEFITS	0.827	7.3%	Lower FELA claims than anticipated combined with lower railroad retirement tax payments.	3.853	7.5%	Lower FELA claims than anticipated combined with lower railroad retirement tax payments.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	1.759	23.8%	Timing of payments combined with lower electric rates on all lines.	4.649	12.4%	Timing of payments partially offset by higher electric rates in prior months (driven by a natural gas shortage in the winter).
FUEL	(1.169)	(63.9%)	Higher consumption on the Harlem & Hudson lines combined with timing of payments.	(3.693)	(37.6%)	Timing of payments combined with higher consumption on the Harlem & Hudson lines.

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

\$ Detail

Generic Receipt or Expense Category	May Month vs Budget			Year-To-Date as of May 31, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	3.716	100.0%	Timing of quarterly payments for agency property, station and auto.	2.186	27.0%	Timing of quarterly payments for agency property, station liability and auto partially offset by the timing of the 2013 excess liability and agency - terrorism premiums made in 2014.
CLAIMS	(0.293)	*	Passenger injury settlements relating to various passenger injuries as well as the Spuyten Duyvil incident.	(2.867)	*	Passenger injury settlements relating to the New Haven Line derailment, the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	(0.029)	-0.4%		3.658	9.1%	Timing of payments for MTA Police Service and the Locomotive Overhaul program partially offset by timing of 2013 expenses paid in 2014 including Bus & Transfer Services, Non-Vehicle Maintenance and Repair and Real Estate Rentals.
PROFESSIONAL SERVICE CONTRACTS	1.473	33.6%	Timing of I.T. Costs, Locomotive Simulator, Market Research and Outside Training.	6.266	30.8%	Timing of capital related projects (PTC), Locomotive Simulator, Engineering Services, NHL BSC charges, Outside Audit fees, I.T. Consulting, Data Center charges and Outside Training.
MATERIALS & SUPPLIES	8.625	54.8%	Lower capital projects (GCT escalators replacement, Hurricane Sandy Infrastructure improvements and MNR technology move) combined with timing of material purchases.	14.269	28.1%	Timing of capital projects (including GCT escalator replacement, Hurricane Sandy restoration, PTC, Installation of 150 insulated joints and Hot Box Detector & Wheel Box Detector) and material purchases for inventory.
OTHER BUSINESS EXPENSES	2.036	49.6%	Timing of New Jersey Transit subsidy to be paid in June \$2.0M.	1.319	6.2%	Timing of New Jersey Transit subsidy to be paid in June, timing of Metro card reimbursable to NYC Transit partially offset by revised scheduling of capital related projects (purchase of optical equipment for 525 N. Broadway Project and upgrade of PBX telephone system).
MTA SUBSIDY RECEIPTS	(21.224)	-50.3%	Lower subsidy draw due to lower cash deficit and cash timing & availability adjustment partially offset by CDOT prepayment of May estimated deficit.	(37.467)	(24.6%)	Lower subsidy draw due to lower cash deficit. higher CDOT subsidy payments and cash timing & availability adjustment.
CDOT SUBSIDY RECEIPTS	(8.164)	(100.0%)	May CDOT estimated deficit paid in April.	9.752	21.9%	February receipt of December 2013 deficit (driven by an estimated Hurricane Irene/Sandy anticipated recovery of losses), true up of Jan.-Mar. billed budget versus 2014 approved budget and CDOT share of February deficit (driven by higher overall expenses on the New Haven Line).
TOTAL SUBSIDY RECEIPTS	(29.388)	(58.3%)		(27.715)	(14.1%)	

* Variance exceeds 100%

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

	May 2014				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.531	(\$0.820)	(\$1.351)	*	\$2.564	\$2.198	(\$0.366)	(14.3)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.165	2.194	1.029	88.3	6.561	10.264	3.704	56.4
<i>Capital & Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(2.418)	2.774	5.192	*	(7.051)	(0.158)	6.893	97.8
CDOT	0.199	2.494	2.295	*	1.696	(2.369)	(4.065)	*
Other	(0.251)	1.713	1.965	*	(0.854)	1.335	2.189	*
Total Capital and Other Reimbursements	(2.470)	6.981	9.451	*	(6.209)	(1.192)	5.017	80.8
Total Revenue/Receipts	(\$0.774)	\$8.355	\$9.129	*	\$2.917	\$11.271	\$8.355	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	(\$5.117)	(\$3.780)	\$1.337	26.1	(\$6.179)	(\$1.494)	\$4.684	75.8
Overtime	(0.803)	(1.034)	(0.231)	(28.8)	(1.111)	(0.396)	0.715	64.4
Health and Welfare	(0.205)	2.734	2.939	*	(2.473)	(3.164)	(0.691)	(27.9)
OPEB Current Payment	0.000	0.042	0.000		0.000	(1.783)	(1.783)	-
Pensions	(0.053)	(0.167)	(0.114)	*	12.922	11.479	(1.443)	(11.2)
Other Fringe Benefits	(2.017)	(1.863)	0.154	7.7	(5.257)	(1.947)	3.310	63.0
GASB Account	(0.743)	(0.743)	0.000	0.0	(3.715)	(3.715)	0.000	0.0
Reimbursable Overhead	(0.102)	(0.154)	(0.051)	(50.2)	(0.412)	(0.747)	(0.335)	(81.2)
Total Labor	(\$9.041)	(\$4.964)	\$4.076	45.1	(\$6.225)	(\$1.767)	\$4.457	71.6
<i>Non-Labor:</i>								
Electric Power	(\$0.163)	\$0.967	\$1.130	*	(\$0.804)	\$3.770	\$4.574	*
Fuel	0.300	0.005	(0.295)	(98.2)	1.496	(0.741)	(2.237)	*
Insurance	(1.797)	1.747	3.545	*	0.639	2.410	1.771	*
Claims	0.002	0.003	0.001	81.0	0.000	(1.834)	(1.834)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.570	2.454	(0.116)	(4.5)	7.004	5.016	(1.988)	(28.4)
Professional Service Contracts	(0.727)	(0.888)	(0.160)	(22.1)	(3.357)	(0.957)	2.400	71.5
Materials & Supplies	(4.570)	1.124	5.694	*	(7.298)	(0.925)	6.374	87.3
Other Business Expenses	(1.871)	0.404	2.275	*	(10.532)	(7.097)	3.435	32.6
Total Non-Labor	(\$6.257)	\$5.817	\$12.074	*	(\$12.851)	(\$0.358)	\$12.494	97.2
<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.	(\$15.298)	\$0.853	\$16.151	*	(\$19.076)	(\$2.125)	\$16.951	88.9
Depreciation	18.936	19.186	0.250	1.3	94.682	94.601	(0.081)	(0.1)
OPEB Obligation	5.425	5.425	0.000	0.0	27.124	27.124	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.950	1.640	0.690	(72.6)
Total Expenditures Adjustments	\$9.064	\$25.464	\$16.400	*	\$103.681	\$121.240	\$17.559	16.9
Total Cash Conversion Adjustments	\$8.290	\$33.819	\$25.529	*	\$106.597	\$132.511	\$25.914	24.3

-- 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)

	<u>Month of May</u>		<u>Variance</u>		<u>Year-to-Date May</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$16.502	\$16.247	(\$0.256)	-1.5	\$79.299	\$77.028	(\$2.270)	-2.9
Hudson Line	\$12.127	\$11.973	(\$0.154)	-1.3	\$57.121	\$55.455	(\$1.665)	-2.9
New Haven Line	\$26.063	\$26.803	\$0.740	2.8	\$125.938	\$124.581	(\$1.358)	-1.1
 Total Farebox Revenue	 \$54.692	 \$55.023 ⁽¹⁾	 \$0.331	 0.6	 \$262.358	 \$257.064 ⁽¹⁾	 (\$5.294)	 -2.0
 <u>Ridership</u>								
Harlem Line	2.335	2.295	(0.040)	-1.7	11.234	10.919	(0.315)	-2.8
Hudson Line	1.403	1.382	(0.021)	-1.5	6.571	6.419	(0.152)	-2.3
New Haven Line	3.313	3.352	0.039	1.2	15.938	15.638	(0.300)	-1.9
 Total Ridership East of Hudson	 7.050	 7.028	 (0.022)	 -0.3	 33.743	 32.976	 (0.767)	 -2.3
 West of Hudson	 0.135	 0.141	 0.006	 4.3	 0.636	 0.667	 0.031	 5.0
 Total Ridership	 7.186	 7.170	 (0.016)	 -0.2	 34.379	 33.643	 (0.736)	 -2.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.036 million for the month and \$0.179 million year-to-date.

East of Hudson:

East of Hudson ridership for the month fell by 0.3%, or a reduction of 22 thousand rides, however it was 1.8% higher than May 2013. Results for the month reflect lower than projected ridership growth on the Harlem & Hudson Line, and an increase of 1.2% on the New Haven Line. Year-to-date ridership was 33 million, 2.3% lower than the Adopted Budget and 0.5% lower than 2013 resulting from the adverse effects of winter weather disruptions, and lower than projected ridership growth.

Commutation ridership was 1.1% lower for the month and 1.2% lower for the year-to-date. Compared to 2013, May year-to-date commutation ridership was 0.4% lower. Non-commutation ridership was 3.9% below budget year-to-date and 0.7% lower than 2013. For the month, non-commutation ridership was 0.8% higher than budget, and 4.4% better than 2013.

West of Hudson:

West of Hudson ridership was 4.3% higher to the budget for the month and 5.0% higher year-to-date vs. 2014 Adopted Budget reflecting a progressive growth over projections.

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

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	6	3
Safety (1)	45	31	14
COS/Corporate & Public Affairs	17	15	2
Legal	18	18	-
Claims Services (2)	14	10	4
Environmental Compliance & Svce	7	7	-
VP Administration	3	2	1
VP Human Resources	7	6	1
Human Resources (2)	28	23	5
Training (3)	58	49	9
Employee Relations & Diversity	5	4	1
VP Planning	2	2	-
Operations Planning & Analysis	18	17	1
Capital Planning & Programming	16	13	3
GCT & Corporate Development (4)	26	31	(5)
Long Range Planning	8	8	-
VP Finance & Information Systems	3	1	2
Controller (2)	80	75	5
Information Technology & Project Mgmt (2)	121	100	21
Budget	18	18	0
Customer Service (2)	49	44	5
Procurement & Material Mgmt (2)	42	28	14
Corporate	2	-	2
Total Administration	599	512	87
Operations			
Operations Administration (2)	61	55	6
Operations Services (2)	1,449	1,439	10
Customer Service (2)	236	230	6
GCT & Corporate Development (4)	38	35	3
Metro-North West (5)	30	36	(6)
Total Operations	1,814	1,795	19
Maintenance			
GCT & Corporate Development (4)	174	166	8
Maintenance of Equipment (2)	1,691	1,626	65
Maintenance of Way (2)	1,892	1,856	36
Procurement & Material Mgmt	124	122	2
Total Maintenance	3,881	3,770	111
Engineering/Capital			
Construction Management (2)	42	36	6
Engineering & Design (2)	68	57	11
Total Engineering/Capital	110	93	17
Total Positions	6,404	6,170	234
Non-Reimbursable	5,764	5,712	52
Reimbursable	640	458	182
Total Full-Time	6,403	6,169	234
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects 10 new positions included in the 2014 budget not yet filled and 4 existing vacant positions.

(2) Variance reflects existing vacant positions.

(3) Variance reflects 8 new positions included in the 2014 budget that are not yet filled and 1 existing vacant position.

(4) GCT & Corporate Development department is allocated to the Administration, Operations and Maintenance categories to properly reflect the various functions that compose this recently reorganized department. As a whole, the department has a total of 6 vacant positions.

(5) Metro-North West unfavorable variance is due to the transfer of Operation Services T&E staff to provide flag protection on various West of Hudson projects.

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

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	196	157	39
Professional, Technical, Clerical	402	355	47
Operational Hourlies	-	-	-
Total Administration	599	512	87
Operations (1)			
Managers/Supervisors (2)	149	135	14
Professional, Technical, Clerical	238	227	11
Operational Hourlies (2)	1,428	1,433	(6)
Total Operations	1,814	1,795	19
Maintenance (1)			
Managers/Supervisors (2)	545	500	45
Professional, Technical, Clerical	500	460	40
Operational Hourlies (2)	2,837	2,811	26
Total Maintenance	3,881	3,770	111
Engineering/Capital			
Managers/Supervisors	49	40	9
Professional, Technical, Clerical	61	53	8
Operational Hourlies	-	-	-
	110	93	17
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	938	831	107
Professional, Technical, Clerical	1,201	1,094	107
Operational Hourlies	4,264	4,244	20
Total Positions	6,404	6,170	234

Notes

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

(2) Headcount actuals adjusted to reflect the budgeted re-organization of the Car Appearance unit from Operations Services to the Maintenance of Equipment department.

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

May 31, 2014

Agency-wide (Non-Reimbursable and Reimbursable)	Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,814	1,795	19	Reflects vacancies in Operation Services (train operations staff), Operations Administration (project managers, asst. directors and automotive staff) and Customer Service staffing (custodians).
Maintenance (1)	3,881	3,770	111	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)	599	512	87	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts), Safety (recently established fire EMS and safety officers), Procurement (procurement managers and specialists) and Training personnel (training officers and managers).
Engineering / Capital	110	93	17	Reflects vacancies in Engineering & Design (engineers) and Construction Management (engineers and site construction managers) positions.
Total Agency-wide Headcount	6,404	6,170	234	
Non-Reimbursable	5,764	5,712	52	
Reimbursable	640	458	182	

Notes

(1) Reflects allocation of Customer Service, GCT & Corporate 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 *
May 2014

	MONTH			VARIANCE	
	2014	BUDGET	2013	BUDGET	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	60.5%	57.4%	57.4%	3.1%	3.1%
Adjusted ⁽²⁾	68.2%	64.2%	63.8%	4.0%	4.4%
Cost per Passenger					
Standard ⁽¹⁾	\$13.08	\$13.68	\$13.14	\$0.60	\$0.06
Adjusted ⁽²⁾	\$12.84	\$13.48	\$12.96	\$0.64	\$0.12
Passenger Revenue/Passenger ⁽³⁾	\$7.92	\$7.85	\$7.55	\$0.07	\$0.37
	YEAR-TO-DATE			VARIANCE	
	2014	BUDGET	2013	BUDGET	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	57.2%	57.1%	59.8%	0.1%	-2.6%
Adjusted ⁽²⁾	64.2%	63.5%	69.2%	0.7%	-5.0%
Cost per Passenger					
Standard ⁽¹⁾	\$13.79	\$13.78	\$12.60	(\$0.01)	(\$1.19)
Adjusted ⁽²⁾	\$13.48	\$13.56	\$12.40	\$0.08	(\$1.08)
Passenger Revenue/Passenger ⁽³⁾	\$7.89	\$7.87	\$7.53	\$0.02	\$0.36

(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 July 2014

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

MAY 2014

Operations Planning & Analysis Department
July, 2014

MAY 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

May

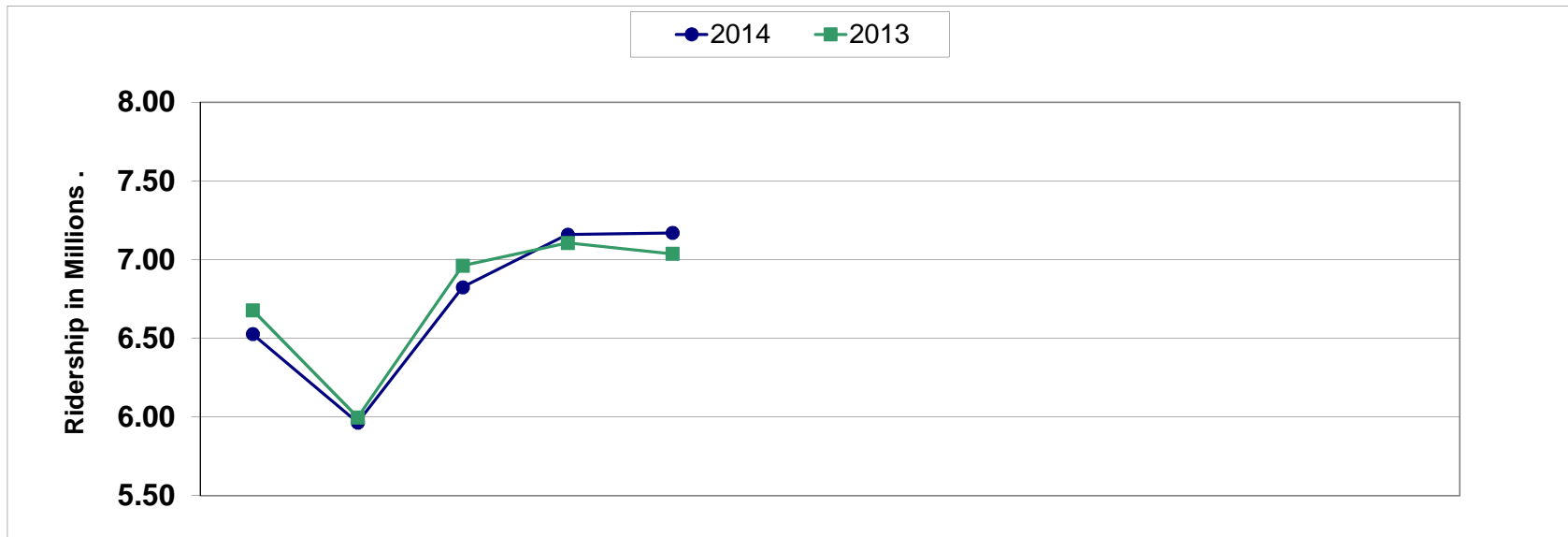
- May 2014 **Total MNR System Ridership** was 7.215 million vs. 7.082 million in May 2013, an increase of 132,622 passengers (+1.9%).
- May 2014 **Total Rail Ridership** was 7.170 million vs. 7.036 million in May 2013, an increase of 133,361 passengers (+1.9%).
 - **Rail Commutation Ridership** was unchanged vs. 2013
 - **Rail Non-commutation Ridership** was +4.5% vs. 2013
- May 2014 **East of Hudson Ridership** was 7.028 million vs. 6.904 million in May 2013, an increase of 124,103 passengers (+1.8%).
- May 2014 **West of Hudson Ridership** was 0.141 million vs. 0.132 million in May 2013, an increase of 9,258 passengers (+7.0%).
- May 2014 **Connecting Services Ridership** was 0.045 million vs. 0.046 million in May 2013, a decrease of 739 passengers (-1.6%).
- May 2014 **Rail Revenue** was \$56.2 million vs. \$53.7 million in May 2013, an increase of \$2,497,727 (+4.7%).

Year To Date

- 2014 YTD **Total MNR System Ridership** was 0.4% below 2013 and 2.2% below budget.
- 2014 YTD **Total Rail Ridership** was 0.4% below 2013 and 2.1% below budget.
- 2014 YTD **East of Hudson Ridership** was 0.5% below 2013 and 2.3% below budget.
- 2014 YTD **West of Hudson ridership** was 6.2% above 2013 and 4.9% above budget.
- 2014 YTD **Connecting Services Ridership** was 6.0% below 2013 and 8.3% below budget.
- 2014 YTD **Rail Revenue** was 3.8% above 2013 and 1.9% below budget.

MAY RAIL RIDERSHIP⁽¹⁾

- May's Total Rail Ridership was 1.9% above 2013 and 0.2% below budget.

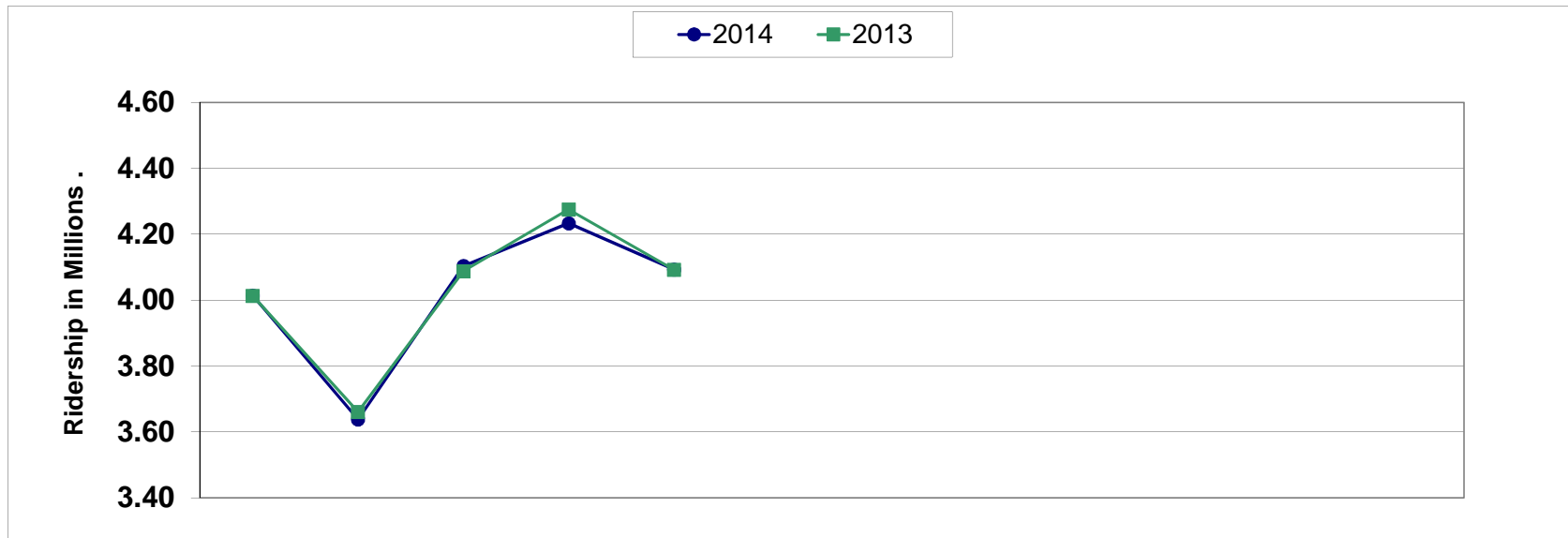


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53	5.96	6.82	7.16	7.17								33.64
2013	6.68	6.00	6.96	7.11	7.04								33.78
PCT CHG.	-2.3%	-0.5%	-2.0%	0.7%	1.9%								-0.4%

1) Includes East and West of Hudson.

MAY RAIL COMMUTATION RIDERSHIP⁽¹⁾

- May's Rail Commutation Ridership was unchanged vs. 2013 and 1.0% below budget.

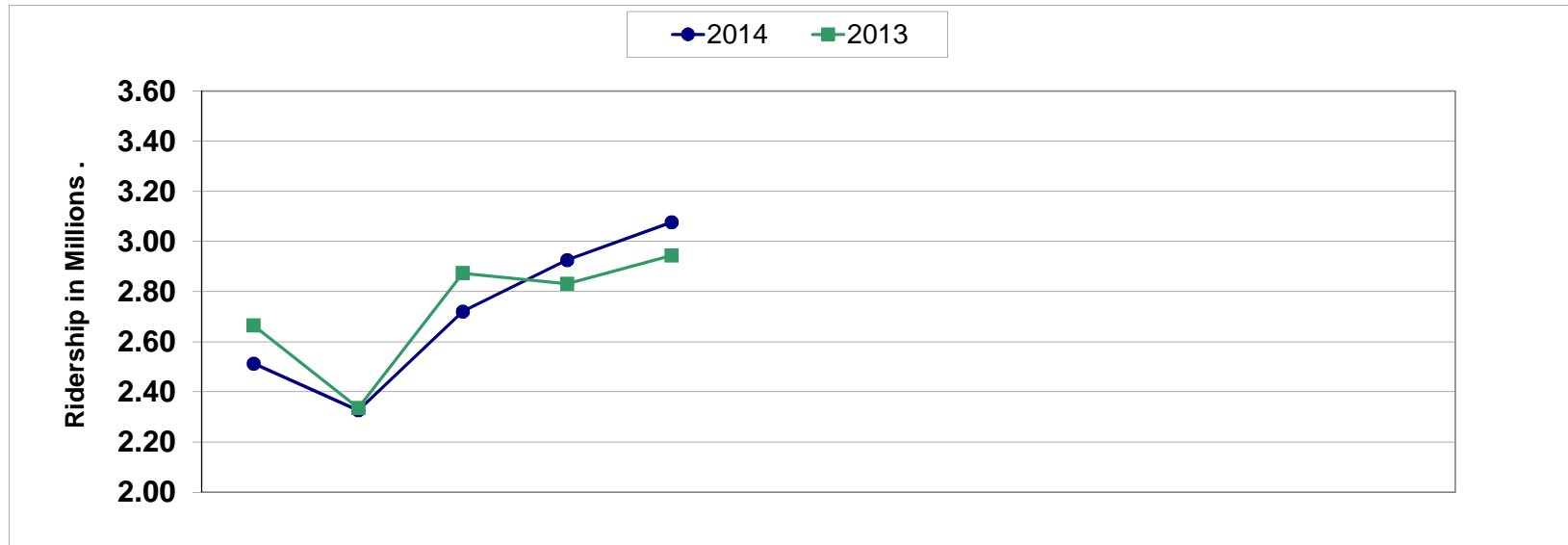


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01	3.64	4.10	4.23	4.09								20.08
2013	4.01	3.66	4.09	4.27	4.09								20.13
PCT CHG.	0.0%	-0.6%	0.4%	-1.0%	0.0%								-0.2%

1) Includes East and West of Hudson.

MAY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- May's Rail Non-Commutation Ridership was 4.5% above 2013 and 0.8% above budget.

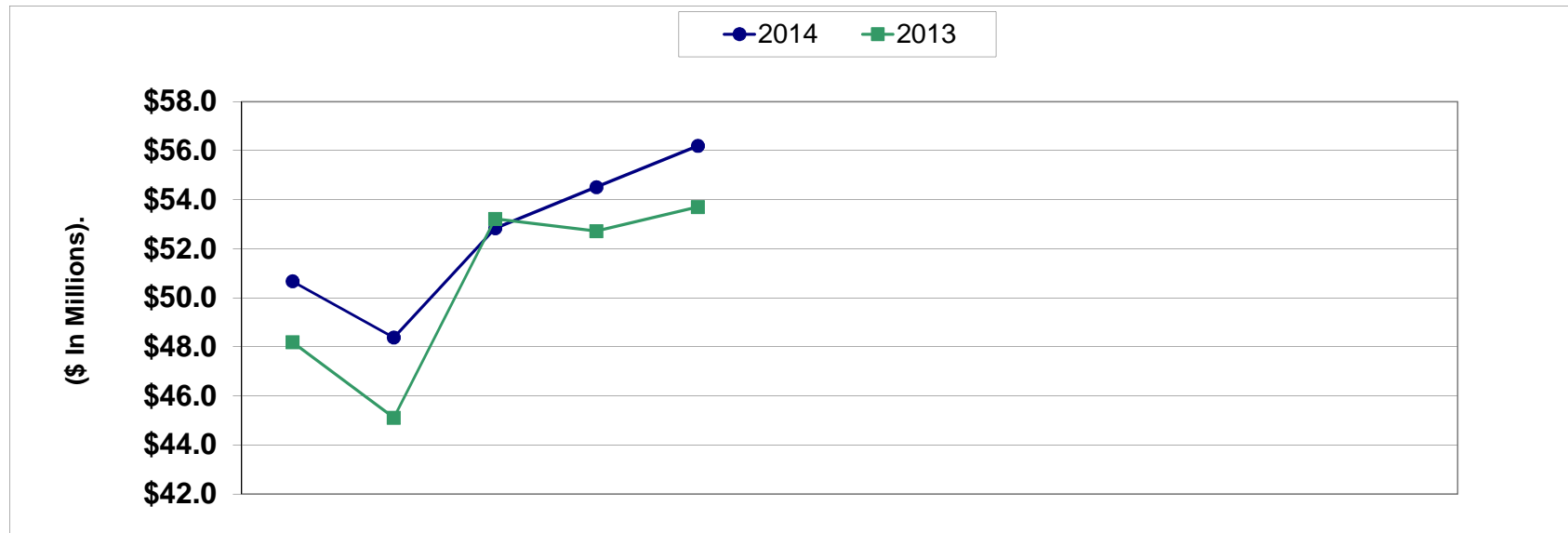


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51	2.33	2.72	2.93	3.08								13.56
2013	2.66	2.34	2.87	2.83	2.94								13.65
PCT CHG.	-5.7%	-0.4%	-5.3%	3.3%	4.5%								-0.6%

1) Includes East and West of Hudson.

MAY RAIL REVENUE⁽¹⁾

- May's Total Rail Revenue was 4.7% above 2013 and 0.7% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$50.7	\$48.4	\$52.8	\$54.5	\$56.2								\$262.6
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7								\$252.9
PCT CHG.	5.1%	7.3%	-0.7%	3.4%	4.7%								3.8%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD

RIDERSHIP SUMMARY

MAY 2014

TICKET TYPE/SERVICE	MAY 2014	MAY 2013 ⁽¹⁾	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,012,249	4,016,075	(3,826)	-0.1%
West of Hudson	80,556	76,132	4,424	5.8%
Total Rail Commutation Ridership	4,092,805	4,092,207	598	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,016,194	2,888,265	127,929	4.4%
West of Hudson	60,672	55,838	4,834	8.7%
Total Rail Non-Commutation Ridership	3,076,866	2,944,103	132,763	4.5%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,028,443	6,904,340	124,103	1.8%
West of Hudson	141,228	131,970	9,258	7.0%
TOTAL RAIL RIDERSHIP	7,169,671	7,036,310	133,361	1.9%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	45,411	46,150	(739)	-1.6%
TOTAL MNR SYSTEM RIDERSHIP	7,215,082	7,082,460	132,622	1.9%

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	19,684,030	19,757,573	(73,543)	-0.4%
West of Hudson	396,694	370,125	26,569	7.2%
Total Rail Commutation Ridership	20,080,724	20,127,698	(46,974)	-0.2%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	13,292,145	13,391,224	(99,079)	-0.7%
West of Hudson	270,224	258,131	12,093	4.7%
Total Rail Non-Commutation Ridership	13,562,369	13,649,355	(86,986)	-0.6%
TOTAL RAIL RIDERSHIP				
East of Hudson	32,976,175	33,148,797	(172,622)	-0.5%
West of Hudson	666,918	628,256	38,662	6.2%
TOTAL RAIL RIDERSHIP	33,643,093	33,777,053	(133,960)	-0.4%
CONNECTING SERVICES RIDERSHIP (2)	213,201	226,815	(13,614)	-6.0%
TOTAL MNR SYSTEM RIDERSHIP	33,856,294	34,003,868	(147,574)	-0.4%

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 BY LINE
MAY 2014**

LINE	MAY 2014 ACTUAL	MAY 2014 BUDGET	VARIANCE VS. BUDGET		MAY 2013 RESTATED ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,295,131	2,335,024	(39,893)	-1.7%	2,273,212	21,919	1.0%
Hudson Line	1,381,606	1,402,580	(20,974)	-1.5%	1,366,662	14,944	1.1%
New Haven Line	3,351,706	3,312,832	38,874	1.2%	3,264,466	87,240	2.7%
Total East of Hudson	7,028,443	7,050,436	(21,993)	-0.3%	6,904,340	124,103	1.8%
WEST OF HUDSON							
Port Jervis Line	85,895	83,523	2,372	2.8%	81,800	4,095	5.0%
Pascack Valley Line	55,333	51,948	3,385	6.5%	50,170	5,163	10.3%
Total West of Hudson	141,228	135,471	5,757	4.2%	131,970	9,258	7.0%
TOTAL RAIL RIDERSHIP	7,169,671	7,185,907	(16,236)	-0.2%	7,036,310	133,361	1.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	30,625	30,767	(142)	-0.5%	29,784	841	2.8%
Haverstraw-Ossining Ferry	9,383	10,834	(1,451)	-13.4%	10,663	(1,280)	-12.0%
Newburgh-Beacon Ferry	5,403	5,703	(300)	-5.3%	5,703	(300)	-5.3%
Total Connecting Services	45,411	47,304	(1,893)	-4.0%	46,150	(739)	-1.6%
TOTAL MNR SYSTEM	7,215,082	7,233,211	(18,129)	-0.3%	7,082,460	132,622	1.9%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2014 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	10,918,840	11,233,855	(315,015)	-2.8%	10,984,569	(65,729)	-0.6%
Hudson Line	6,419,065	6,571,187	(152,122)	-2.3%	6,440,234	(21,169)	-0.3%
New Haven Line	15,638,270	15,938,149	(299,879)	-1.9%	15,723,994	(85,724)	-0.5%
Total East of Hudson	32,976,175	33,743,191	(767,016)	-2.3%	33,148,797	(172,622)	-0.5%
WEST OF HUDSON							
Port Jervis Line	405,235	392,722	12,513	3.2%	389,949	15,286	3.9%
Pascack Valley Line	261,683	242,792	18,891	7.8%	238,307	23,376	9.8%
Total West of Hudson	666,918	635,514	31,404	4.9%	628,256	38,662	6.2%
TOTAL RAIL RIDERSHIP	33,643,093	34,378,705	(735,612)	-2.1%	33,777,053	(133,960)	-0.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	153,342	153,090	252	0.2%	148,199	5,143	3.5%
Haverstraw-Ossining Ferry	40,949	52,735	(11,786)	-22.3%	51,904	(10,955)	-21.1%
Newburgh-Beacon Ferry	18,910	26,712	(7,802)	-29.2%	26,712	(7,802)	-29.2%
Total Connecting Services	213,201	232,537	(19,336)	-8.3%	226,815	(13,614)	-6.0%
TOTAL MNR SYSTEM	33,856,294	34,611,242	(754,948)	-2.2%	34,003,868	(147,574)	-0.4%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

July 2014

CAPITAL PROGRAM

HIGHLIGHTS

July 21, 2014

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage (Design-Build)

Finalization of design continues. Precast erection of the south portion of the new garage was completed. Installation of under slab mechanical, electrical and plumbing conduits is underway. Installation of water quality unit commenced. Coordination continues with the City of White Plains for traffic improvements, maintenance and protection of traffic and street permits.

Poughkeepsie Station Improvements

Designer is incorporating MNR's review comments into the final draft of the Condition Assessment Report for the project. Development of a design scheme for utility distribution improvements continues.

New Haven Line Station Improvements

Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations: Non-track outage related work continues: Pelham station – install tactile warning strip and outbound platform stairs; New Rochelle station - continue node house installation; Mamaroneck station - install new platform benches and bicycle racks and replace track No. 4 edge board; and Harrison Station - complete outbound platform canopy deck replacement and track No. 4 edge board; commenced with installation of tactile warning strip.

Two Small Business Mentoring Projects are underway:

Pelham-New Rochelle Platform & Guardrail Replacement & Pelham New Bicycle Parking Area: Completed Pelham inbound platform guardrail replacement and commence bike slab construction.

Larchmont Platform, Ramp Stairs and Guardrail Replacement: Complete punch list work.

Fordham Station Improvements

Submittal process and the following work continue: site survey, concrete wall and platform repairs, anti-graffiti application on the station wall, temporary lighting, and inbound canopy foundation and soil disposal. MNR executed an agreement with NYC Parks department for the Entry Permit for new ADA Ramp at the south end of the inbound platform.

Harlem Line Station Renewal for Select Components

Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn): Designer is incorporating MNR's review comments on the 60% design into the design package. Phase II stations (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe): survey work is nearing completion. Designer is incorporating MNR's review comments on the Conceptual Design Report into the report.

POWER

Power & Communication & Signals Infrastructure Restoration Phase I & II – Sandy

Preliminary Design for Phase I and Phase II is underway with expected completion August 2014. Geotechnical and environmental borings are ongoing.

Power Infrastructure Restoration – Substations – Sandy

Design is progressing towards 100%, anticipate submission by end of July 2014 for the replacement of three damaged substations on the Hudson Line to above base flood elevation at Riverdale, Tarrytown, and Croton-Harmon.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th and 110th street substations* - submittal process and site coordination are underway. Mobilization at site is anticipated by 3rd quarter 2014.
- *Brewster Substation* - Design is progressing towards 100%, anticipate submission by end of July 2014.

Substation Replacement Bridge-23

Fabrication of the long lead equipment including New Rochelle's switchgear is on-going. Phase II GIS/Transformer cutover and Con Edison outage work and MNR cutover testing was completed in May. Commissioning for Pelham balancing substation is anticipated to commence fourth quarter of 2014. Construction review of activities at Pelham, New Rochelle and signal station C-14 continues on new vendor submittals, equipment procurement and design coordination. Removal of (4) decommissioned 10MVA transformers was completed to prepare for foundation work for the west switchgear. Staging plan is under development to install new substation feeders utilizing existing catenary structures with modifications from Mount Vernon to New Rochelle.

Harlem River Lift Bridge-Cable Replacement/Control System

Project coordination meetings and submittal process continue. Procurement of long lead items is on-going. Bridge outage has been coordinated with the United States Coast Guard and is scheduled for September 2014. Fabrication of temporary platforms for bridge access around the tracks continues. AC Facility Houses design for SANDY hardening is complete; construction is anticipated to commence on this aspect of the work in the third quarter of 2014.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Tie work: Ties and rail are being laid out along the Right of Way between New Rochelle and Port Chester. Anticipate the tie installation to commence in July 2014.

Track work: Surfacing on the Harlem and Hudson lines continues.

Rehabilitation - Woodbury Viaduct

Lead abatement activities continue; and reinforcement/repair of Pier No. 2S continues.

Rehabilitate Catenary Structures

Repair work of catenary structures along track No. 4 is nearing completion. Depending on track outage availability, anticipate resuming with the painting of tower bases along track No. 3 in July 2014.

Undergrade Bridges – East of Hudson

NH 20.39 (Mamaroneck Ave, Mamaroneck) steel and bearing repairs under track no. 1 and 2 - Work is 95% complete; anticipate final completion by the summer of 2014.

Design of 5 Undergrade Bridges – Designer is incorporating MNR's 60% review comments on the HA61.06 and HA 61.36 in the design package (Patterson, NY). Design of HA14.57 (Bronxville, NY) continues to progress toward the 100% design.

Undergrade Bridges – West of Hudson

Repairs to seven (7) undergrade bridges on the Port Jervis Line – construction services for JS51.00 culvert at Highland Mills was advertised on June 23, 2014. Bid Opening has been scheduled for the middle of July 2014.

Overhead Bridges – East of Hudson

Replacement of Bridge Street Bridge in Poughkeepsie - drainage work continues at the approaches to the bridge. Superstructure steel was erected during the weekend of June 13, 2014.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V, Preliminary Design (Consist Shop) –* Bid support continues for the Phase V Stage I Design-Build procurement phase as addenda are issued in response to Design-Builder pre-bid questions.
- *Phase V, Stage I Design-Build –* The selection process to acquire a design-builder continues.

Employee Welfare & Storage Facilities

The roof replacement on the lower roofs of the MoW building is underway: roof 3 & 4 are 90% complete; roof 5 is 30% complete. Asbestos abatement is ongoing as needed.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

- Advertisement to acquire construction services for the next phase of the Train Shed Repairs project is anticipated in July 2014.
- 90% design package for platform edge repair project (construction to be performed in 2015-2019 Capital Program) has been submitted to MNR stakeholders for review and comment.

GCT Elevator Rehabilitation Phase 4

Advertisement was placed in June 2014 to acquire contracting services to rehabilitate SE1 and SE2 elevators which serve the lower and upper levels and Depew Place loading dock, in addition to A-car, which serves the M-42 substation.

GCT Utilities

Domestic Water System - Electrical work continues. Contractor commenced with demolition of existing tank at 49th street.

Fire Suppression Design - 100% fire suppression design package is under review by MNR stakeholders for review and comment.

GCT Leaks Remediation

Mobilization is complete on the east side of Vanderbilt Avenue between 44th and 45th Streets. Excavation of the roadway, removal of existing waterproofing and testing of subgrade and expansion joints for hazardous materials has commenced. Submittal review process continues.

ROLLING STOCK

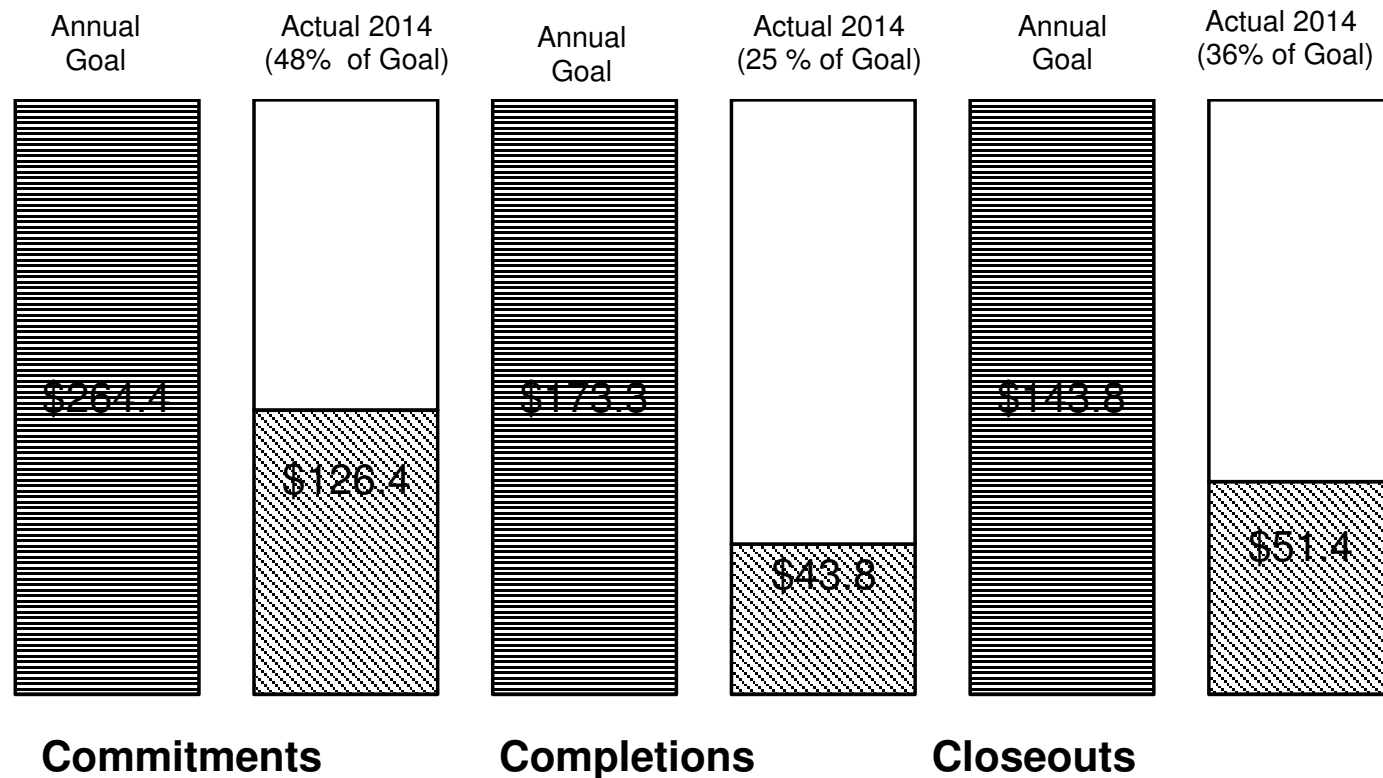
M-8 Car Program

As of June 30, 2014, 356 cars have been conditionally accepted and placed into revenue service.

2014 MNR Capital Program Goals

As of June 30, 2014

In Millions



■ 2014 Goals

▨ Actual as of June 30, 2014

□ Forecast : June 30, 2014