



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

September 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

Metro-North Railroad Committee Meeting
347 Madison Ave. - 5th Floor Board Room
New York, NY 10017
Monday, 9/22/2014
8:30 - 9:30 AM ET

1. Approval of Minutes

MNR Committee Minutes - July 2014 - Page 4

2. 2014 Work Plan

2014 MNR Work Plan - September 2014 - Page 10

3. President's Report

Safety Reports

- **Safety Report - July 2014**

MNR Safety Report - July 2014 - Page 16

- **Safety Report - June 2014**

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- **Enhanced Safety Report**

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MTA Police Report

- **Police Report - August 2014**

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- **Police Report - July 2014**

MTA Police Report - July 2014 - Page 25

4. Information Items

2014 Mid-Year Forecast

MNR 2014 Mid-Year Forecast - Page 29

2015 Preliminary Budget (Public Comment - materials previously distributed)

Elevator & Escalator Service Report - 2nd Quarter 2014

Escalator & Elevator Service Report - 2nd Quarter - Page 39

Diversity/EEO Report- 2nd Quarter 2014

MNR Diversity/EEO 2nd Quarter Report - Page 48

Harrison Transit Oriented Development

Harrison Transit Oriented Development - Page 56

5. Action Item

NYSDOT Grant for Connecting Services

NYSDOT Grant for Connecting Services - Page 59

6. Procurements

Procurements - Page 60

Non-Competitive

Non-Competitive - Page 63

Competitive

Competitive - Page 66

Ratifications

Ratifications - Page 68

7. Operations Reports

Operations Report - August 2014

MNR Operations Report - August 2014 - Page 69

Operations Report - July 2014

MNR Operations Report - July 2014 - Page 79

8. Financial Reports

Financial Report - July 2014

MNR Financial Report - July 2014 - Page 91

Financial Report - June 2014

MNR Financial Report - June 2014 - Page 111

9. Ridership Reports

Ridership Report - July 2014

MNR Ridership Report - July 2014 - Page 131

Ridership Report - June 2014

MNR Ridership Report - June 2014 - Page 141

10. Capital Program

Capital Program Report - Page 151

Date of next meeting: October 27, 2014 at 8:30 AM

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 28, 2014

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

8:00 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
Hon. Neal Zuckerman

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 – Vice President, GCT and Corporate Development
James B. Henly – Vice President and General Counsel
John Kesich – Senior Vice President Operations
Anne Kirsch – Chief Safety Officer
Timothy McCarthy – Senior Director, Capital Programs
Joseph Pavone – Director, Budget
Michael Shiffer – Vice President – Operations Planning

The Metro-North Committee and the Long Island Committee met concurrently in a single session. Chairman Sedore called the meeting of the Metro-North Committee to order.

Two of the four public speakers addressed the Committee respecting concerns relating to Metro-North. Orrin Getz discussed West of Hudson issues, advocating that Metro-North work with New Jersey Transit to construct sidings to enhance Pascack Valley Line service. Murray Bodin expressed his opinion that public address announcements broadcasting oncoming trains could replace the blowing of train horns at stations. He also advocated for investment in articulated railcars. Additional details of the comments made by the public speakers (including those of the two speakers addressing Long Island Rail Road matters) are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Chairman Sedore introduced and welcomed new Board member Neil Zuckerman.

Upon motion duly made and seconded, the Committee approved the minutes of the June 23, 2014 Committee meeting. There were no changes to the 2014 work plan.

PRESIDENT'S REPORT

President Giulietti discussed the July 7 New Haven and Harlem Line schedule adjustments that were designed to reduce crowding and enhance connections. The July 7 action is part of Metro-North's ongoing effort to improve schedules following the implementation of the May 11 schedule change. The schedule adjustments resulted from a close monitoring of Metro-North's service based on actual customer counts and input from train crews and customers and are a key initiative to restore reliable service under Metro-North's 100 Day Action Plan. President Giulietti reported that performance in June was more reliable than in May and Metro-North continues to see improvements in a.m. peak service on all three lines. Metro-North will utilize the findings it receives from monitoring ridership and service and the input from customers when developing the fall schedule.

President Giulietti reported that he met with Chairman Prendergast, Connecticut Governor Malloy and CDOT Commissioner Redeker to develop a multi-pronged approach with short and long term strategies to address the infrastructure needs of the Walk Bridge. Metro-North and CDOT have been conducting an operational review of procedures at the bridge to minimize future risk of failure. A report was issued that outlines a series of modifications that can be made to improve reliability until the bridge is replaced. Governor Malloy announced that the State of Connecticut Bond Commission has approved \$3 million in funding to be used to fund the improvements that were recommended in the report. President Giulietti reported on the changes that have taken place with respect to bridge openings.

President Giulietti noted that the MTA Financial Plan, including Metro-North's Mid-Year Forecast and Preliminary Operating Budget for 2015, will be presented at the July Board meeting. The Metro-North budget includes service and safety investments directly tied to key initiatives under Metro-North's 100-Day Action Plan that was established to promote a culture of safety and adopt concrete safety enhancements.

President Giulietti also reported on the June 30 dedication of Grand Central Terminal's fully restored main entry vestibule at 89 East 42nd Street and Park Avenue, in honor of Jacqueline Kennedy Onassis, the former First Lady and iconic New Yorker who led the historic campaign to

save Grand Central from destruction in the 1970's. Mrs. Onassis' efforts with the Municipal Art Society and other luminaries in New York City helped fight construction of a major office tower atop Grand Central Terminal in a lawsuit that was appealed to the United States Supreme Court resulting in a 1978 decision in favor of preserving Grand Central Terminal as a landmark. The 1978 Supreme Court decision on historic preservation led to the ongoing protection of other landmarks across the nation. President Giulietti presented the major features of the restoration, including a plaque honoring Mrs. Onassis' work to save the Terminal and other features that recount Mrs. Onassis' life and the 101-year history of the Terminal, including its preservation and renovation.

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 on injuries through May 2014. She gave an overview of Metro-North's enhanced safety actions. She reported that Metro-North has entered into a memorandum of understanding with ACRE needed for the C3RS program. A meeting will be held with the Teamsters to develop a memorandum of understanding. The C3RS program will be implemented once all the necessary memoranda of understanding have been entered into. President Giulietti noted that he and Chairman Prendergast met with the FRA in Washington, D.C. and received a very favorable report concerning the progress of the railroad toward setting the standard in the industry for safety measures.

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.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported that there was a spike in burglaries and grand larcenies in June 2014 as compared to June 2013. 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.

INFORMATION ITEMS:

Two informational items were reported to the Committee:

- Environmental Audit – President Giulietti presented the findings of the most recent annual NYS Environmental Conservation Audit based on inspections at various Metro-North properties, a review of capital projects and progress made in addressing pre-existing violations. No new violations were identified in the audit. The summary memo contained in the Committee Book materials highlights Metro-North's accomplishments in protecting the environment and demonstrates the railroad's commitment to sustainability.

- Diversity/EEO Report 1st Quarter 2014 – President Giulietti presented the report, noting that the report originally provided in the May 2014 Committee Book had now been updated to reflect more recent 2010 census data. He indicated that, as of July 16, 2014, Metro-North's had 6340 employees, of which 13.4% are women, 20.7% are Black, 9% are Hispanic, and 3% are Asian. He discussed Metro-North's massive hiring campaign to recruit and hire over 815 employees throughout the railroad in operations, training and safety. The results of Metro-North's efforts to diversify the workforce are indicated by the positive trend in Metro-North hiring in the past 3 years. In 2013, the percentage of women hired increased to 18.27% as compared to 13.81% in 2011. Similarly, the percentage of minorities hired in 2013 increased to 43.36% as compared to 36.64% in 2011. The President indicated Metro-North is working to address areas of underutilization, particularly with respect to females and Hispanics, by engaging in an aggressive outreach and recruitment effort for 2014, and noted that a more detailed report will be presented at the July Diversity Committee meeting to be held later this day.

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 President Giulietti relating to the above items.

PROCUREMENTS

Two non-competitive procurements were presented to the Committee:

- Non-competitive, three-year, miscellaneous purchase contracts with Faiveley Transport, Mitsubishi, Kawasaki and GE Transportation Parts for various Original Equipment Manufacturer (OEM) replacement parts for Metro-North's M-2, M-3, M-4, M-6, M7 and M-8 railcars and diesel locomotive fleets.
- A non-competitive, five-year, miscellaneous service contract with Johnson Controls, Inc. (JCI) for preventative and as-needed maintenance services for four York electric centrifugal chillers installed in the Grand Central Terminal Service Plant. York, the Original Equipment Manufacturer (OEM), is owned by Johnson Controls, Inc. The 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 stipulates that only JCI technicians can perform maintenance for the chillers.

Five competitive procurements were presented to the Committee.

- A competitively solicited and negotiated, three-year, personal service contract with Steer Davies Gleave to provide ticket sales and ridership forecasting models for both Metro-North Railroad and Long Island Rail Road.
- A competitively solicited, three-year, miscellaneous service contract with Selco Manufacturing Corp., to provide general and specialized machine shop work for Metro-North's North White Plains work equipment facility on an as-needed basis.

- A competitively solicited, miscellaneous service contract with Konecranes, Inc. 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's New York and Connecticut facilities.
- A competitively solicited, joint railroad five-year, miscellaneous service contract with Sperry Rail, Inc., for 3D Ultrasonic Rail Testing and Joint Bar Detection Services in all Metro-North and Long Island Rail Road service areas.
- A change order with Tutor Perini Corporation in an amount not-to-exceed \$3,350,000 for the construction of two new AC Facility Houses located on the Harlem River Lift Bridge. The Harlem River Lift Bridge 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.

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, Metro-North staff and President Giulietti relating to the above items.

OPERATIONS REPORT

Mr. Kesich gave the operations report. A discussion was held regarding railcar crashworthiness standards; a briefing on this issue will be given at a later date. 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, staff and President Giulietti relating to operational matters.

Reports on Finance, Ridership and the Capital Program:

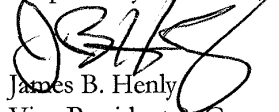
The details of these items are contained in the reports filed with the records of the meeting.

After the Metro-North agenda was completed, the Honorable Mitchell Pally, Chairman of the Long Island Committee, called the meeting of the Long Island Committee to order and proceeded through that Committee's agenda. Please refer to the Long Island Committee meeting minutes, the staff summaries and reports filed with those minutes, and in the video recording of the meeting produced by the MTA and maintained in the MTA records for matters relating to the Long Island Committee's agenda.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'JB Henly', is written over the printed name.

James B. Henly
Vice-President & General Counsel

July 2014 Committee Minutes
Legal/Corporate/Committee Minutes Current

2014 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2014

2014 Final Mid-Year Forecast	Finance
2015 Preliminary Budget (Public Comment)	Finance
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)	Finance2014
Fall Schedule Change	Operations Planning & Analysis

November 2014 (Joint meeting with LIRR)

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

December 2014

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

January 2015

Approval of 2015 Committee Work Plan	Committee Chairs & Members
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February 2015

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

March 2015

2014 Annual Ridership Report	Operations Planning & Analysis
Annual Strategic Investments & Planning Studies Report	Capital Planning
Diversity/EEO Report – 4 th 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–1 st Quarter 2015	Operations
Diversity/EEO Report – 1 st Quarter 2015	Diversity and EEO

June 2015

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

July 2015

Environmental Audit	Environmental Compliance
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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

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.

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.

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.

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

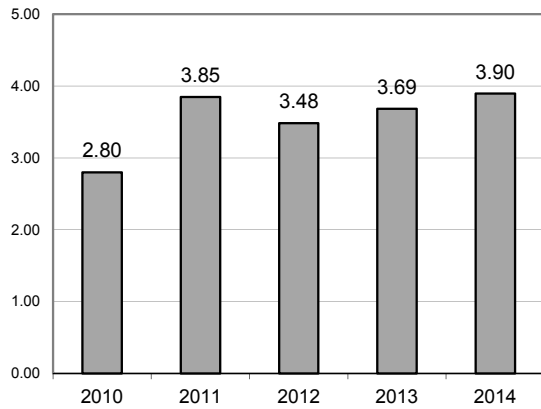
MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

JULY 2015

Environmental Audit Report

The Committee will be briefed on the results of the 2015 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.

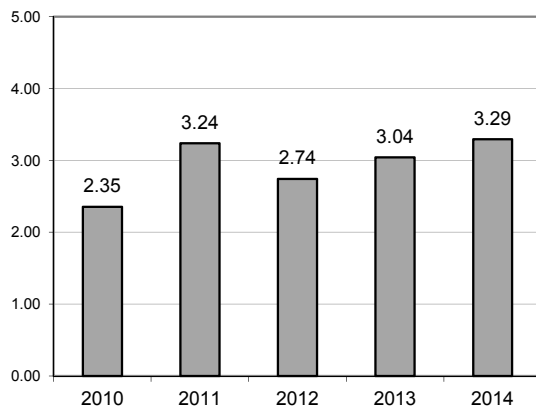
MTA Metro-North Railroad Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total	Total FI*
2010	101	2.80
2011	139	3.85
2012	127	3.48
2013	138	3.69
2014	149	3.90

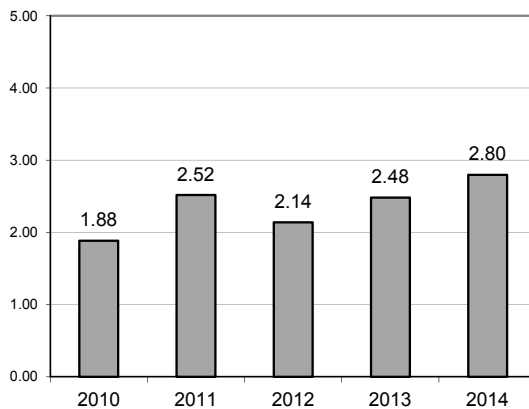
% change from last year: 5.7%
2014 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	85	2.35
2011	117	3.24
2012	100	2.74
2013	114	3.04
2014	126	3.29

% change from last year: 8.2%
2014 FRA FI Goal 2.35



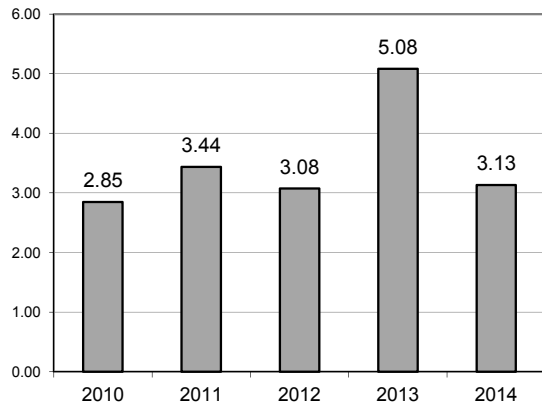
Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	57	11	1.58	0.30	1.88
2011	70	21	1.94	0.58	2.52
2012	73	5	2.00	0.14	2.14
2013	87	6	2.32	0.16	2.48
2014	106	1	2.77	0.03	2.80

% change from last year: 12.7%
2014 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

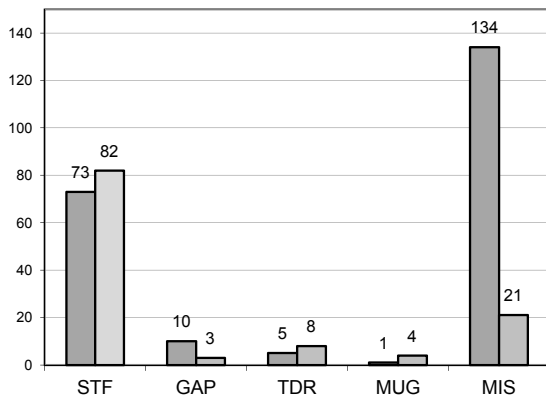
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru July



Total Customer Injuries

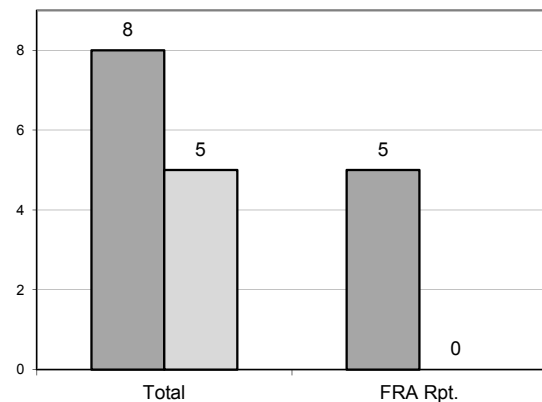
Year	Total	Total FI*
2010	129	2.85
2011	158	3.44
2012	147	3.08
2013	241	5.08
2014	149	3.13

% change from last year: -38.3%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	73	10	5	1	134
2014	82	3	8	4	21

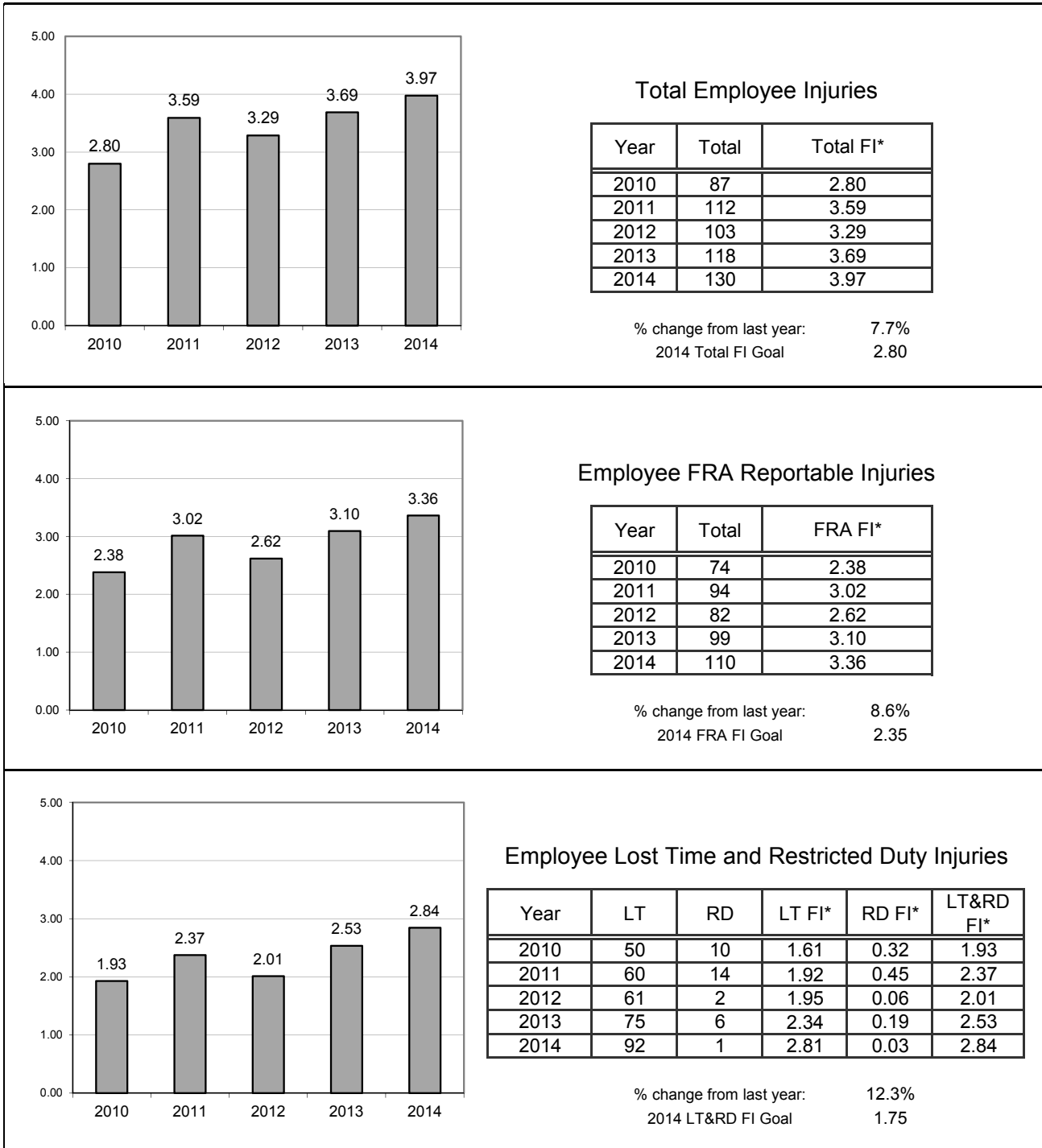


Contractor Injuries

Year	Total	FRA Rpt.
2013	8	5
2014	5	0
% Chg	-37.5%	0.0%

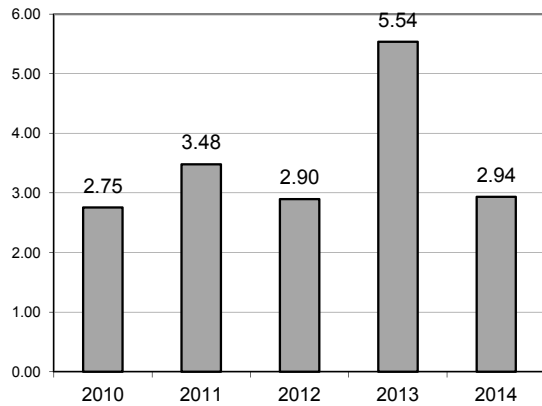
* - Injuries per 1,000,000 rides

MTA Metro-North Railroad Summary of Employee Injuries thru June



* - Injuries per 200,000 hours worked

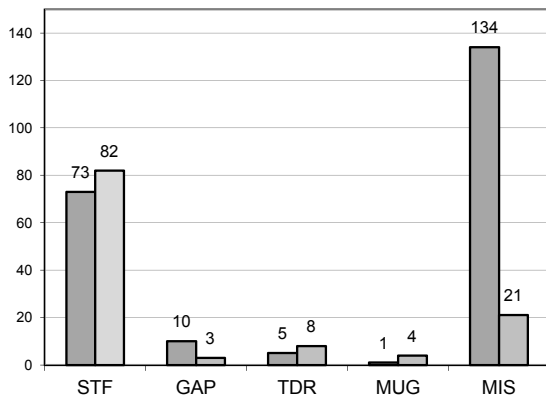
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru June



Total Customer Injuries

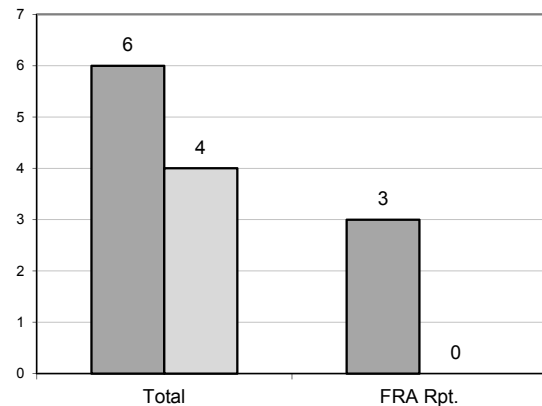
Year	Total	Total FI*
2010	106	2.75
2011	136	3.48
2012	118	2.90
2013	223	5.54
2014	118	2.94

% change from last year: -47.0%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	73	10	5	1	134
2014	82	3	8	4	21



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: September 2014

To: Metro-North Committee

From: Joseph Giuliotti, President

A handwritten signature in blue ink, appearing to read "Joseph J. Giuliotti".

Re: **Enhanced Safety Action Update**

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

- Our next Corporate Quarterly stand down is scheduled for September 29, 2014.
- The "Implementing Memorandum of Understanding" (IMOU) was finalized with our first labor organizations (ACRE Transportation) so that we may proceed with the rollout of the Confidential Close Call Reporting System (C3RS). We will begin collaborating with other labor organizations and the FRA on the IMOU's for all other organizations.

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

ACTION ITEM	STATUS
Alerters	<ul style="list-style-type: none">• Completed 14 cars to date - 4 FAI/Prototype and 10 in production on the M3 fleet.
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 other locations.• We continue to work with the NTSB regarding best approaches for installation at other locations.
Speed Compliance	<ul style="list-style-type: none">• For the month of August 2014, 79 radar observations were completed and 86 event recorder downloads were analyzed and there was 1 exception.
PTC	<ul style="list-style-type: none">• The system integrator has progressed filling key positions and relocating personnel to its newly renovated Woodside, NY project headquarters.



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

August 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	11	9	2	22%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	11	5	45%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	14	9	5	56%
Felony Assault	8	9	-1	-11%
Burglary	12	4	8	200%
Grand Larceny	72	64	8	13%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	107	91	16	18%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	10	3	7	233%
Felony Assault	4	4	0	0%
Burglary	2	1	1	100%
Grand Larceny	24	22	2	9%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	40	31	9	29%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	1	-1	-100%
Robbery	43	29	14	48%
Felony Assault	24	23	1	4%
Burglary	16	8	8	100%
Grand Larceny	160	156	4	3%
Grand Larceny Auto	2	4	-2	-50%
Total Major Felonies	245	222	23	10%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT

Per Day Average

August 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	10	4	3	3
Fel. Assault	4	2	2	0
Burglary	2	2	0	0
Grand Larceny	24	12	11	1
GLA	0	0	0	0
Total	40	20	16	4
Crimes Per Day	1.29	0.65	0.52	0.13



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 8/31/2014

Arrest Classification	Total Arrests
Robbery	36
Felony Assault	21
Burglary	8
Grand Larceny	45
Grand Larceny Auto	2
Aggravated Harassment	1
Aggravated Unlicensed Operator	28
Assault-Misdemeanor	45
Breach of Peace	7
Child Endangerment	1
Criminal Contempt	4
Criminal Impersonation	2
Criminal Mischief	23
Criminal Possession Stolen Property	7
Criminal Trespass	14
Disorderly Conduct	2
Drug Offenses	36
DUI Offenses	10
Falsely Reporting an Incident	4
Forgery	77
Fraud	6
Graffiti	8
Harassment	6
Make Terrorist Threat	1
Menacing	7
Obstruct Government	4
Panhandling	1
Petit Larceny	69
Public Lewdness	33
Reckless Endangerment	5
Resisting Arrest	37
Sex Offenses	8
Stalking	2
Theft of Services	95
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	34
Weapons Offenses	4
Arrest Totals	697



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

July 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	0	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	9	12	-3	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	13	-2	-15%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	11	9	2	22%
Felony Assault	6	7	-1	-14%
Burglary	12	4	8	200%
Grand Larceny	61	55	6	11%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	91	80	11	14%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

July 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	3	-1	-33%
Burglary	0	2	-2	-100%
Grand Larceny	25	23	2	9%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	32	30	2	7%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	33	26	7	27%
Felony Assault	20	19	1	5%
Burglary	14	7	7	100%
Grand Larceny	136	134	2	1%
Grand Larceny Auto	2	4	-2	-50%
Total Major Felonies	205	191	14	7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT

Per Day Average

July 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	4	2	1	1
Fel. Assault	2	1	1	0
Burglary	0	0	0	0
Grand Larceny	25	15	9	1
GLA	1	1	0	0
Total	32	19	11	2
Crimes Per Day	1.03	0.61	0.35	0.06



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 7/31/2014

Arrest Classification	Total Arrests
Robbery	29
Felony Assault	18
Burglary	6
Grand Larceny	40
Grand Larceny Auto	2
Aggravated Harassment	1
Aggravated Unlicensed Operator	25
Assault-Misdemeanor	39
Breach of Peace	6
Child Endangerment	1
Criminal Contempt	3
Criminal Impersonation	2
Criminal Mischief	20
Criminal Possession Stolen Property	6
Criminal Trespass	13
Disorderly Conduct	2
Drug Offenses	32
DUI Offenses	8
Falsely Reporting an Incident	3
Forgery	70
Fraud	5
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Panhandling	1
Petit Larceny	51
Public Lewdness	31
Reckless Endangerment	5
Resisting Arrest	36
Sex Offenses	7
Stalking	2
Theft of Services	77
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	27
Weapons Offenses	4
Arrest Totals	599



JULY FINANCIAL PLAN – 2014 MID-YEAR FORECAST

BY MONTH

Date Issued: September 4, 2014

MTA METRO NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	7.109	6.448	7.423	7.114	10.991	9.821	19.662	14.075	11.535	10.008	9.463	6.716	120.365
MNR - CDOT	2.265	2.454	6.343	6.755	7.688	7.919	8.512	5.302	6.244	7.188	8.172	6.745	75.585
MNR - Other	1.222	0.728	0.752	1.830	2.006	2.050	2.139	2.061	2.047	2.042	1.747	1.508	20.133
Total Revenue	\$10.596	\$9.630	\$14.517	\$15.699	\$20.685	\$19.790	\$30.313	\$21.438	\$19.825	\$19.238	\$19.383	\$14.968	\$216.084
Expenses													
Labor:													
Payroll	\$2.275	\$2.312	\$2.877	\$3.283	\$3.707	\$3.886	\$8.876	\$3.836	\$3.523	\$3.455	\$3.471	\$2.405	\$43.907
Overtime	0.829	0.918	1.202	1.651	1.728	1.746	3.094	1.638	1.496	1.448	1.449	1.190	18.390
Health and Welfare	0.719	0.724	0.938	1.134	1.268	1.314	1.248	1.336	1.224	1.225	1.230	0.919	13.280
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.463	0.467	0.582	0.696	0.768	0.800	1.424	0.868	0.805	0.804	0.807	0.609	9.091
Other Fringe Benefits	0.533	0.552	0.700	0.827	0.920	0.955	1.208	0.996	0.918	0.918	0.921	0.690	10.137
Reimbursable Overhead	2.183	2.310	2.958	3.246	3.602	3.812	6.761	3.726	3.436	3.400	3.388	2.491	41.316
Total Labor	\$7.002	\$7.284	\$9.256	\$10.837	\$11.995	\$12.512	\$22.611	\$12.401	\$11.402	\$11.251	\$11.266	\$8.304	\$136.122
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.154	0.187	0.258	0.249	0.324	0.355	0.340	0.386	0.344	0.350	0.355	0.293	3.595
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.738	0.383	0.882	1.681	1.656	2.051	2.191	1.729	1.672	1.522	1.286	0.889	16.680
Professional Service Contracts	1.525	0.365	1.511	1.195	1.470	1.144	1.482	1.174	1.429	3.456	3.234	2.557	20.543
Materials & Supplies	1.139	1.224	1.137	1.681	5.187	3.674	3.636	5.694	4.926	2.606	3.198	2.954	37.057
Other Business Expenses	0.038	0.187	1.473	0.055	0.053	0.053	0.053	0.053	0.053	0.053	0.043	(0.029)	2.088
Total Non-Labor	\$3.594	\$2.346	\$5.261	\$4.862	\$8.690	\$7.278	\$7.702	\$9.037	\$8.423	\$7.987	\$8.117	\$6.664	\$79.962
Other Adjustments:													
Other													
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$10.596	\$9.630	\$14.517	\$15.699	\$20.685	\$19.790	\$30.313	\$21.438	\$19.825	\$19.238	\$19.383	\$14.968	\$216.084
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$10.596	\$9.630	\$14.517	\$15.699	\$20.685	\$19.790	\$30.313	\$21.438	\$19.825	\$19.238	\$19.383	\$14.968	\$216.084
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.

MTA METRO NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$52.305	\$47.111	\$51.178	\$54.610	\$54.238	\$57.018	\$56.690	\$55.226	\$55.081	\$55.785	\$56.678	\$59.418	\$655.338
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	7.206	7.452	4.417	6.807	6.810	4.533	5.593	4.883	5.883	5.984	5.969	13.531	79.069
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	3.200	6.915	12.157	2.854	8.997	7.649	7.291	12.777	10.014	12.015	15.948	18.699	118.516
MNR - CDOT	1.621	1.300	2.917	6.689	8.560	8.205	6.013	6.016	6.795	8.216	9.475	12.328	78.135
MNR - Other	0.648	0.485	0.925	1.335	2.717	1.524	1.645	2.012	2.082	1.859	1.621	1.784	18.635
Total Receipts	\$64.980	\$63.263	\$71.594	\$72.295	\$81.322	\$78.928	\$77.232	\$80.913	\$79.856	\$83.858	\$89.691	\$105.760	\$949.693
Expenditures													
Labor:													
Payroll	\$41.756	\$35.733	\$35.021	\$34.756	\$41.926	\$34.946	\$41.399	\$38.513	\$36.958	\$57.930	\$35.241	\$137.637	\$571.816
Overtime	9.252	7.906	6.265	6.690	8.843	7.168	8.402	6.408	6.009	7.490	7.258	31.477	113.168
Health and Welfare	6.419	12.614	6.447	17.048	6.269	9.242	9.835	9.835	10.051	9.909	9.908	10.053	117.630
OPEB Current Payment	1.840	3.464	2.007	2.169	2.126	1.723	1.723	1.723	1.723	1.723	1.723	1.723	23.666
Pensions	1.311	0.454	6.691	6.932	6.994	7.132	7.187	7.132	7.185	7.240	7.185	25.403	90.846
Other Fringe Benefits	11.161	8.806	8.713	8.608	10.539	9.338	9.432	9.657	7.346	11.401	6.424	13.611	115.036
GASB Account	-	1.486	-	1.486	0.743	0.735	-	-	-	-	-	-	4.450
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor	\$71.739	\$70.463	\$65.144	\$77.689	\$77.440	\$70.284	\$77.979	\$73.268	\$69.271	\$95.692	\$67.738	\$219.904	\$1,036.612
Non-Labor:													
Electric Power	\$3.375	\$6.081	\$9.944	\$7.824	\$5.639	\$8.124	\$8.475	\$8.835	\$7.997	\$8.125	\$7.715	\$8.765	\$90.899
Fuel	3.129	2.298	2.824	2.264	2.997	1.491	1.440	1.372	1.355	1.760	1.711	1.729	24.370
Insurance	3.951	0.000	1.959	0.000	0.000	3.138	3.058	0.634	3.097	1.659	0.509	4.047	22.052
Claims	0.384	0.728	1.278	0.412	0.350	0.122	0.127	1.172	1.177	0.627	0.622	0.147	7.146
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.146	7.055	6.563	6.934	6.793	14.204	16.081	11.208	15.157	14.882	10.916	21.604	140.543
Professional Service Contracts	4.116	1.778	2.673	2.576	2.905	6.190	4.420	5.853	6.227	8.581	7.151	12.536	65.005
Materials & Supplies	4.483	9.272	7.853	7.839	7.114	11.390	11.293	14.202	11.342	10.814	11.256	12.770	119.628
Other Business Expenditures	4.204	4.087	5.319	4.203	2.037	4.238	3.852	4.494	4.313	4.692	4.896	4.356	50.690
Total Non-Labor	\$32.788	\$31.299	\$38.413	\$32.052	\$27.835	\$48.896	\$48.746	\$47.769	\$50.665	\$51.139	\$44.775	\$65.954	\$520.333
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$104.527	\$101.762	\$103.557	\$109.741	\$105.275	\$119.181	\$126.725	\$121.037	\$119.937	\$146.831	\$112.513	\$285.858	\$1,556.944
Baseline Net Cash Deficit	(\$39.547)	(\$38.499)	(\$31.963)	(\$37.446)	(\$23.953)	(\$40.252)	(\$49.493)	(\$40.124)	(\$40.081)	(\$62.973)	(\$22.822)	(\$180.098)	(\$607.251)
MTA Subsidy	\$19.825	\$17.105	\$25.823	\$31.284	\$21.003	\$34.358	\$43.598	\$34.151	\$33.639	\$56.580	\$16.458	\$143.211	\$477.036
CDOT Subsidy	\$9.651	\$23.407	\$1.066	\$20.177	\$0.000	\$5.894	\$5.894	\$5.972	\$6.442	\$6.392	\$6.364	\$38.956	\$130.216

-- For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.

MTA METRO NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$2.667	(\$0.280)	(\$0.546)	\$1.176	\$0.085	\$0.368	\$0.333	\$0.320	\$0.241	\$0.342	\$0.453	\$0.411	\$5.569
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.955	2.772	0.064	2.287	2.310	0.282	1.228	0.581	1.480	1.641	0.496	0.722	16.817
Capital and Other Reimbursements													
MNR - MTA	(3.909)	0.467	4.734	(4.260)	(1.994)	(2.172)	(12.372)	(1.298)	(1.520)	2.007	6.485	11.983	(1.849)
MNR - CDOT	(0.644)	(1.154)	(3.426)	(0.066)	0.872	0.285	(2.499)	0.713	0.551	1.028	1.303	5.584	2.549
MNR - Other	(0.574)	(0.243)	0.173	(0.495)	0.711	(0.527)	(0.494)	(0.049)	0.035	(0.184)	(0.127)	0.276	(1.498)
Total Receipts	\$0.494	\$1.563	\$0.999	(\$1.359)	\$1.984	(\$1.764)	(\$13.804)	\$0.268	\$0.786	\$4.835	\$8.611	\$18.976	\$21.588
Expenditures													
<u>Labor:</u>													
Payroll	(\$1.714)	(\$0.148)	(\$0.005)	\$3.339	(\$3.122)	\$2.966	\$81.797	\$3.352	\$3.888	(\$16.393)	\$4.746	(\$96.820)	(\$18.112)
Overtime	(1.001)	0.136	0.180	0.666	(1.030)	0.400	18.874	1.263	1.477	(0.041)	0.212	(24.064)	(2.929)
Health and Welfare	3.541	(3.888)	2.096	(7.807)	3.044	(0.189)	0.271	(0.473)	(0.461)	0.098	(0.851)	0.131	(4.487)
OPEB Current Payment	0.000	(1.646)	(0.032)	(0.146)	0.042	0.255	0.255	0.255	0.255	0.255	0.255	0.255	-
Pensions	5.918	6.005	(0.346)	0.036	0.096	(0.305)	13.338	0.945	1.027	1.220	0.708	(17.250)	11.390
Other Fringe Benefits	(1.824)	0.641	0.369	0.555	(1.291)	(0.329)	6.237	0.057	2.555	(1.216)	3.068	(4.077)	4.745
GASB Account	-	(1.486)	-	(1.486)	(0.743)	(0.735)	-	-	-	-	-	-	(4.450)
Reimbursable Overhead	(0.045)	(0.037)	(0.271)	(0.055)	(0.089)	(0.126)	(0.125)	(0.130)	(0.117)	(0.111)	(0.133)	(0.524)	(1.764)
Total Labor	\$4.874	(\$0.423)	\$1.989	(\$4.899)	(\$3.092)	\$1.937	\$120.647	\$5.269	\$8.624	(\$16.189)	\$8.005	(\$142.350)	(\$15.608)
<u>Non-Labor:</u>													
Electric Power	\$3.815	\$2.407	(\$2.996)	\$1.037	\$2.182	(\$1.120)	(\$0.952)	(\$1.109)	(\$0.970)	(\$1.043)	(\$0.702)	(\$2.119)	(\$1.570)
Fuel	(0.291)	0.019	(0.041)	(0.114)	(0.802)	0.672	0.630	0.722	0.715	0.686	0.658	0.746	3.600
Insurance	(2.401)	1.583	(0.304)	1.687	1.894	(1.201)	(1.163)	1.307	(1.198)	0.245	1.430	(2.409)	(0.528)
Claims	(0.211)	(0.428)	(0.872)	(0.290)	(0.223)	-	-	(1.050)	(1.050)	(0.500)	(0.500)	(0.023)	(5.146)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(2.337)	1.053	2.392	3.666	3.556	(1.031)	(5.013)	(0.721)	(2.687)	(5.082)	(0.831)	(10.826)	(17.860)
Professional Service Contracts	(0.833)	0.061	0.459	1.075	1.097	(1.403)	(0.042)	(1.659)	(1.866)	(1.974)	(0.955)	(4.374)	(10.414)
Materials & Supplies	1.641	(3.149)	0.645	0.426	4.713	(1.133)	(1.384)	(2.222)	(0.132)	(1.905)	(1.824)	(2.180)	(6.505)
Other Business Expenditures	(2.354)	(1.467)	(1.779)	(1.956)	0.095	(2.047)	(2.063)	(2.236)	(2.029)	(2.323)	(2.633)	(2.588)	(23.382)
Total Non-Labor	(\$2.971)	\$0.080	(\$2.496)	\$5.531	\$12.512	(\$7.263)	(\$9.988)	(\$6.969)	(\$9.216)	(\$11.897)	(\$5.357)	(\$23.772)	(\$61.806)
<u>Other Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$2.398	\$1.219	\$0.492	(\$0.727)	\$11.404	(\$7.090)	\$96.856	(\$1.432)	\$0.194	(\$23.251)	\$11.258	(\$147.146)	(\$55.825)
Depreciation Adjustment	\$18.827	\$18.827	\$18.941	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$19.044	\$19.044	\$227.237
OPEB Obligation	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	65.098
Environmental Remediation	-	-	1.640	-	-	0.787	-	-	0.787	-	-	0.788	4.001
Baseline Total Cash Conversion Adjustments	\$26.649	\$25.470	\$26.497	\$23.634	\$35.765	\$18.058	\$121.217	\$22.929	\$25.342	\$1.111	\$35.727	(\$121.889)	\$240.511

-- For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with UIRR.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$3.2	\$2.5	\$2.0	\$2.2	\$2.5	\$2.1	\$2.5	\$2.3	\$2.1	\$2.4	\$2.5	\$2.6	\$29.0
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.6	1.4	1.9	2.4	2.4	2.4	2.2	2.3	2.2	2.5	2.39	1.8	25.4
<u>Unscheduled Maintenance</u>	-	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.4
<u>Vacancy/Absentee Coverage</u>	1.0	1.0	1.1	1.0	1.0	1.1	1.1	1.2	0.8	1.2	1.1	1.2	12.8
<u>Weather Emergencies</u>	1.5	1.8	0.4	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.7	4.8
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.2	0.4	(0.2)	0.1	0.1	0.1	18.3	0.2	0.8	(0.2)	(0.1)	(0.2)	19.5
Sub-Total	\$7.4	\$7.1	\$5.2	\$5.7	\$6.1	\$5.8	\$24.2	\$6.0	\$6.0	\$6.0	\$6.0	\$6.2	\$91.8
REIMBURSABLE OVERTIME	\$0.8	\$0.9	\$1.2	\$1.7	\$1.7	\$1.7	\$3.1	\$1.6	\$1.5	\$1.4	\$1.4	\$1.2	\$18.4
TOTAL NR & R OVERTIME	\$8.3	\$8.0	\$6.4	\$7.4	\$7.8	\$7.6	\$27.3	\$7.7	\$7.5	\$7.4	\$7.5	\$7.4	\$110.2

-- For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
<u>Baseline</u>													
Harlem Line	2.136	1.958	2.225	2.304	2.291	2.315	2.349	2.198	2.298	2.449	2.175	2.444	27.144
Hudson Line	1.230	1.134	1.289	1.385	1.379	1.413	1.359	1.357	1.382	1.445	1.288	1.430	16.090
New Haven Line	3.032	2.754	3.170	3.330	3.276	3.430	3.497	3.287	3.316	3.537	3.184	3.627	39.440
Total Ridership	6.398	5.847	6.684	7.019	6.945	7.159	7.206	6.842	6.996	7.431	6.647	7.500	82.673
<u>Farebox Revenue</u>													
<u>Baseline</u>													
Harlem Line	\$15.047	\$14.432	\$15.533	\$15.770	\$16.207	\$16.672	\$16.869	\$16.095	\$16.299	\$16.435	\$16.535	\$17.127	\$193.020
Hudson Line	10.562	10.165	11.089	11.666	11.869	12.185	11.448	11.862	12.035	12.081	12.065	12.368	139.397
New Haven Line	23.994	22.757	25.065	25.961	26.038	27.757	28.003	26.915	26.473	26.894	27.592	29.480	316.930
West of Hudson Mail-n-Ride	0.036	0.037	0.037	0.035	0.037	0.037	0.037	0.034	0.033	0.034	0.033	0.032	0.422
Total Farebox Revenue	\$49.639	\$47.391	\$51.724	\$53.433	\$54.153	\$56.650	\$56.357	\$54.906	\$54.840	\$55.443	\$56.225	\$59.006	\$649.768

MTA METRO-NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents⁽¹⁾

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	7	6	6	7	7	9	9	9	10	10	10	9
Safety ⁽¹⁾	30	31	31	31	32	33	34	35	41	57	57	64
COS/ Corporate & Public Affairs ⁽¹⁾	15	15	15	16	16	16	16	17	17	17	17	17
Customer Service ⁽¹⁾	44	44	44	44	44	46	46	46	46	46	46	52
Legal	18	18	18	17	17	17	17	17	17	17	17	18
Claims	13	12	11	10	10	10	10	10	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7	8	8	8	8	8	7
VP Administration	3	2	2	2	2	2	2	2	2	2	2	3
VP Human Resources	3	6	6	6	6	6	6	6	6	6	6	7
Human Resources & Diversity	28	23	24	26	26	28	29	29	29	29	29	28
Training	48	49	49	49	49	50	55	58	63	66	77	77
Employee Relations & Diversity	5	4	4	4	4	4	4	4	4	4	5	5
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	16	16	16	16	16	16	16	18	18	18	18	19
Capital Planning & Programming	13	13	14	13	13	13	15	15	15	15	15	16
Business Development Facilities & Mktg ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development ⁽¹⁾	20	27	29	31	32	32	32	32	32	32	32	30
Long Range Planning	8	8	8	8	8	8	7	7	7	7	7	8
VP Finance & Info Systems	1	1	1	1	1	1	1	1	3	3	3	3
Controller	75	73	74	75	76	78	78	78	80	81	81	81
Information Technology & Project Mgmt	100	99	99	99	103	118	123	125	125	125	125	125
Budget	17	17	17	18	18	18	18	18	18	18	18	18
Procurement & Material Management	29	29	29	28	28	27	26	27	30	30	30	42
Corporate ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	2
Total Administration	506	506	507	513	520	544	557	567	590	610	622	650
Operations												
Operations Administration	48	52	54	54	54	54	52	52	52	64	65	67
Operations Services	1,401	1,398	1,421	1,445	1,445	1,446	1,455	1,455	1,457	1,467	1,467	1,476
Customer Service ⁽¹⁾	229	232	231	232	236	235	237	239	240	237	237	239
Business Development Facilities & Mktg ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development ⁽¹⁾	36	37	37	35	34	34	34	34	34	34	34	38
Metro-North West	34	34	31	29	29	29	29	29	29	29	29	33
Total Operations	1,748	1,754	1,773	1,795	1,798	1,798	1,807	1,809	1,812	1,831	1,832	1,853
Maintenance												
GCT ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development ⁽¹⁾	173	168	167	167	167	167	167	167	169	173	173	173
Maintenance of Equipment	1,622	1,636	1,621	1,655	1,650	1,637	1,646	1,658	1,669	1,669	1,713	1,735
Maintenance of Way ⁽¹⁾	1,840	1,827	1,833	1,846	1,879	1,844	1,855	1,883	1,855	1,934	1,967	2,001
Procurement & Material Management	121	122	124	121	121	121	121	121	121	121	121	124
Total Maintenance	3,756	3,753	3,744	3,789	3,817	3,769	3,789	3,829	3,814	3,897	3,974	4,033
Engineering/Capital												
Construction Management	37	37	37	32	32	31	31	31	31	33	34	42
Engineering & Design	57	57	58	58	57	55	57	59	60	60	62	71
Total Engineering/Capital	94	94	95	90	89	86	88	90	91	93	96	113
Total Positions	6,104	6,107	6,117	6,186	6,223	6,196	6,240	6,294	6,306	6,430	6,523	6,649
<i>Non-Reimbursable</i>	5,764	5,801	5,713	5,551	5,584	5,540	5,558	5,641	5,648	5,776	5,887	6,031
<i>Reimbursable</i>	339	306	405	635	640	656	683	654	659	655	637	618
<i>Total Full-Time</i>	6,103	6,106	6,116	6,185	6,222	6,195	6,239	6,293	6,305	6,429	6,522	6,648
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

⁽¹⁾These projections capture safety investments that were reported below-the-baseline in the 2014 Mid-Year Forecast.

⁽²⁾Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2014 Mid-Year Forecast
Total Positions by Function and Occupation

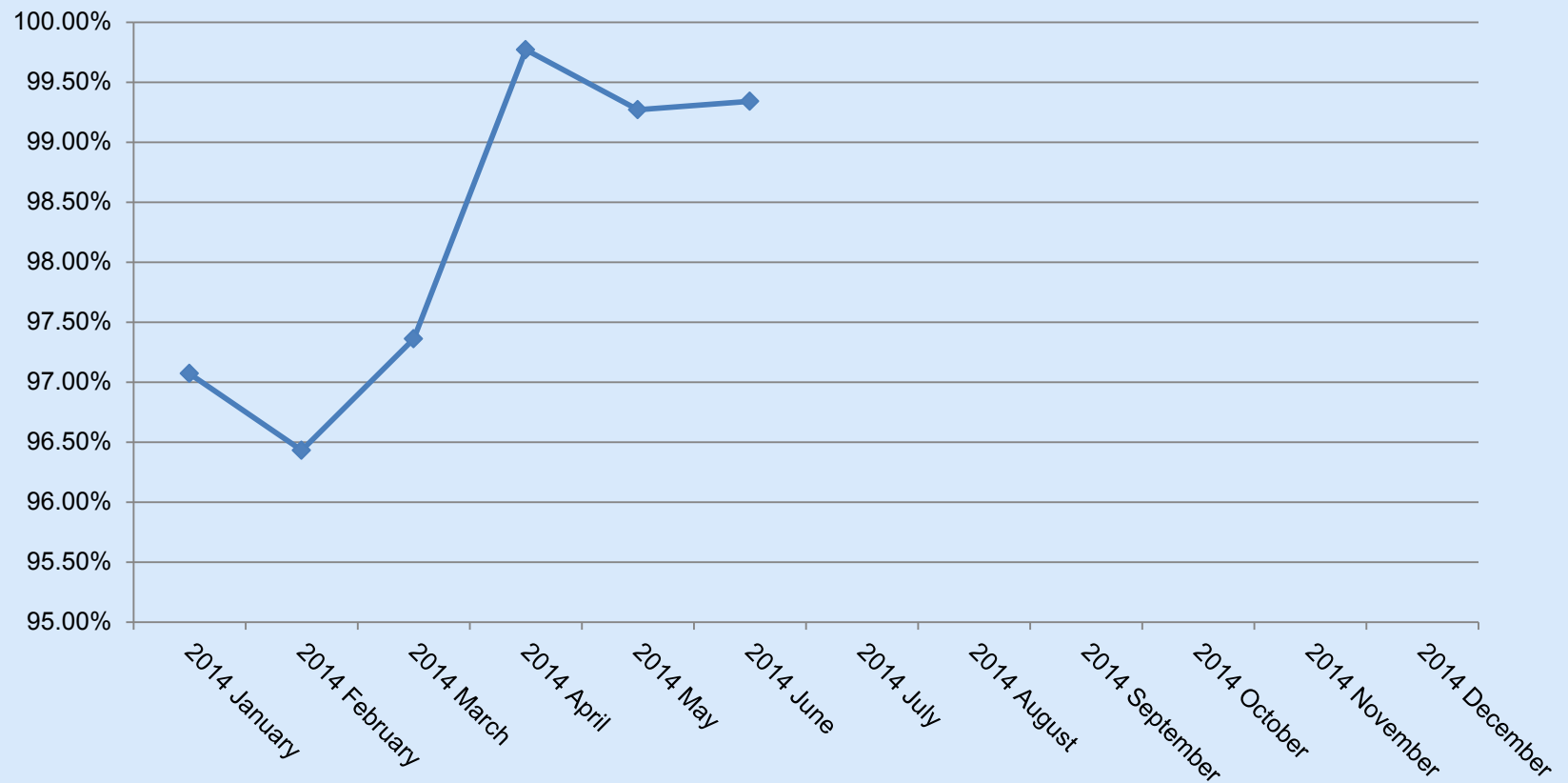
FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	161	158	160	162	164	171	176	179	185	188	188	196
Professional, Technical, Clerical	344	348	347	351	356	372	381	388	404	422	434	453
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	506	506	507	513	520	544	557	567	590	610	622	650
Operations												
Managers/Supervisors	137	141	145	147	147	147	149	149	151	152	152	156
Professional, Technical, Clerical	220	230	227	229	230	230	231	231	231	242	242	256
Operational Hourlies	1,391	1,382	1,401	1,419	1,421	1,421	1,427	1,429	1,430	1,437	1,438	1,442
Total Operations	1,748	1,754	1,773	1,795	1,798	1,798	1,807	1,809	1,812	1,831	1,832	1,853
Maintenance												
Managers/Supervisors	486	480	486	492	496	490	492	497	495	506	516	549
Professional, Technical, Clerical	474	474	479	485	489	482	485	490	488	499	509	506
Operational Hourlies	2,795	2,799	2,778	2,812	2,833	2,797	2,812	2,842	2,830	2,892	2,949	2,979
Total Maintenance	3,756	3,753	3,744	3,789	3,817	3,769	3,789	3,829	3,814	3,897	3,974	4,033
Engineering/Capital												
Managers/Supervisors	41	41	41	39	38	37	38	38	39	40	41	51
Professional, Technical, Clerical	53	53	54	51	51	49	50	52	52	53	55	62
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	94	94	95	90	89	86	88	90	91	93	96	113
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	826	820	832	839	845	845	854	863	871	885	897	952
Professional, Technical, Clerical	1,092	1,106	1,107	1,116	1,125	1,133	1,147	1,161	1,176	1,216	1,240	1,277
Operational Hourlies	4,186	4,181	4,179	4,231	4,253	4,218	4,239	4,271	4,260	4,329	4,387	4,420
Total Positions	6,104	6,107	6,117	6,186	6,223	6,196	6,240	6,294	6,306	6,430	6,523	6,649

Metro-North Railroad Elevator/Escalator

2nd Quarter Report
2014

The MTA logo is a blue circle containing the letters "MTA" in a bold, white, sans-serif font. It is positioned in the lower-left corner of the slide, partially overlapping the dark blue background and the light blue footer.

Passenger Elevator Availability



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



2014 2nd Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	100%	HARLEM 125th	002S	100%
ARDSLEY-ON-HUDSON	026S	100%	HASTINGS-ON-HUDSON	022N	100%
BEACON	056I	100%	HASTINGS-ON-HUDSON	022S	100%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	100%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	100%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	98%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	99%
CORTLANDT	043PW	100%	GRAND CENTRAL TERMINAL	T-10	100%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	T-11	91%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL	T-12	97%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL	T-18	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL	T-19	95%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL	T-20	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL	WCL	97%
GARRISON	050N	100%	GRAND CENTRAL TERMINAL NORTH	NE-1	100%
GARRISON	050S	97%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
GLENWOOD	018N	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	97%
GLENWOOD	018S	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GREYSTONE	020N	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GREYSTONE	020S	99%			
HARLEM 125th	002N	100%			



2014 2nd Quarter Elevator Availability by Station – Hudson Line

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



2014 2nd Quarter Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	99%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	99%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	99%	PURDYS	158P	100%
CROTON FALLS	160I	97%	PURDYS	158I	100%
FLEETWOOD	120N	93%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	98%	WHITE PLAINS	132I	100%



2014 2nd Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	99%
GREENWICH	218T	100%
GREENWICH	218W	74%
HARRISON	212E	96%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	100%
MOUNT VERNON EAST	202W	100%
NEW ROCHELLE	206E	100%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

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

2014 2nd Quarter Escalator Availability

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

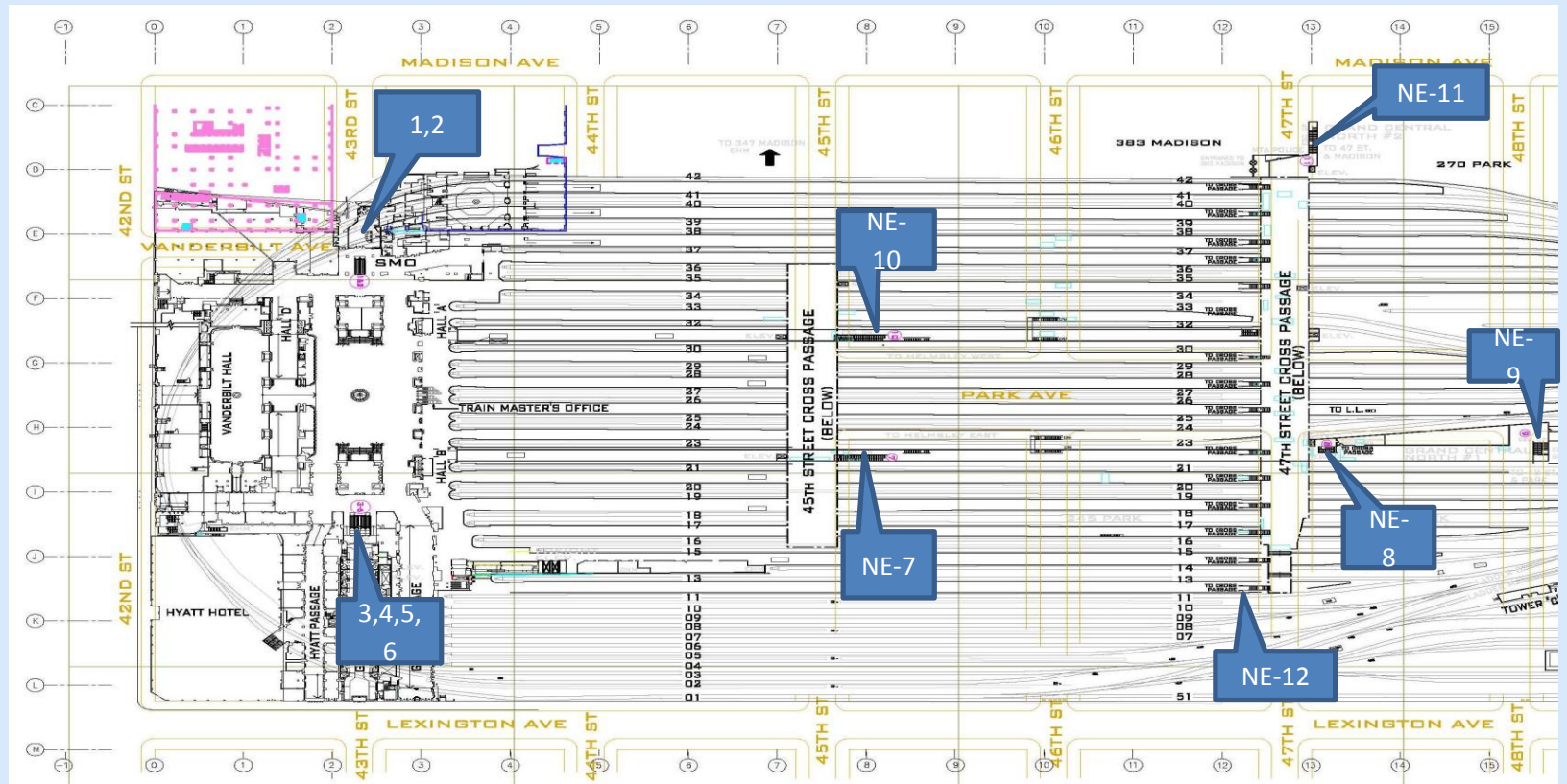
GCT Escalator Summary:

Metro-North has begun a systematic maintenance/rehabilitation program of the eleven original escalators within Grand Central Terminal. Ten of those escalators have already been rehabilitated and returned to service. Escalator 9, GCT North was removed from service 2/5/14 and on 5/19/14 returned to service.

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



Grand Central Escalator Map



2nd Quarter - Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical (Injury)	Human Factor (Injury)	Entrapment
Crestwood (126N)	0	0	1
Crestwood (126S)	0	0	1
Harlem 125st (0025)	0	0	1
Fordham (108N)	0	0	1
Morris Heights (004I)	0	0	1
Chappaqua (148I)	0	0	1
Mount Kisco (150P)	0	0	1
Mount Vernon East (202E)	0	0	1
GCT	0	0	13

2nd Quarter - Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
GCT	0	3
White Plains	0	1

Definitions:

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

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of June 30, 2014.

MNR Diversity/EEO Report

2nd Quarter 2014

September 2014

OVERVIEW

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's June 30, 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, 2ND QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

WORKFORCE UTILIZATION ANALYSIS AS OF 6/30/14

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPJ***			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%	7%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	33%	37%	Yes	8%	18%	Yes	7%	11%	Yes	9%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	27%	5%	No	12%	21%	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%	53%	No	13%	15%	Yes	12%	13%	Yes	4%	23%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Administrative Support	59%	44%	No	15%	32%	Yes	15%	14%	No	5%	4%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	Yes
Skilled Craft	3%	6%	Yes	13%	18%	Yes	10%	8%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Service Maintenance	7%	13%	Yes	16%	35%	Yes	25%	17%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

*Females are also included in the percentage totals for each of the minority 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, 2ND QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 6/30/14

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	18	5	27.8%	2	11.1%	1	5.6%	3	16.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	10	2	20.0%	1	10.0%	0	0.0%	3	30.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	2	1	50.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
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	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	69	29	42.0%	13	18.8%	17	24.6%	10	14.5%	0	0.0%	0	0.0%	2	2.9%
Skilled Craft	120	7	5.8%	16	13.3%	17	14.2%	5	4.2%	0	0.0%	0	0.0%	1	0.8%
Service Maintenance	78	9	11.5%	23	29.5%	18	23.1%	2	2.6%	0	0.0%	0	0.0%	1	1.3%
Total	298	53	17.8%	55	18.5%	54	18.1%	23	7.7%	0	0.0%	0	0.0%	5	1.7%

¹ Total includes male and female new hires, both minority and non-minority.

² Total includes female new hires, both minority and non-minority.

2014, 2ND QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS

1/1/14 to 6/30/14¹

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	19	9	8	4	14	1	2	16	79	43	22
External Complaints	9	9	3	2	11	0	2	12	48	23	16
Internal Complaints	10	0	5	2	3	1	0	4	31	20	6

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	8	0	0	8	8	1

¹ This chart includes all pending matters as of the date of the report; some of the matters were filed prior to the reporting period.

² "Other" contains all EEO claims not otherwise specifically mentioned on the chart.

³ In some instances a single complaint may involve two or more EEO protected classifications.

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 6/30/14

EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	2	0	5	0	0	0	7

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 6/30/14

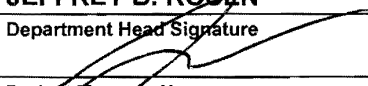
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	7	1	6	0	0	0	14

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 TO 6/30/14
DETERMINATION**


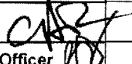
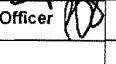
Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	4	0	3	0	0	0	7

Staff Summary

Subject HARRISON TRANSIT-ORIENTED DEVELOPMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name JOSEPH CHAN/TATIANA ECK/GREG SYLVESTER

Date: SEPTEMBER 22, 2014
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/22/14	X		
2	Board	9/24/14	X		

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

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

LOCATION: 3.28 acres immediately south of Metro-North's Harrison Station (the "Station"), designated as Section 18, Block 182, Lots 12 and 15 on the Town/Village of Harrison's assessment map (the "Site"), comprised of a 1.9-acre parcel (the "East Parcel") and a 1.4-acre parcel (the "West Parcel").

ACTIVITY: Potential sale of the Site to a subsidiary of AvalonBay Communities Inc. (the "Developer") to permit the construction of a mixed-use transit-oriented development ("TOD") and commuter parking garage (collectively, the "Project")

ACTION REQUESTED: Approval to enter into a joint development agreement ("JDA") and negotiate a land disposition agreement ("LDA") and other related agreements

COMPENSATION: In exchange for title to the Site, the Developer will, at no cost to Metro-North, construct a new parking garage on a portion of the Site (the "Garage"), in which 475 spaces (the "Commuter Parking Spaces") will be owned by Metro-North and dedicated to commuter parking, and will construct ramps, driveways, sidewalks, vertical transportation and other means of vehicular and pedestrian access between the Garage, adjoining streets and the Station (collectively with the Commuter Parking Spaces, the "Metro-North Facilities")

COMMENTS:

The Site, which is owned in fee by MTA, is currently used for surface commuter parking. Its 257 existing parking spaces are insufficient to meet demand at the Station and, were they continue to be operated as currently laid out, would require physical rehabilitation by Metro-North. However, the Site offers great potential for a TOD, as it adjoins the Station and is located in the central business district of the Town/Village of Harrison, NY (the "Town"). In recognition of the Site's potential, Metro-North and the Town collaborated in formulating a TOD concept plan that addressed Metro-North's parking and station access needs as well as the Town's downtown revitalization goals. This TOD plan was packaged and publicly marketed to developers via a request for proposals ("RFP") process, beginning in July 2011.

Responses to the RFP were received from AvalonBay Communities Inc. ("AVB") and Conifer Realty, LLC. Following interviews with both respondents, AVB's proposal was deemed the more advantageous as, unlike Conifer's, it was not contingent upon the availability of public subsidies (the availability of which could not be assured) or, indeed, any form of third-party financing. As such, AVB was selected as the conditionally designated developer and an exclusivity agreement was executed in November, 2012, on the strength of which AVB has expended the time and money required to develop a

Staff Summary

Metro-North Railroad Harrison Station TOD

project plan for review under the State Environmental Quality Review Act ("SEQRA") and the Town's formal land use review procedures. Such plan (the "Preliminary Project Plan") calls for the Developer to design, construct and operate the Project with the following components:

- 143 rental apartment units
- Approximately 27,000 square feet of retail, restaurant and/or other neighborhood commercial space
- A total of 753 parking spaces, including 569 spaces in the Garage, of which no less than 475 parking spaces will be set aside for Metro-North commuters

Construction of the Garage by the Developer will allow Metro-North both to avoid rebuilding its existing surface lot and to gain 218 new spaces, all at no cost to Metro-North, a combined economic benefit in excess of the current fair market value of the Site as determined by an independent appraiser.

Subject to SEQRA review and community input pursuant to the Town's land use review procedures, the current members of Harrison's Town Board have endorsed the general design and scope of the Project as set forth in the Preliminary Project Plan, and accordingly a JDA is currently being negotiated among the Developer, Metro-North and the Town.

The purpose of the JDA will be to set forth the terms and conditions on the basis of which:

- the Developer will seek the requisite Town zoning and site plan approvals in order to develop the proposed Project at the Site, and will arrange for and fund all required studies and environmental impact statements required under SEQRA in connection with such approvals;
- the Town, acting as lead agency, and Metro-North will review the proposed Project pursuant to SEQRA;
- the Developer and Metro-North will seek to reach agreement with respect to definitive designs for the Metro-North Facilities;
- the Developer and Metro-North will seek to agree on the definitive terms of the LDA, pursuant to which Metro-North would convey to the Developer first the East Parcel and then the West Parcel, it being understood that :
 - at LDA signing, the Developer will be required to deposit into escrow an amount equal to 10% of the projected Metro-North Facilities construction cost;
 - at closing on the East Parcel, the Developer will be required to replace such deposit with a parental guaranty of AVB, guaranteeing completion of the Metro-North Facilities; and
 - Metro-North will not be required to deliver title to or possession of the West Parcel, and the Developer's interest in the Site will be non-transferable, until the Developer has achieved "substantial completion" of the Metro-North Facilities;
- the Developer and Metro North will seek to agree on the definitive terms of the condominium regime pursuant to which the Garage will be owned, maintained and operated;
- the Town and Metro-North will seek to agree on the definitive terms of agreements pursuant to which (a) provision will be made for temporary off-site parking pending completion of the Garage on the East Parcel and (b) the Town will commit to permanently preserving at least 338 commuter parking spaces on the north side of the Station; and
- the Developer will be required to fund expenses to be incurred by the Town and Metro-North pursuant to the JDA.

Based on the foregoing, MTA Real Estate requests authorization to enter into the JDA, and, subject to completion of the SEQRA process and further Board review, to negotiate the other above-referenced agreements, on the above-described

Staff Summary

Metro-North Railroad Harrison Station TOD




Metropolitan Transportation Authority

Page 3 of 3

terms and conditions. Final execution of the LDA and consummation of the transactions contemplated by this staff summary will be subject to future MTA Board approval.

Staff Summary

Subject NYSDOT Grant for Connecting Services	
Department Operations Planning and Analysis	
Department Head Name Delana Glenn	
Department Head Signature 	
Project Manager Name Edilma Jarvis	Program Manager Name

Date September 5, 2014
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg	09/22	X		
2	MTA Finance Mtg	09/22	X		
3	MTA Board Mtg	09/24	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	VP Financial Admin		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning Press					2	General Counsel

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2014 through September 30, 2015.

DISCUSSION:

Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g. Transport of Rockland, Newburgh-Beacon Shuttle, Dutchess LOOP, HART, etc.), the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry and Guaranteed Ride Home programs, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$3.5 million from similar NYSDOT(CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; and for miscellaneous operational improvements. Metro-North plans to use the \$300,000 from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

BUDGET IMPACT:

No budget impact. These monies allow for projects that would not otherwise be implemented.

RECOMMENDATION:

That the MTA Board grant approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2014 through September 30, 2015.

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



Subject	Request for Authorization to Award Various Procurements
Department	Procurement and Material Management
Department Head Name	Alfred Muir – Acting Sr. Director
Department Head Signature	
Project Manager Name	

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

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9-22-14	X		
2	MTA Board Mtg.	9-24-14	X		

Internal Approvals			
	Approval		Approval
X	President		V.P. Planning
X	Sr. V.P. Operations	X	V.P. Capital Programs
X	V.P. Finance & IT	X	V.P. & General Counsel
X	V.P. Engineering	X	Chief of Staff

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
			Safety				
							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:

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

of Actions

\$ Amount

Schedule A: Non-Competitive Purchases and Public Work Contracts

1

\$6,000,000

- Various Original Equipment Manufacturers (OEM) \$6,000,000

Schedules Requiring Majority Vote

NONE

SUB TOTAL:

1

\$6,000,000

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$226,379
• Granite Fluid Power, Inc. \$190,387		
• Power 4 U, Inc. \$35,992		
SUB TOTAL:	2	\$226,379

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$205,134
• New Jersey Transit \$102,500		
• Loram Maintenance of Way Inc. \$102,634		
SUB TOTAL:	2	\$205,134
TOTAL:	5	\$6,431,513

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.

SEPTEMBER 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)

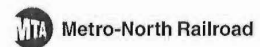
**1. Various Original Equip. Manufacturers (OEMs) \$6,000,000 (not-to-exceed) Staff Summary Attached
Three Year Purchase Agreement of OEM Parts for Various MNR Railcar and Locomotive Fleets**

Approval is requested to award three-year miscellaneous purchase contracts to the following four firms: North American Specialty Glass, Brookville Equipment, Transtechnik Corp. USA and Trans-Lite. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-3, M-7, M-8 railcars and MNR's BL20-GH diesel locomotive fleets. These OEM vendors are the suppliers for various safety-critical parts, components, assemblies and repairs for major railcar systems such as Window Assemblies, Window Components, Pantograph Components, Indicator Lights, Speed Current Sensors, Transducers, System Lighting, and Auxiliary Electrical Power 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, The New York Post, El Diario and the MNR website, which did not yield interest from other sources. These agreements will apply to inventory items identified as obtained only from the OEM vendors for the following reasons a) sole pre-qualified items on the MNR 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 their three-year terms. The total award for all four agreements for the three-year period is not-to-exceed \$6,000,000 and is to be funded by the MNR Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: A

Vendor Name (& Location) North American Specialty Glass, Brookville Equipment Corp., Transtechnik Corp, USA and Trans-Lite (OEM)		Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase Agreement for OEM Replacement Parts		Total Amount: \$6,000,000 (not-to-exceed)	
Contract Term (including Options, if any) Three Years		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management Alfred Muir – Acting Sr. Director	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Contract Manager: O. Messado, Assistant Director – Operations Procurement, P&MM	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/OEM			

Discussion:

Approval is requested to award three-year miscellaneous purchase contracts to the following four firms: North American Specialty Glass, Brookville Equipment, Transtechnik Corp. USA and Trans-Lite. These agreements are for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-3, M7, M-8 railcars and MNR's BL20-GH diesel locomotive fleet. These OEM vendors are the suppliers for various safety-critical parts, components, assemblies and repairs for major railcar systems such as Window Assemblies, Window Components, Pantograph Components, Indicator Lights, Speed Current Sensors, Transducers, System Lighting, and Auxiliary Electrical Power 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 arrival of the MNR M-8s has resulted in a fleet expansion of 16.7% which also has impacted the forecasted material usage over the contract period.

Contractor	System	MNR
North American	Window Assemblies and Components	\$1,000,000
Brookville	OEM Locomotive parts	\$1,000,000
Transtechnik	Main and Auxiliary Electrical Power	\$2,000,000
Trans-Lite	System Lighting Interior, Main, Emergency	\$2,000,000
	Total	\$6,000,000

Schedule A: Non-Competitive Purchases and Public Work Contracts



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

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. No other firms expressed any interest in participating in this procurement. This agreement will apply to inventory items identified as obtained only from these OEM vendors for the following reasons a) sole pre-qualified items on the MNR 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 their three-year terms. The total award for all four agreements for the three-year period is not-to-exceed \$6,000,000 and is to be funded by MNR's Operating Budget.

SEPTEMBER 2014

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

**1. Granite Fluid Power, Inc. \$190,387 (not-to-exceed)
Preventative Maintenance and Inspection of Two 600-Ton Wheel Presses**

Approval is requested to award a competitively solicited (one bid received) miscellaneous service contract to the firm Granite Fluid Power, Inc. to provide preventative maintenance, inspection, repair and replacement parts for two 600-ton wheel press machines located at the Croton Harmon Wheel Shop. The wheel presses provides AAR certified wheel sets for use on MNR's rolling stock fleet. The machines are essential to the Mechanical Department's ability to maintain wheel sets and components on the EMU and Coach fleets. This contract is for one year, with three one-year renewal options.

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

The bid prices were reviewed and compared favorably to the last service contract and were deemed fair and reasonable for the level of work required to perform this service. All bid prices will be fixed for the term of the contract inclusive of the options. The total award for this contract is not-to-exceed \$190,387 for the total four year period. This procurement will be funded by the MNR Operating Budget.

**2. Power 4 U, Inc. \$35,992 (not-to-exceed)
Preventative Maintenance and Inspection Services for Uninterrupted Power Supply System in GCT**

Approval is requested to award a competitively solicited (three bids received), miscellaneous service contract to Power 4 U Inc. to provide preventative maintenance and inspection services for the Uninterrupted Power Supply (UPS) systems located in Grand Central Terminal (GCT). This contract is for a two year period, with two one-year options. These services are required to maintain and support the six UPS Systems that provide emergency back-up power supply to MNR's various network equipment and main servers located in various computer rooms in the GCT area.

The preventative maintenance and inspection will include, but is not limited to, annual comprehensive maintenance and inspections of all UPS systems, inspection of printed circuit boards, power connections, monitor power distribution units, as well as semi-annual comprehensive maintenance and inspections of the UPS system's batteries, remote monitoring and web-based access and service, an annual power audit and 24/7 on-call technical support.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, The New York Post and the minority publications, El Diario and the Daily Challenge, and posted on Metro-North Railroad's website. Eleven vendors were sent solicitations and three bids were received.

A comparison to the previous contract awarded in 2011 indicated that Power 4 U, Inc.'s bid is \$10,164 or 53% less than the incumbent supplier. The pricing will remain fixed for the four year period. All pricing received has been deemed fair and reasonable for the level of services to be provided. The total award of this contract is not-to-exceed \$35,992, inclusive of the options. This procurement is to be funded by the MNR Operating Budget.

SEPTEMBER 2014

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

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

1. New Jersey Transit	\$102,500 (not to exceed)
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Emergency Purchase of 100 Disc Brake Assemblies for Shoreliner Railcars

Due to excess usage recently experienced on the Shoreliners, a shortfall of available material has impacted MNR's ability to conduct the necessary routine maintenance. Consumption of these disc brake assemblies has on average increased from 28 per month in 2013 to 54 per month in 2014. It is projected that the current demand will continue to grow due to the aging of the fleet. Currently, there is an open order for the Disc Brake Assemblies; however due to the 20 week lead time and low stock availability, an Immediate Operating Need (ION) has occurred. The disc brake assemblies are required to support Shoreliner preventative maintenance service which is essential to provide continued safe, efficient and adequate provision of service.

As efforts are being made to improve delivery of the order placed, MNR contacted New Jersey Transit (NJT), who operates MNR's Shoreliners for its West-of-Hudson service for available stock and immediate delivery. The 100 units provided are necessary inventory to sustain current demand and coincide with the purchase order's delivery schedule.

The cost to be paid for this emergency purchase is deemed to be fair and reasonable. The total not-to-exceed amount for these assemblies is \$102,500 and is to be funded by the MNR Operating Budget.

2. Loram Maintenance of Way Inc.	\$102,634 (not-to-exceed)
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Emergency Purchase of a 5100 CFM Vacuum Pump

MNR was required to perform an emergency purchase of a 5100 CFM Vacuum Pump needed to restore a Loram manufactured Railvac to working order. This equipment is vital for the removal of fouled ballast and debris from the track bed and is crucial to the success of MNR's ongoing track work.

The absence of this machine would have significantly detracted from MNR's Track Department's ability to efficiently and effectively maintain its 742 in-service track miles. The material supplied was in accordance with the Original Equipment Manufacturer (OEM) (Loram Maintenance of Way Inc.) specifications.

The cost to be paid for this emergency purchase is deemed to be fair and reasonable. The total not-to-exceed amount for this purchase was \$102,634 and is to be funded by the MNR Operating Budget.



MONTHLY OPERATING REPORT

August 2014

Date Issued:
Friday, September 05, 2014

Performance Summary			2014 Data			2013 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
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%	95.5%	91.7%	92.2%	95.6%
		AM Peak	93.0%	96.3%	88.8%	89.1%	93.8%
		AM Reverse Peak	93.0%	97.6%	93.5%	93.4%	96.3%
		PM Peak	93.0%	99.0%	93.0%	91.5%	95.9%
		Total Peak	93.0%	97.6%	91.2%	90.7%	95.0%
		Off Peak Weekday	93.0%	95.6%	91.1%	91.7%	95.2%
		Weekend	93.0%	92.1%	93.7%	96.2%	97.5%
	Hudson Line	Overall	94.0%	93.6%	91.6%	97.1%	97.2%
		AM Peak	94.0%	96.1%	90.7%	96.6%	96.6%
		AM Reverse Peak	94.0%	98.0%	93.3%	99.6%	98.0%
		PM Peak	94.0%	98.8%	93.0%	97.5%	97.7%
		Total Peak	94.0%	97.5%	92.0%	97.4%	97.2%
		Off Peak Weekday	94.0%	93.7%	90.6%	96.6%	96.9%
		Weekend	94.0%	87.3%	92.8%	97.3%	97.8%
	Harlem Line	Overall	94.0%	96.9%	93.9%	94.3%	96.8%
		AM Peak	94.0%	98.3%	91.4%	92.3%	95.6%
		AM Reverse Peak	94.0%	99.2%	96.5%	93.2%	97.2%
		PM Peak	94.0%	99.6%	95.2%	92.8%	96.4%
		Total Peak	94.0%	99.0%	93.7%	92.6%	96.2%
		Off Peak Weekday	94.0%	97.8%	93.3%	94.2%	96.6%
		Weekend	94.0%	91.8%	95.7%	97.6%	98.1%
	New Haven Line	Overall	92.0%	95.6%	90.0%	87.7%	93.7%
		AM Peak	92.0%	94.9%	85.7%	81.9%	90.6%
		AM Reverse Peak	92.0%	96.0%	91.1%	89.8%	94.6%
		PM Peak	92.0%	98.6%	91.2%	86.7%	94.3%
		Total Peak	92.0%	96.5%	88.7%	85.0%	92.7%
		Off Peak Weekday	92.0%	94.9%	89.6%	86.7%	93.1%
		Weekend	92.0%	95.5%	92.8%	94.6%	96.9%
Operating Statistics							
Trains Scheduled				19,324	151,392	19,444	148,012
Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>				10.6	12.2	10.5	11.8
Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			1,000	121	2,110	184	1,112
Trains Canceled			160	2	335	8	73
Trains Terminated			160	13	354	14	222
Percent of Scheduled Trips Completed			99.8%	99.9%	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%	99.8%	99.4%	99.6%	99.7%
		AM Peak	99.8%	99.8%	98.8%	99.3%	99.4%
		AM Reverse Peak	99.8%	100.0%	99.9%	99.8%	99.9%
		PM Peak	99.8%	99.4%	98.8%	99.5%	99.6%
		Total Peak	99.8%	99.7%	98.9%	99.5%	99.6%
		Off Peak Weekday	99.8%	99.9%	99.7%	99.6%	99.8%
		Weekend	99.8%	99.9%	99.8%	99.7%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.6%	99.7%	99.9%
		PM Peak	99.8%	100.0%	99.7%	99.7%	99.9%
	Harlem Line	AM Peak	99.8%	99.6%	99.3%	99.5%	99.8%
		PM Peak	99.8%	99.2%	99.3%	99.5%	99.8%
	New Haven Line	AM Peak	99.8%	99.8%	97.7%	99.0%	98.8%
		PM Peak	99.8%	99.2%	97.8%	99.5%	99.3%

Categories of Delay		2014 Data			2013 Data	
		July	August	YTD thru August	August	YTD thru August
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	2330	1704	16685	3204	7990
	Capital Projects	3	4	87	2	81
	Maintenance of Equipment	374	96	2261	64	1327
	Operations Services	65	61	938	21	218
	Police Incidents	104	78	1005	60	411
	Other	3	4	87	131	210
	Customers	191	167	1390	73	435
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	5	4	229	0	4
	Weather and Environmental	76	26	1369	10	389

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	Late	Cxld	Term
08/01	Fri	Operating restrictions at various locations on all three lines.	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	11	0	0
08/02	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	13	0	0	13	0	0
08/02	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0
08/07	Thu	Operating restrictions at various locations on all three lines.	2	0	0	1	0	0	0	0	0	9	0	0	0	0	0	12	0	0
08/07	Thu	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	1	0	0	0	0	0	14	0	0	0	0	0	16	0	0
08/08	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
08/08	Fri	Trains were held due to scheduled trains ahead.	2	0	0	0	0	0	1	0	0	10	0	0	0	0	0	13	0	0
08/08	Fri	Train 1375 had dead car propulsion faults on cars 9601, 9631, 9530 and poor acceleration on track 3 at Greenwich.	0	0	0	0	0	0	1	0	0	10	0	0	0	0	0	11	0	0
08/08	Fri	Operating restrictions at various locations on all three lines.	4	0	0	2	0	0	0	0	0	14	0	0	0	0	0	20	0	0
08/09	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	0
08/09	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	41	0	0	41	0	0

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

DateDayDESCRIPTION OF EVENT			Number of Late Trains																		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL			
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
08/10	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0
08/10	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	0	24	0	0	24	0	0
08/11	Mon	Operating restrictions at various locations on all three lines.	6	0	0	1	0	0	0	0	0	5	0	0	0	0	0	12	0	0	
08/11	Mon	2A Track Circuit is dropping intermittently at CP3, causing delays.	8	0	0	0	0	0	0	0	0	7	0	0	0	0	0	15	0	0	
08/11	Mon	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0	
08/14	Thu	Operating restrictions at various locations on all three lines.	5	0	0	0	0	0	1	0	0	11	0	0	0	0	0	17	0	0	
08/15	Fri	Operating restrictions at various locations on all three lines.	2	0	0	1	0	0	2	0	0	9	0	0	0	0	0	14	0	0	
08/16	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	24	0	0	24	0	0	
08/16	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	0	
08/17	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	
08/17	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	14	0	0	14	0	0	
08/18	Mon	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	10	0	0	

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend					
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/18	Mon	Operating restrictions at various locations on all three lines.	4	0	0	2	0	0	1	0	0	15	0	0	0	0	0	22	0	0
08/19	Tue	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	0	0
08/19	Tue	Operating restrictions at various locations on all three lines.	4	0	0	0	0	0	0	0	0	14	0	0	0	0	0	18	0	0
08/21	Thu	Operating restrictions at various locations on all three lines.	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	10	0	0
08/22	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	11	0	0	0	0	0	12	0	0
08/23	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0
08/23	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	23	0	0	23	0	0
08/24	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	20	0	0
08/24	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	14	0	0	14	0	0
08/28	Thu	Operating restrictions at various locations on all three lines.	10	0	0	0	0	0	0	0	0	4	0	0	0	0	0	14	0	0
08/28	Thu	A ground in the overhead wire on track 3 between Cat. 523 and Cat. 537 (East Norwalk to South Norwalk).	8	0	0	3	0	0	0	0	0	2	0	0	0	0	0	13	0	0
08/29	Fri	All trains held between CP217 and CP229 due to police activity.	0	0	0	0	0	0	0	0	0	14	0	0	1	0	0	15	0	0

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

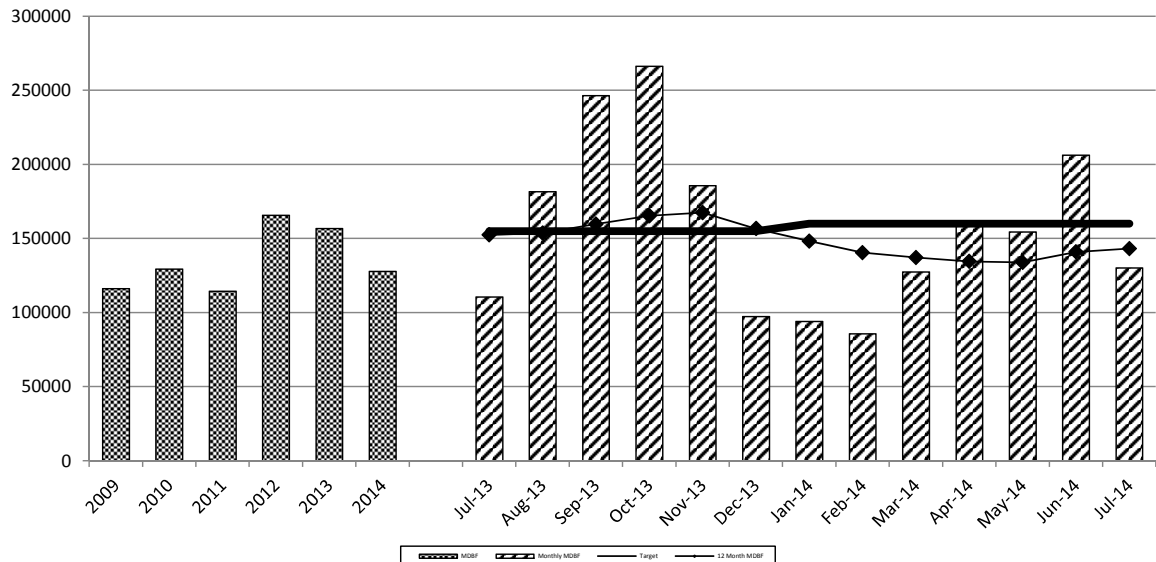
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/30	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
TOTAL FOR MONTH			67	0	0	11	0	0	7	0	0	218	0	0	361	0	0	664	0	0
																		664		

	Equip- ment Type	Total Fleet Size	2014 Data						2013 Data		
			MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M246	82	60,000	23,914	7	13	29,341	38,930	38,671	24	60,770
	M8	360	280,000	245,864	9	10	196,602	215,434	137,692	12	189,319
	M3	140	135,000	117,687	2	3	154,157	189,827	172,013	2	202,191
	M7	336	460,000	297,553	4	7	358,163	452,101	278,419	7	556,826
	Coach	213	295,000	243,637	5	6	205,598	235,518	354,267	4	358,781
	P-32	31	35,000	19,361	5	10	24,530	26,447	22,199	9	30,355
	BL-20	12	12,000	12,524	3	3	15,378	17,456	26,826	1	9,734
	Fleet	1174	160,000	132,663	35	52	128,189	143,456	110,459	59	146,835
	M2/4/6/8		140,000	120,414	16	23	96,609	104,964	71,678	36	97,923
	M3/7		320,000	243,593	6	10	301,495	377,672	254,773	9	445,370
	Diesel/Coach		120,000	89,106	13	19	97,338	108,521	117,406	14	124,759

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	August	YTD thru August	August	YTD thru August
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%	96.5%	95.3%	96.9%	97.2%
		AM Peak	97.1%	94.2%	95.0%	97.4%	98.2%
		PM Peak	96.3%	97.8%	95.4%	96.2%	97.0%
		Total Peak		95.9%	95.2%	96.8%	97.7%
		Off Peak Weekday	97.1%	95.9%	95.4%	96.7%	96.8%
		Weekend	97.3%	98.7%	95.4%	97.4%	97.0%
	Pascack Line	Overall	97.6%	96.2%	95.9%	96.7%	97.5%
	Valley Line	AM Peak	97.8%	94.0%	96.1%	99.4%	98.7%
		PM Peak	97.3%	95.9%	95.4%	94.8%	97.5%
		Total Peak		94.9%	95.8%	97.3%	98.1%
		Off Peak Weekday	97.5%	96.1%	95.8%	95.5%	97.1%
		Weekend	97.8%	97.9%	96.4%	97.2%	97.2%
	Port Jervis Line	Overall	96.2%	97.1%	94.5%	97.1%	96.7%
		AM Peak	96.2%	94.4%	93.4%	94.7%	97.6%
		PM Peak	95.2%	100.0%	95.4%	97.7%	96.5%
		Total Peak		97.2%	94.4%	96.2%	97.1%
		Off Peak Weekday	96.5%	95.6%	94.8%	97.7%	96.4%
		Weekend	96.5%	100.0%	93.9%	97.6%	96.7%
Operating Statistics							
	Trains Scheduled			1,703	13,375	1,508	12,990
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			19.7	19.1	18.7	20.9
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	22	237	19	138
	Trains Canceled			12	65	3	27
	Trains Terminated			4	29	5	32
	Percent of Scheduled Trips Completed		99.8%	99.1%	99.3%	99.5%	99.5%

AUGUST 2014 STANDEE REPORT

East of Hudson			AUGUST 2013	YTD 2013	AUGUST 2014	YTD 2014
Daily Average	Hudson Line	Program Standees	0	0	0	0
AM Peak		Add'l Standees	2	0	0	1
		Total Standees	2	0	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	12	11
		Total Standees	0	0	12	11
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	23	26	4	65
		Total Standees	23	26	4	65
EAST OF HUDSON TOTAL - AM PEAK			25	26	16	77
Daily Average	Hudson Line	Program Standees	0	0	0	0
PM Peak		Add'l Standees	0	0	0	2
		Total Standees	0	0	0	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	3	4	7
		Total Standees	2	3	4	7
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	17	19	48
		Total Standees	11	17	19	48
EAST OF HUDSON TOTAL - PM PEAK			13	20	23	57

West of Hudson			AUGUST 2013	YTD 2013	AUGUST 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).

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



MONTHLY OPERATING REPORT

July 2014

Date Issued:
Friday, August 08, 2014

Performance Summary			2014 Data			2013 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
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%	91.8%	91.1%	91.7%	96.1%
		AM Peak	93.0%	93.0%	87.7%	86.8%	94.5%
		AM Reverse Peak	93.0%	96.5%	92.9%	94.9%	96.8%
		PM Peak	93.0%	93.8%	92.1%	93.1%	96.6%
		Total Peak	93.0%	93.9%	90.2%	90.6%	95.6%
		Off Peak Weekday	93.0%	89.9%	90.4%	90.2%	95.7%
		Weekend	93.0%	92.0%	93.9%	96.0%	97.7%
	Hudson Line	Overall	94.0%	91.6%	91.4%	92.9%	97.3%
		AM Peak	94.0%	93.1%	89.9%	89.7%	96.6%
		AM Reverse Peak	94.0%	95.5%	92.6%	94.3%	97.8%
		PM Peak	94.0%	96.5%	92.1%	95.6%	97.7%
		Total Peak	94.0%	94.8%	91.2%	92.8%	97.2%
		Off Peak Weekday	94.0%	89.0%	90.2%	91.2%	96.9%
		Weekend	94.0%	90.8%	93.6%	96.0%	97.9%
	Harlem Line	Overall	94.0%	92.2%	93.5%	93.7%	97.1%
		AM Peak	94.0%	93.2%	90.4%	90.6%	96.1%
		AM Reverse Peak	94.0%	98.0%	96.1%	96.0%	97.9%
		PM Peak	94.0%	92.1%	94.6%	94.0%	97.0%
		Total Peak	94.0%	93.6%	92.9%	92.8%	96.7%
		Off Peak Weekday	94.0%	91.2%	92.6%	93.2%	97.0%
		Weekend	94.0%	91.6%	96.3%	96.2%	98.1%
	New Haven Line	Overall	92.0%	91.6%	89.2%	89.4%	94.6%
		AM Peak	92.0%	92.9%	84.4%	82.0%	91.9%
		AM Reverse Peak	92.0%	95.7%	90.4%	94.3%	95.3%
		PM Peak	92.0%	93.4%	90.2%	90.9%	95.5%
		Total Peak	92.0%	93.5%	87.6%	87.4%	93.8%
		Off Peak Weekday	92.0%	89.5%	88.8%	87.2%	94.1%
		Weekend	92.0%	93.0%	92.4%	96.0%	97.2%
Operating Statistics							
Trains Scheduled				19,595	132,068	19,122	128,585
Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>				10.4	12.4	11.2	12.2
Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			1,000	192	1,989	265	928
Trains Canceled			160	5	333	26	65
Trains Terminated			160	52	341	49	208
Percent of Scheduled Trips Completed			99.8%	99.7%	99.5%	99.6%	99.8%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.6%	99.4%	99.5%	99.7%
		AM Peak	99.8%	99.1%	98.6%	99.0%	99.4%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.2%	98.7%	99.6%	99.6%
		Total Peak	99.8%	99.3%	98.8%	99.4%	99.6%
		Off Peak Weekday	99.8%	99.8%	99.7%	99.7%	99.8%
		Weekend	99.8%	99.9%	99.8%	99.4%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.6%	99.9%	99.9%
		PM Peak	99.8%	99.9%	99.7%	100.0%	99.9%
	Harlem Line	AM Peak	99.8%	98.6%	99.3%	99.3%	99.9%
		PM Peak	99.8%	99.4%	99.3%	99.6%	99.8%
	New Haven Line	AM Peak	99.8%	98.9%	97.4%	98.3%	98.8%
		PM Peak	99.8%	98.6%	97.7%	99.3%	99.3%

Categories of Delay		2014 Data			2013 Data	
		June	July	YTD thru July	July	YTD thru July
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	2153	2330	14981	2216	4786
	Capital Projects	55	3	83	4	79
	Maintenance of Equipment	219	374	2165	328	1263
	Operations Services	57	65	877	34	197
	Police Incidents	134	104	927	88	351
	Other	55	3	83	4	79
	Customers	245	191	1223	81	362
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	8	5	225	2	4
	Weather and Environmental	23	76	1343	110	379

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
07/01	Tue	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	0	0	0	2	0	0	12	0	0	0	0	0	15	0	0
07/01	Tue	Operating restrictions at various locations on all three lines.	5	0	0	1	0	0	0	0	0	12	0	0	0	0	0	18	0	0
07/01	Tue	Train 953 was unable to recover from a penalty brake application on track 1 at CP4, 138th Street Bridge.	0	0	0	0	0	0	12	0	1	15	0	0	1	0	0	28	0	1
07/02	Wed	Speed restrictions due to track conditions on Hudson and Harlem lines.	0	0	0	0	0	0	9	0	0	19	0	0	0	0	0	28	0	0
07/02	Wed	Operating restrictions at various locations on all three lines.	1	0	0	0	0	0	3	0	0	31	0	0	0	0	0	35	0	0
07/02	Wed	Track circuits down on track 2 at CP106 Interlocking and the 1022BK on track 2 at Williams Bridge.	0	0	0	0	0	0	4	0	0	10	0	0	0	0	0	14	0	0
07/02	Wed	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
07/02	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	0	0
07/02	Wed	Restricted cab signals on track 3 between Rye and Harrison, causing delays.	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	10	0	0
07/03	Thu	Amtrak Train 2168 caused wire damage on tracks 2 and 4 between CP223 and CP229, causing delays.	0	0	0	0	0	0	11	0	4	21	0	0	1	0	0	33	0	4
07/03	Thu	High water conditions at various locations.	0	0	0	0	0	0	6	0	1	16	0	0	0	0	0	22	0	1

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

DateDayDESCRIPTION OF EVENT			Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/07	Mon	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	14	0	0	0	0	0	15	0	0
07/07	Mon	Congestion account train 1552 stopped on track 1 at 86th Street.	0	0	0	0	0	0	2	0	0	15	0	0	0	0	0	17	0	0
07/08	Tue	Train 1811 was disabled on track 1 at Old Greenwich, stopped at Cat. 347 and unable to take power.	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1
07/08	Tue	Operating restrictions at various locations on all three lines.	18	0	0	1	0	0	0	0	0	3	0	0	0	0	0	22	0	0
07/08	Tue	Delays at various locations due to programmed Track Work on all three lines.	2	0	0	0	0	0	0	0	0	13	0	0	0	0	0	15	0	0
07/08	Tue	Train 1427 was disabled in Park Avenue Tunnel at 80th Street on track 2.	38	0	0	3	0	0	0	0	0	5	0	0	0	0	0	46	0	0
07/08	Tue	Trains were held due to scheduled trains ahead.	1	0	0	0	0	0	1	0	0	12	0	0	0	0	0	14	0	0
07/09	Wed	Trains were held due to scheduled trains ahead.	8	0	0	1	0	0	0	0	0	5	0	0	0	0	0	14	0	0
07/10	Thu	Operating restrictions at various locations on all three lines.	1	0	0	3	0	0	0	0	0	24	0	0	0	0	0	28	0	0
07/11	Fri	Operating restrictions at various locations on all three lines.	1	0	0	0	0	0	2	0	0	31	0	0	0	0	0	34	0	0
07/11	Fri	Congestion from GCT to CP5 due to ED Track Circuit down.	13	0	0	3	0	0	1	0	0	1	0	0	0	0	0	18	0	0
07/12	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	41	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	Late	Cxld	Term
07/12	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	52	0	0	52	0	0
07/13	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	38	0	0	38	0	0
07/13	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0
07/14	Mon	Operating restrictions at various locations on all three lines.	11	0	0	1	0	0	0	0	0	2	0	0	0	0	0	14	0	0
07/14	Mon	All circuits were down from CP124 to CP5 as well as track circuit 2661BK on track 1 at Hawthorne.	0	0	0	0	0	0	15	0	0	13	0	0	0	0	0	28	0	0
07/15	Tue	Operating restrictions at various locations on all three lines.	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	10	0	0
07/16	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	32	0	0
07/16	Wed	Operating restrictions at various locations on all three lines.	12	0	0	0	0	0	1	0	0	2	0	1	0	0	0	15	0	1
07/16	Wed	Trains were held due to scheduled trains ahead.	3	0	0	1	0	0	0	0	0	9	0	0	0	0	0	13	0	0
07/17	Thu	Operating restrictions at various locations on all three lines.	1	0	0	3	0	0	0	0	0	6	0	0	0	0	0	10	0	0
07/18	Fri	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	2	0	0	22	0	0	1	0	0	25	0	0
07/18	Fri	Operating restrictions at various locations on all three lines.	2	0	0	1	0	0	2	0	0	6	0	0	0	0	0	11	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	Late	Cxld	Term
07/18	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	29	0	0	0	0	0	30	0	0
07/19	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	40	0	0	40	0	0
07/19	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	18	0	2
07/19	Sat	A boulder rolled onto track 2 and damaged track at MP 44.2 between Manitou and Peekskill.	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13	0	1	14
07/20	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
07/20	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	11	0	0	11	0	0
07/21	Mon	Operating restrictions at various locations on all three lines.	7	0	0	0	0	0	0	0	0	10	0	0	0	0	0	17	0	0
07/22	Tue	Operating restrictions at various locations on all three lines.	1	0	0	1	0	0	14	0	0	22	0	0	0	0	0	38	0	0
07/22	Tue	Train 1560 was terminated on track 1 south of CP3 due to loss of brake press.	2	0	0	0	0	0	17	0	1	9	0	0	0	0	0	28	0	1
07/22	Tue	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	1	0	0	3	0	0	16	0	0	0	0	0	21	0	0
07/22	Tue	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
07/23	Wed	Operating restrictions at various locations on all three lines.	2	0	0	0	0	0	14	0	0	17	0	0	0	0	0	33	0	0

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

DateDayDESCRIPTION OF EVENT			Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
07/23	Wed	Congestion account the 2A Track Circuit was down on track 2 at CP3.	0	0	0	0	0	0	2	0	0	15	0	0	0	0	0	17	0	0
07/23	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	0	0
07/24	Thu	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	0	0
07/24	Thu	Operating restrictions at various locations on all three lines.	5	0	0	0	0	0	0	0	0	9	0	0	0	0	0	14	0	0
07/25	Fri	Operating restrictions at various locations on all three lines.	4	0	0	2	0	0	3	0	0	18	0	0	1	0	0	28	0	0
07/25	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	16	0	0	0	0	0	17	0	0
07/25	Fri	Trains were held due to scheduled trains ahead.	1	0	0	0	0	0	1	0	0	10	0	0	1	0	0	13	0	0
07/26	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
07/26	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
07/29	Tue	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	0	0	0	0	0	0	18	0	0	0	0	0	19	0	0
07/30	Wed	Operating restrictions at various locations on all three lines.	1	0	0	0	0	0	3	0	0	19	0	0	0	0	0	23	0	0
07/31	Thu	Operating restrictions at various locations on all three lines.	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	12	0	0

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

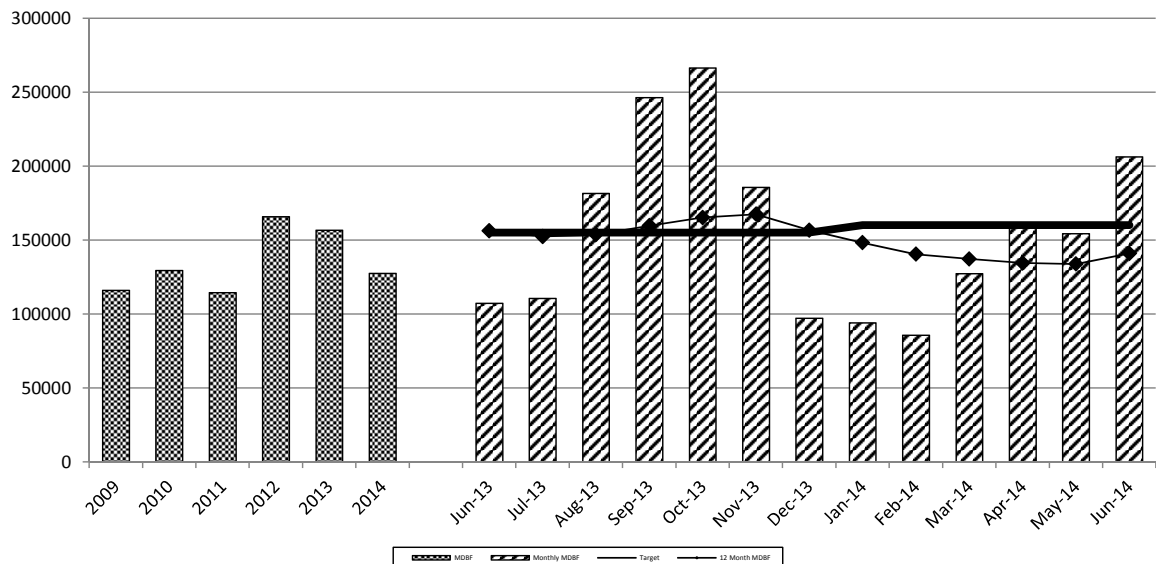
Date			Day			DESCRIPTION OF EVENT			Number of Late Trains															TOTAL		
									AM Peak			AM Reverse			PM Peak			Off Peak			Weekend					
									L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
TOTAL FOR MONTH									162	0	1	22	0	0	135	0	7	658	0	2	282	1	15	1259	1	25
																								1285		

	Equip- ment Type	Total Fleet Size	2014 Data						2013 Data		
			MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M246	82	60,000	46,934	8	8	30,069	39,924	13,798	30	66,127
	M8	356	280,000	225,558	8	10	188,905	204,083	208,366	7	205,622
	M3	140	135,000	313,974	2	1	163,275	198,866	155,456	2	208,898
	M7	336	460,000	514,543	4	4	371,421	449,574	326,733	6	671,464
	Coach	213	295,000	1,378,515	5	1	200,031	241,607	706,836	2	359,566
	P-32	31	35,000	26,516	5	7	25,732	26,827	48,650	4	32,394
	BL-20	12	12,000	29,942	3	1	16,092	18,664	3,795	8	8,729
	Fleet	1170	160,000	206,164	35	32	127,416	140,928	107,160	59	155,815
	M2/4/6/8		140,000	146,170	16	18	93,209	99,768	65,203	37	104,819
	M3/7		320,000	474,429	6	5	314,654	380,887	293,914	8	511,345
	Diesel/Coach		120,000	177,118	13	9	98,967	111,323	117,045	14	126,113

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	July	YTD thru July	July	YTD thru July
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%	96.7%	95.2%	96.8%	97.2%
		AM Peak	97.1%	98.7%	95.1%	98.4%	98.3%
		PM Peak	96.3%	96.5%	95.0%	96.2%	97.2%
		Total Peak		97.6%	95.1%	97.3%	97.8%
		Off Peak Weekday	97.1%	96.3%	95.4%	95.9%	96.9%
		Weekend	97.3%	95.9%	95.0%	98.0%	96.9%
	Pascack Line	Overall	97.6%	97.7%	95.9%	96.8%	97.6%
		Valley Line	AM Peak	97.8%	98.9%	96.4%	98.3%
	PM Peak		97.3%	97.4%	95.3%	92.9%	97.9%
	Total Peak			98.2%	95.9%	95.8%	98.2%
	Off Peak Weekday		97.5%	97.5%	95.8%	97.5%	97.3%
	Weekend		97.8%	97.2%	96.1%	98.7%	97.2%
	Port Jervis Line	Overall	96.2%	95.3%	94.1%	96.7%	96.7%
		AM Peak	96.2%	98.5%	93.3%	98.5%	98.1%
		PM Peak	95.2%	95.5%	94.7%	100.0%	96.4%
		Total Peak		97.0%	94.0%	99.2%	97.2%
		Off Peak Weekday	96.5%	94.5%	94.7%	94.2%	96.2%
		Weekend	96.5%	93.7%	93.0%	97.6%	96.6%
Operating Statistics							
Trains Scheduled			1,728	11,672	1,458	11,482	
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			16.6	19.1	18.7	21.2	
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	19	215	15	119	
Trains Canceled			4	53	5	24	
Trains Terminated			4	25	3	27	
Percent of Scheduled Trips Completed			99.8%	99.5%	99.3%	99.5%	99.6%

JULY 2014 STANDEE REPORT

East of Hudson

East of Hudson			JULY 2013	YTD 2013	JULY 2014	YTD 2014
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	2
		Total Standees	0	0	1	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	52	11
		Total Standees	0	0	52	11
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	9	27	16	74
		Total Standees	9	27	16	74
	EAST OF HUDSON TOTAL - AM PEAK			9	27	69
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	2	3
		Total Standees	0	1	2	3
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	11	3	11	7
		Total Standees	11	3	11	7
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	25	17	37	52
		Total Standees	25	17	37	52
	EAST OF HUDSON TOTAL - PM PEAK			36	21	50

West of Hudson

West of Hudson			JULY 2013	YTD 2013	JULY 2014	YTD 2014
Daily Average	Port Jervis	Program Standees	0	0	0	0
AM Peak	Line	Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
	Valley Line	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	Port Jervis	Program Standees	0	0	0	0
PM Peak	Line	Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
	Valley Line	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. Annulled or terminated trains are not included in this report.

Holidays and Special Events for which there are special equipment programs are not included.



FINANCIAL STATEMENTS

MONTH ENDED: JULY 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

July YTD financial results were 3.4% better than plan with a net operating deficit that was \$18.3 million lower than the Mid-Year Forecast. Operating Revenues were \$2.8 million higher than Forecast reflecting better than expected growth in non-commutation ridership. Operating expenses included a retroactive wage agreement (RWA) provision for 2010-2014 based on anticipated labor contract settlements. Overall, net operating expenses were \$15.5 million or 1.7% lower than projected due to timing differences in recording the RWA accrual, lower professional services fees and lower material usage. These decreases were offset by West of Hudson employee claims payments.

Operating expense results include higher year-to-date overtime costs of \$1.3 million. The primary drivers of this increase include higher than projected costs for operations coverage and repair costs for fire damaged signal equipment at Cos Cob, as well as higher holiday and vacation coverage requirements, and the completion of grade crossing repairs on the Danbury Branch.

Reimbursable Capital program expenditures (and reimbursements) were \$31.3 million lower than Forecast due to revised timing of several budgeted projects (Positive Train Control, Hurricane Sandy and MNR Technology Move) and timing of reimbursable RWA accruals.

Ridership

Total ridership was 7.5 million for July and 48.5 million YTD which was 0.3% above the Mid-Year Forecast, reflecting higher non-commutation ridership.

East of Hudson

- YTD Ridership of 47.6 million was 0.6% higher than the Mid-Year Forecast on all lines.
- July ridership of 7.4 million was 2.2% above the Mid-Year Forecast.
- YTD Commutation ridership was higher than the Mid-Year Forecast by 0.6% and 0.2% higher for the month. July YTD commutation was 0.2% lower than 2013.
- YTD Non-commutation ridership was 1.3% higher than the Mid-Year Forecast and 4.5% higher for the month. Compared to 2013, YTD non-commutation was 0.9% higher.

West of Hudson

- YTD Ridership was higher than the Mid-Year Forecast by 0.6%. July ridership was 1.0% higher than the Mid-Year Forecast.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through July was \$492.9 million, or 5.5% lower than the Mid-Year Forecast:

- Fare Box Revenue of \$371.6 million was \$2.3 million higher than the Mid-Year Forecast due to the higher non-commutation ridership noted above.
- Other Operating Revenue of \$31.4 million was \$0.5 million above the Mid-Year Forecast mainly due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$89.9 million was \$31.3 million lower than the Mid-Year Forecast due to project timing previously discussed.

Expenses

Total YTD non-reimbursable and reimbursable expenses of \$1,013.1 million through July were \$46.8 million (4.4%) lower than the Mid-Year Forecast:

- \$25.7 million was attributable to lower non-labor costs. These were primarily driven by timing differences in capital project expenditures and lower operations costs for contractual services and material usage also due to timing.
- Total Labor costs (operating and capital) were \$23.0 million lower than the Mid-Year Forecast primarily due to timing of RWA accruals for pensions and reimbursable project costs.

Financial Performance Measures

The YTD performance indicators reflect overall lower overall expenses and higher non-commutation ridership:

- Adjusted Farebox Operating Ratio of 56.9% through July was 1.8% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$15.27 for the period was \$0.49 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$7.90 for the period was on target to the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JULY 2014 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$28.6 million (5.5%) lower than the Mid-Year Forecast through July:

- **Fare Box Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$2.3 and \$1.2 million, respectively, due to higher non-commutation ridership.
- **Other Operating Revenue** – year-to-date was higher than the Mid-Year Forecast by \$0.5 million primarily due to higher GCT net retail revenue and higher advertising proceeds. For the month, revenue was \$0.2 million lower than the Mid-Year Forecast.
- **Capital and Other Reimbursements** – year-to-date and the month were lower by \$31.3 million and \$16.1 million, respectively, due to timing differences/rescheduling of capital projects (Positive Train Control, Hurricane Sandy Infrastructure, and MNR Technology Move) and timing of reimbursable retroactive wage adjustment (RWA) accruals.

EXPENSES

Total Expenses – Year-to-date expenses of \$1,013.1 million were \$46.8 million (4.4%) lower than the Mid-Year Forecast. For the month, expenses were \$27.9 million (10.7%) lower than the Mid-Year Forecast.

- **Labor expenses** (including fringes and overhead recoveries) were \$608.8 million YTD. This was \$23.0 million below the Mid-Year Forecast primarily due to timing differences in the recording of RWA accruals for pensions and reimbursable labor costs.
- **Non-Labor Expenses**
YTD non-labor expenses were \$229.7 million, \$25.7 million lower than Mid-Year Forecast and \$8.0 million lower for the month.
 - **Electric Power** – \$4.3 million lower year-to-date than the Mid-Year Forecast primarily due to lower than projected rates across all lines. For the month, expenses were \$1.1 million lower than the Mid-Year Forecast.
 - **Fuel** – year-to-date was \$0.7 million above the Mid-Year Forecast respectively due to higher consumption levels. For the month, expenses were \$0.1 million lower than the Mid-Year Forecast.
 - **Maintenance & Other Operating Contracts** – \$8.4 million lower year-to date than the Mid-Year Forecast primarily due to timing differences for maintenance contracts and reimbursable project activity. For the month, these costs were \$0.9 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$6.6 million below the Mid-Year Forecast primarily due to timing differences in IT services, outside training, market share study and reimbursable project activity. For the month, expenses were favorable by \$1.3 million to the Mid-Year Forecast.
 - **Materials & Supplies** – year-to-date and month expenditures were \$12.2 million and \$4.1 million below the Mid-Year Forecast, respectively, primarily due to timing differences in reimbursable project activity.
 - **Other Business Expenses** –YTD was \$1.0 million higher than the Mid-Year Forecast due to lower track rights recoveries and higher than budgeted material purchases for reimbursable capital projects. For the month, expenses were \$0.2 million lower than the Mid-Year Forecast.
 - **Depreciation and Other Non-Cash Liability Adjustments** – \$1.9 million higher than the Mid-Year Forecast due to higher depreciation expense as a result of timing.

CASH DEFICIT

The Cash Deficit through July of \$239.7 million was \$21.4 million favorable to the Mid-Year Forecast. This is primarily due to lower cash disbursements of \$22.7 million (mainly due to the lower overall expenses), \$3.4 million higher cash collections (timing and higher farebox receipts); these were partly offset by lower capital reimbursements of \$4.7 million (timing).

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
JULY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.220)	(5.0%)	Lower net GCT retail revenue primarily due to timing of project payments.	\$0.476	1.5%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$16.143)	(53.3%)	Lower reimbursements reflect scheduling changes in capital project expenditures and timing differences in recording RWA.	(\$31.314)	(25.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures and timing differences in recording RWA.
PAYROLL	Reimb	\$5.254	59.2%	Favorable variance primarily reflects timing of reimbursable payroll retroactive wage adjustment (RWA) accruals which will be reflected in August.	\$6.588	24.2%	Favorable variance reflects timing of reimbursable payroll retroactive wage adjustment (RWA) accruals which will be reflected in August and timing differences for the following projects: C-29 Track, Misc. NHL I&C Projects, Catenary C1 & C2, Harmon Shop Improvement, Cyclical Track Program, Hurricane Sandy - C&S and Power, EAst of Hudson Overhead Bridge Program and Positive Train Control.
OVERTIME	Reimb	\$1.481	47.9%	Favorable variance reflects timing of reimbursable overtime retroactive wage adjustment (RWA) accruals which will be reflected in August.	\$2.153	19.3%	Favorable variance reflects timing of reimbursable overtime retroactive wage adjustment (RWA) accruals which will be reflected in August and lower activity on the CDOT Bridge and Catenary "C1B" project.
HEALTH AND WELFARE	Reimb	\$0.059	4.7%		\$0.561	7.6%	Reflects lower project activity.
PENSIONS	Non-Reimb	\$12.562	65.8%	Favorable variance reflects the timing of RWA accruals for pensions which will be recorded based on subsequent actuarial estimates.	\$12.743	22.7%	Favorable variance reflects the timing of RWA accruals for pensions which will be recorded based on subsequent actuarial estimates.
	Reimb	\$0.681	47.8%	Reflects lower project activity and timing of RWA accruals.	\$0.974	18.7%	Reflects lower project activity and timing of RWA accruals.
OTHER FRINGE BENEFITS	Reimb	\$0.312	25.8%	Reflects rate differentials and project adjustments.	\$0.614	10.8%	Reflects rate differentials and project adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$3.216)	(46.7%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: MNR Technology Move, Track Program work and Hurricane Sandy Infrastructure.	(\$2.861)	(11.2%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Hurricane Sandy Infrastructure, Positive Train Control, Overhead Bridge Program, and W-O-H Signal Improvements.
	Reimb	\$3.105	45.9%		\$3.065	12.3%	
ELECTRIC POWER	Non-Reimb	\$1.145	15.2%	Reflects lower rates across all lines.	\$4.372	8.1%	Reflects lower rates across all lines.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
JULY 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FUEL	Non-Reim	\$0.148	7.1%	Reflects timing of expenses on the New Haven Line for the period.	(\$0.720)	(4.4%)	
INSURANCE	Non-Reimb	\$0.292	18.8%	Lower liability insurance expense for the month.	\$0.494	4.8%	Lower liability insurance expense for the month.
	Reimb	\$0.021	6.3%	Reflects lower project activity.	\$0.015	0.8%	
CLAIMS	Non-Reimb	(\$0.193)	*	Primarily reflects Spuyten Duyvil and NHL derailment injury claim settlements.	(\$4.623)	*	Primarily reflects an accruals of \$5.4M in claim settlements for NJT employees injured while operating MNR West of Hudson service partially offset by an accrual adjustment to reflect payments processed through the second quarter of 2014.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.576)	(6.5%)	Unfavorable variance primarily reflect timing of expenses for the Genesis locomotive overhaul (forecasted to occur in the previous month) partially offset by the timing of expenses for facility maintenance contracts.	\$2.770	4.7%	Primarily reflects timing of expense for facility maintenance contracts.
	Reimb	\$1.464	66.8%	Reflects delays on the East of Hudson Overhead Bridge Program, WoH Signal Improvements, and lower activity on the Replacemant of Timbers on Undergrade Bridges, and the C-30 Track program.	\$5.649	59.0%	Reflects delay on the East of Hudson Overhead Bridge Program, WoH Signal Improvements, GCT Leaks Remediation project, Cos Cob West Substation and lower activity on the C-30 Track Program and the Replacement of Timbers on Undergrade Bridges.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.867	30.0%	Favorable variance primarily reflects timing of expenses for legal fees, advertising, IT costs and medical services.	\$4.480	27.4%	Favorable variance primarily reflects timing of expenses for IT costs, outside training, medical services, legal fees, and MNR market share study.
	Reimb	\$0.457	30.9%	Reflects timing of Positive Train Control.	\$2.072	23.8%	Reflects timing of Positive Train Control.
MATERIAL AND SUPPLIES	Non-Reimb	\$1.133	18.1%	Reflects a favorable accrual adjustment to the obsolete material reserve for the period and lower rolling stock mechanical material usage.	\$2.185	5.0%	Primarily reflects lower rolling stock mechanical material usage.
	Reimb	\$2.998	82.5%	Reflects lower activity on the MNR Technology Move project and the Replace Timbers Undergrade Bridge and the delay on the Hurricane Sandy Power Project, NHL - Stamford Station Real-Time Info System, 2013 Cyclical Track Program, Positive Train Control, Devon Bridge Repairs and the NHL - Bridge Timbers and Mitre Rail - Walk Saga Bridge.	\$10.061	56.9%	Reflects delay on the Hurricane Sandy Power C&S Infrastructure Restoration project, Cyclical Track Program, Positive Train Control, NHL - Stamford Station Real-Time Info System, Devon Bridge Repair and the NHL - Bridge Timbers and Mitre Rail - Walk Saga Bridge. Also lower activity than forecasted on the MNR Technology Move, West Haven Station and the West of Hudson Track Program.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 JULY 2014
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.106)	(6.1%)	Unfavorable variance reflects timing of reimbursements for track rights partially offset by lower NJT Subsidy payments.	(\$0.587)	(4.1%)	
	Reimb	\$0.314	*	Primarily reflects lower than forecasted purchases for the PBX Equipment Upgrade.	(\$0.398)	(31.3%)	Reflects higher than forecasted purchases for 525 North Broadway, White Plains Project and the PBX Equipment Upgrade project.
DEPRECIATION	Non-Reimb	(\$0.987)	(5.2%)	Timing of capitalization of assets.	(\$2.751)	(2.1%)	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.009	0.0%		\$0.833	34.3%	Reflects quarterly accrual for projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.249	73.2%	Reflects lower activity during the period on the Vehicle Replacement Provision, Purchase Mobil and Rolling Stock Radio, Expand Real-Time Train Status Information - NYS, Purchase Snowmelter Elements and the Ticket Issuing Machines partially offset by higher than anticipated activity on the WOH Improvements.	\$5.553	31.9%	Reflects lower activity during the period on the Expand Real-Time Train Status Information - NYS, Ticket Issuing Machines (TIMs), Locomotive Overhaul - 6 GP 35 Locos, Vehicle Replacement project, Purchase Snowmelter Cabinets, Replace Railroad Culverts, Bridge Walkways Installation, Replace Substation Batteries and the Safety Dept. Re-Organization Vehicle partially offset by higher activity on the Employee Welfare Facility Improvements, Park Ave Tunnel (Fire Alarm System), NYPA Improvement Support, Replace/Repair Undergrade Bridges - WOH, C&S Microcomputer Replacement, and the GCT Escalators Replacement.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2014 Mid Year Forecast -
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	49,148	\$2.5	46,329	\$2.5	2,819	(\$0.0)	319,052	\$17.031	314,410	\$17.4	4,642	(\$0.3)
					5.7%	-0.7%					1.5%	-1.9%
<u>Unscheduled Service</u>	0	\$0.0	610	\$0.0	(610)	\$0.0	0	\$0.000	1,278	\$0.0	(1,278)	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	46,311	\$2.2	52,287	\$2.5	(5,976)	(\$0.3)	302,593	\$14.210	310,477	\$14.2	(7,884)	(\$0.0)
					-12.9%	-14.7%					-2.6%	0.0%
<u>Unscheduled Maintenance</u>	1,356	\$0.1	3,997	\$0.2	(2,641)	(\$0.1)	3,578	\$0.161	11,037	\$0.9	(7,459)	(\$0.7)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u> ²	18,741	\$1.1	28,441	\$1.3	(9,700)	(\$0.2)	138,739	\$7.284	175,381	\$8.0	(36,641)	(\$0.7)
					-51.8%	-16.6%					-26.4%	-9.7%
<u>Weather Emergencies</u>	1,804	\$0.1	2,022	\$0.1	(218)	\$0.0	83,212	\$3.913	83,682	\$3.9	(469)	\$0.0
					-12.1%	15.2%					-0.6%	1.0%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.000	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> ⁴	2,568	\$18.3	77	\$17.8	2,491	\$0.4	11,141	\$18.983	15,054	\$18.6	(3,913)	\$0.4
					97.0%	2.4%					-35.1%	2.0%
Subtotal	119,928	\$24.2	133,763	\$24.4	(13,835)	(\$0.193)	858,315	\$61.6	911,318	\$62.9	(53,003)	(\$1.328)
					-11.5%	-0.8%					-6.2%	-2.2%
REIMBURSABLE OVERTIME	38,567	\$3.1	31,157	\$1.6	7,410	\$1.480	191,671	\$11.2	195,925	\$9.0	(4,253)	\$2.152
					19.2%	47.9%					-2.2%	19.3%
TOTAL OVERTIME	158,495	\$27.3	164,919	\$26.0	(6,424)	\$1.287	1,049,987	\$72.8	1,107,243	\$71.9	(57,256)	\$0.824
					-4.1%	4.7%					-5.5%	1.1%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

MTA Metro-North Railroad
July Financial Plan - 2014 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	2,819	(\$0.0)		4,642	(\$0.3)	Primarily due to holiday coverage requirements.
	5.7%	-0.7%		1.5%	-1.9%	
<u>Unscheduled Service</u>	(610)	\$0.0		(1,278)	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(5,976)	(\$0.3)		(7,884)	(\$0.0)	
	-12.9%	-14.7%		-2.6%	0.0%	
<u>Unscheduled Maintenance</u>	(2,641)	(\$0.1)		(7,459)	(\$0.7)	Unscheduled right-of-way maintenance related to the Yonkers mud slide, repairs and on-going operations coverage for the Cos Cob fire and grade crossing repairs on the Danbury Branch.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u> ²	(9,700)	(\$0.2)	Vacancy and sick time coverage particularly in MofE for Yard Mechanics.	(36,641)	(\$0.7)	Primarily vacation coverage particularly in MofE for Yard Mechanics.
	-51.8%	-16.6%		-26.4%	-9.7%	
<u>Weather Emergencies</u>	(218)	\$0.0		(469)	\$0.0	
	-12.1%	15.2%		-0.6%	1.0%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	2,491	\$0.4	Accrual adjustments for retroactive wage agreement (RWA).	(3,913)	\$0.4	Accrual adjustments for retroactive wage agreement (RWA).
	97.0%	2.4%		-35.1%	2.0%	
Subtotal	(13,835)	(\$0.2)		(53,003)	(\$1.3)	
	-11.5%	-0.8%		-6.2%	-2.2%	
REIMBURSABLE OVERTIME	7,410	\$1.5		(4,253)	\$2.2	
	19.2%	47.9%		-2.2%	19.3%	
TOTAL OVERTIME	(6,424)	\$1.3		(57,256)	\$0.8	

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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	July 2014				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$56.690	\$60.704	\$4.014	7.1	\$373.150	\$376.474	\$3.324	0.9
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.593	4.965	(0.628)	(11.2)	42.819	42.877	0.058	0.1
<i>Capital & Other Reimbursements:</i>								
MTA	7.291	4.999	(2.292)	(31.4)	49.063	46.973	(2.090)	(4.3)
CDOT	6.013	2.950	(3.063)	(50.9)	35.305	33.345	(1.960)	(5.6)
Other	1.645	1.903	0.258	15.7	9.278	8.651	(0.627)	(6.8)
Total Capital and Other Reimbursements	14.949	9.852	(5.097)	(34.1)	93.646	88.969	(4.677)	(5.0)
Total Receipts	\$77.232	\$75.521	(\$1.711)	(2.2)	\$509.615	\$508.320	(\$1.295)	(0.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$41.399	\$40.401	\$0.998	2.4	\$265.537	\$264.422	\$1.115	0.4
Overtime	8.402	8.988	(0.586)	(7.0)	54.527	55.062	(0.535)	(1.0)
Health and Welfare	9.835	14.590	(4.755)	(48.3)	67.874	69.808	(1.934)	(2.8)
OPEB Current Payment	1.723	2.053	(0.330)	(19.2)	15.052	15.604	(0.552)	(3.7)
Pensions	7.187	6.986	0.201	2.8	36.701	36.313	0.388	1.1
Other Fringe Benefits	9.432	8.699	0.733	7.8	66.597	67.498	(0.901)	(1.4)
GASB Account	0.000	0.000	0.000	-	4.450	4.458	(0.008)	(0.2)
Total Labor	\$77.979	\$81.717	(\$3.738)	(4.8)	\$510.738	\$513.165	(\$2.427)	(0.5)
<i>Non-Labor:</i>								
Electric Power	\$8.475	\$5.466	\$3.009	35.5	\$49.462	\$47.671	\$1.791	3.6
Fuel	1.440	1.089	0.351	24.4	16.443	17.440	(0.997)	(6.1)
Insurance	3.058	0.000	3.058	100.0	12.106	5.947	6.159	50.9
Claims	0.127	1.491	(1.364)	*	3.401	9.804	(6.403)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.081	9.562	6.519	40.5	66.776	53.520	13.256	19.9
Professional Service Contracts	4.420	2.592	1.828	41.4	24.658	19.322	5.336	21.6
Materials & Supplies	11.293	8.345	2.948	26.1	59.244	50.847	8.397	14.2
Other Business Expenditures	3.852	4.286	(0.434)	(11.3)	27.940	30.327	(2.387)	(8.5)
Total Non-Labor	\$48.746	\$32.831	\$15.915	32.6	\$260.030	\$234.878	\$25.152	9.7
<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	\$126.725	\$114.548	\$12.177	9.6	\$770.768	\$748.043	\$22.725	2.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$49.493)	(\$39.027)	\$10.466	21.1	(\$261.153)	(\$239.723)	\$21.430	8.2
Subsidies								
MTA	43.598	18.691	(24.907)	(57.1)	192.997	155.242	(37.755)	(19.6)
CDOT	5.894	12.525	6.631	*	66.089	70.638	4.549	6.9
Total Subsidies	\$49.493	\$31.216	(\$18.277)	(36.9)	\$259.086	\$225.880	(\$33.206)	(12.8)
Cash Timing and Availability Adjustment	\$0.000	\$8.545	\$8.545	-	\$0.000	\$14.577	\$14.577	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

\$ Detail

Generic Receipt or Expense Category	July Month vs Forecast			Year-To-Date as of July 31, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	4,014	7.1%	Higher ridership combined with timing of receipts in transit.	3,324	0.9%	
OTHER OPERATING REVENUE	(0.628)	(11.2%)	Timing of quarterly payment to MTA for LaSalle charges partially offset by higher LaSalle revenue and Other & Misc. Revenue.	0.059	0.1%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2,292)	(31.4%)	Lower cash receipts due to lower project activity combined with lower receipts due to timing.	(2,090)	(4.3%)	
CDOT	(3,063)	(50.9%)	Lower cash receipts due to timing and lower project activity partially offset by timing of cash receipts for cap admin for Q1 2014.	(1,960)	(5.6%)	Lower cash receipts due to timing of payments partially offset by timing of CDOT cap admin receipts and higher project activity.
OTHER	0.258	15.7%	Higher cash receipts due to timing partially offset by lower project activity.	(0.627)	(6.8%)	Lower cash receipts due to lower project activity partially offset by lower receipts due to timing of payments.
PAYROLL	0.998	2.4%		1,115	0.4%	
OVERTIME	(0.586)	(7.0%)	Mainly due to vacancies/absenteeism coverage for must-fill positions within the carmen, machinists and electricians crafts required to perform FRA mandated functions and periodic maintenance requirements.	(0.535)	(1.0%)	
HEALTH & WELFARE	(4,755)	(48.3%)	Prepayment of August NYSHIP combined with timing of Dental/Vision premium partially offset by rate and headcount favorability.	(1,934)	(2.8%)	
OPEB CURRENT PAYMENT	(0.330)	(19.2%)	Higher retiree health benefit payments.	(0.552)	(3.7%)	
PENSIONS	0.201	2.8%		0.388	1.1%	
OTHER FRINGE BENEFITS	0.733	7.8%	Lower FELA claim payments than anticipated.	(0.901)	(1.4%)	
GASB ACCOUNT	0.000	0.0%		(8,000)	0.0%	
ELECTRIC POWER	3,009	35.5%	Timing of Connecticut Light & Power July invoice.	1,791	3.6%	
FUEL	0.351	24.4%	Correction of prior months entries partially offset by timing of payments.	(0.997)	(6.1%)	Timing of payments combined with higher consumption on the Harlem & Hudson Lines.
INSURANCE	3,058	100.0%	Timing of payment for Catastrophic Bond Insurance combined with timing of quarterly payments for Station Liability.	6,159	50.9%	Timing of payments for Agency Property, Catastrophic Bond, Force Account and Station Liability Insurances.
CLAIMS	(1,364)	*	Passenger injury settlements relating to the Spuyten Duyvil, New Haven Line property damage and misc. other passenger settlements.	(6,403)	*	Passenger injury settlements relating to the Spuyten Duyvil and New Haven Line incidents.

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

\$ Detail

Generic Receipt or Expense Category	July Month vs Forecast			Year-To-Date as of July 31, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	6.519	40.5%	Timing of payment to MTA for police services, capital related projects (including Overhead Bridge Program, West of Hudson Signal improvements, Vehicle replacement provision (2014) and Bridge Timber replacement program).	13.256	19.9%	Timing of capital related projects (Overhead Bridge Program, West of Hudson Signal improvements, West of Hudson Improvements (per NJT agreement), GCT Leaks Remediation and Locomotive Overhaul), timing of payment to MTA for police services and lower maintenance & repair.
PROFESSIONAL SERVICE CONTRACTS	1.828	41.4%	Timing of engineering services (NHL Mainline Signal Design and Escalator Replacement) combined with delay in capital related projects (PTC and Overhead Bridge Program).	5.336	21.6%	Timing of capital related projects (including PTC and Ticket Issuer Machines), New Haven Line BSC Costs, Market Research, I.T. Costs, Legal Fees and Advertising.
MATERIALS & SUPPLIES	2.948	26.1%	Timing of capital related projects (MNR Technology Move, Hurricane Sandy Infrastructure Improvements, purchase of mobile and rolling stock radios, NHL - Stamford Station Real-Time Information System, 2013 Cyclical Track Program and PTC).	8.397	14.2%	Timing of capital related projects (Hurricane Sandy Infrastructure Improvements, MNR Technology Move, 2013 Cyclical Track Program, PTC, Expansion of Real-Time Train Status Information - NYS Stations, NHL - Stamford Station Real-Time Information System, and Devon Bridge repairs) partially offset by timing of communication material purchases, rails and roadway equipment.
OTHER BUSINESS EXPENSES	(0.434)	(11.3%)	Timing of payments for employee welfare facilities (trailers) in the Power Dept.	(2.387)	(8.5%)	Timing differences in payments for New Jersey Transit subsidy and the rental of employee welfare facilities (trailers) in the Power Dept.
MTA SUBSIDY RECEIPTS	(24.907)	(57.1%)	Lower subsidy draw due to lower cash deficit, the utilization of cash balances and higher CDOT subsidy payment.	(37.755)	(19.6%)	Lower subsidy draw due to lower cash deficit, the utilization of cash balances and higher CDOT subsidy payment.
CDOT SUBSIDY RECEIPTS	6.631	*	Primarily relates to receipt of August payment in July combined with larger CDOT share of July deficit.	4.549	6.9%	Primarily relates to receipt of August payment in July.
TOTAL SUBSIDY RECEIPTS	(18.277)	(36.9%)		(33.206)	(12.8%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2014				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.333	\$3.152	\$2.819	*	\$3.802	\$4.845	\$1.043	27.4
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.228	0.819	(0.409)	(33.3)	11.897	11.479	(0.418)	(3.5)
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(12.372)	(1.329)	11.043	89.3	(19.506)	(0.718)	18.788	96.3
CDOT	(2.499)	(3.406)	(0.908)	(36.3)	(6.630)	(1.556)	5.074	76.5
Other	(0.494)	0.417	0.911	*	(1.449)	1.325	2.775	*
Total Capital and Other Reimbursements	(15.364)	(4.318)	11.046	71.9	(27.586)	(0.948)	26.637	96.6
Total Revenue/Receipts	(\$13.804)	(\$0.347)	\$13.457	97.5	(\$11.887)	\$15.376	\$27.262	*
Expenditures								
<i>Labor:</i>								
Payroll	\$81.797	\$76.923	(\$4.875)	(6.0)	\$83.114	\$77.047	(\$6.066)	(7.3)
Overtime	18.874	17.000	(1.873)	(9.9)	18.224	16.865	(1.359)	(7.5)
Health and Welfare	0.271	(4.580)	(4.852)	*	(2.932)	(5.473)	(2.541)	(86.7)
OPEB Current Payment	0.255	(0.153)	0.000		(1.273)	(1.702)	(0.429)	(33.7)
Pensions	13.338	0.296	(13.042)	(97.8)	24.740	11.411	(13.329)	(53.9)
Other Fringe Benefits	6.237	6.493	0.256	4.1	4.358	2.866	(1.492)	(34.2)
GASB Account	0.000	0.000	0.000	-	(4.450)	(4.458)	(0.008)	(0.2)
Reimbursable Overhead	(0.125)	(0.015)	0.111	88.4	(0.749)	(0.952)	(0.203)	(27.1)
Total Labor	\$120.647	\$95.963	(\$24.683)	(20.5)	\$121.032	\$95.604	(\$25.428)	(21.0)
<i>Non-Labor:</i>								
Electric Power	(\$0.952)	\$0.917	\$1.869	*	\$4.374	\$1.832	(\$2.542)	(58.1)
Fuel	0.630	0.833	0.203	32.2	0.074	(0.203)	(0.277)	*
Insurance	(1.163)	1.582	2.745	*	0.096	5.745	5.649	*
Claims	0.000	(1.171)	(1.171)	-	(2.023)	(3.803)	(1.779)	(87.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(5.013)	0.618	5.632	*	2.286	7.122	4.836	*
Professional Service Contracts	(0.042)	0.460	0.503	*	0.414	(0.803)	(1.216)	*
Materials & Supplies	(1.384)	(2.567)	(1.183)	(85.5)	1.758	(2.091)	(3.849)	*
Other Business Expenses	(2.063)	(2.706)	(0.643)	(31.1)	(11.572)	(12.974)	(1.402)	(12.1)
Total Non-Labor	(\$9.988)	(\$2.033)	\$7.955	79.6	(\$4.595)	(\$5.174)	(\$0.579)	(12.6)
<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 Adjts.	\$110.659	\$93.931	(\$16.729)	(15.1)	\$116.437	\$90.430	(\$26.008)	(22.3)
Depreciation	18.936	19.923	0.987	5.2	132.340	135.090	2.751	2.1
OPEB Obligation	5.425	5.425	0.000	0.0	37.974	37.974	0.000	0.0
Environmental Remediation	0.000	(0.009)	(0.009)	-	2.427	1.594	(0.833)	34.3
Total Expenditures Adjustments	\$135.021	\$119.270	(\$15.751)	(11.7)	\$289.177	\$265.088	(\$24.090)	(8.3)
Total Cash Conversion Adjustments	\$121.217	\$118.923	(\$2.294)	(1.9)	\$277.291	\$280.464	\$3.173	1.1

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of July		Variance Fav (Unfav)		Year-to-Date July		Variance Fav (Unfav)	
	MY Frcst	Actual	Amount	%	MY Frcst	Actual	Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.869	\$16.811	(\$0.059)	-0.3	\$110.530	\$110.595	\$0.065	0.1
Hudson Line	\$11.448	\$12.416	\$0.968	8.5	\$78.985	\$80.051	\$1.066	1.4
New Haven Line	\$28.003	\$28.291	\$0.289	1.0	\$179.576	\$180.735	\$1.160	0.6
Total Farebox Revenue	\$56.320	\$57.519 ⁽¹⁾	\$1.198	2.1	\$369.091	\$371.381 ⁽¹⁾	\$2.290	0.6
<u>Ridership</u>								
Harlem Line	2.349	2.363	0.014	0.6	15.579	15.620	0.041	0.3
Hudson Line	1.359	1.455	0.095	7.0	9.189	9.296	0.107	1.2
New Haven Line	3.497	3.548	0.051	1.5	22.490	22.641	0.151	0.7
Total Ridership East of Hudson	7.206	7.366	0.161	2.2	47.257	47.556	0.299	0.6
West of Hudson	0.152	0.154	0.002	1.0	0.962	0.967	0.005	0.6
Total Ridership	7.358	7.520	0.162	2.2	48.219	48.523	0.304	0.6

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.033 million for the month and \$0.217 million year-to-date.

East of Hudson:

East of Hudson ridership for the month increased by 2.2%, or an increase of 161 thousand rides. Results for the month reflect higher than projected ridership growth on the Harlem Line by 0.6%, the Hudson Line by 7.0%, and an increase of 1.5% on the New Haven Line over the Mid-Year Forecast. Year-to-date ridership was 47.6 million, 0.6% higher than the Mid-Year Forecast.

Commutation ridership was higher for the month and the year-to-date from the Mid-Year Forecast by 0.6% and 0.2%, respectively. Compared to 2013, July year-to-date commutation ridership was 0.2% higher. Non-commutation ridership was 1.3% higher than Mid-Year Forecast year-to-date and 0.9% higher than 2013. For the month, non-commutation ridership was 4.5% higher than Mid-Year Forecast, and 6.4% better than 2013.

West of Hudson:

West of Hudson ridership was 1.0% higher to the Mid-Year Forecast for the month and 0.6% higher year-to-date, 5.9% better than 2013 reflecting a progressive growth over the projected ridership.

MTA METRO-NORTH RAILROAD
2014 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2014

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	7	2
Safety	34	33	1
COS/Corporate & Public Affairs	16	15	2
Legal (1)	17	18	(1)
Claims Services	10	10	0
Environmental Compliance & Svce	8	7	2
VP Administration	2	2	-
VP Human Resources	6	6	0
Human Resources (2)	29	23	7
Training (2)	55	51	5
Employee Relations & Diversity	4	4	-
VP Planning	2	2	1
Operations Planning & Analysis (1)	16	17	(1)
Capital Planning & Programming	15	13	2
GCT & Corporate Development	32	32	1
Long Range Planning	7	7	(0)
VP Finance & Information Systems	1	1	0
Controller	78	75	3
Information Technology & Project Mgmt (2)	123	99	24
Budget	18	18	0
Customer Service	46	46	(0)
Procurement & Material Mgmt	26	26	(0)
Corporate	-	-	0
Total Administration	557	513	44
Operations			
Operations Administration	52	52	0
Operations Services	1,455	1,433	22
Customer Service (2)	237	232	6
GCT & Corporate Development	34	32	2
Metro-North West (3)	29	32	(3)
Total Operations	1,807	1,780	27
Maintenance			
GCT & Corporate Development	167	165	2
Maintenance of Equipment (2)	1,646	1,624	23
Maintenance of Way (2)	1,855	1,838	17
Procurement & Material Mgmt	121	121	1
Total Maintenance	3,789	3,747	42
Engineering/Capital			
Construction Management (4)	31	35	(4)
Engineering & Design	57	56	1
Total Engineering/Capital	88	91	(3)
Total Positions	6,240	6,131	110
Non-Reimbursable (5)	5,558	5,717	(159)
Reimbursable	683	414	268
Total Full-Time	6,239	6,130	110
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects early hiring of vacant positions.

(2) Variance reflects existing vacant positions.

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

(4) Variance reflects lower attrition than planned.

(5) Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work..

MTA METRO-NORTH RAILROAD
2014 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2014

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	176	153	23
Professional, Technical, Clerical	381	360	21
Operational Hourlies	-	-	-
Total Administration	557	513	44
Operations (1)			
Managers/Supervisors (2)	149	131	18
Professional, Technical, Clerical	231	222	9
Operational Hourlies (2)	1,427	1,428	(0)
Total Operations	1,807	1,780	27
Maintenance (1)			
Managers/Supervisors (2)	492	491	1
Professional, Technical, Clerical	485	495	(10)
Operational Hourlies (2)	2,812	2,761	51
Total Maintenance	3,789	3,747	42
Engineering/Capital			
Managers/Supervisors	38	39	(1)
Professional, Technical, Clerical	50	52	(2)
Operational Hourlies	-	-	-
	88	91	(3)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	854	813	41
Professional, Technical, Clerical	1,147	1,129	18
Operational Hourlies	4,239	4,189	51
Total Positions	6,240	6,131	110

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 MID YEAR FORECAST VS. ACTUALS**

July 31, 2014

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,807	1,780	27	Reflects vacancies in Operation Services (train operations staff).
Maintenance (1)	3,789	3,747	42	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)	557	513	44	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts).
Engineering / Capital	88	91	(3)	Reflects delayed attrition in Construction Management positions.
Total Agency-wide Headcount	6,240	6,131	110	
Non-Reimbursable	5,558	5,717	(159)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	683	414	268	

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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
July 2014**

	MONTH			VARIANCE	
	2014	FORECAST	2013	FORECAST	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	30.4%	27.8%	58.9%	2.6%	-28.5%
Adjusted ⁽²⁾	33.5%	30.8%	65.9%	2.7%	-32.4%
Cost per Passenger					
Standard ⁽¹⁾	\$25.93	\$28.41	\$13.12	\$2.48	(\$12.81)
Adjusted ⁽²⁾	\$25.76	\$28.25	\$12.94	\$2.49	(\$12.82)
Passenger Revenue/Passenger ⁽³⁾	\$7.89	\$7.90	\$7.72	(\$0.01)	\$0.17
	YEAR-TO-DATE			VARIANCE	
	2014	FORECAST	2013	FORECAST	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	50.8%	49.4%	61.3%	1.4%	-10.5%
Adjusted ⁽²⁾	56.9%	55.1%	70.2%	1.8%	-13.3%
Cost per Passenger					
Standard ⁽¹⁾	\$15.54	\$15.99	\$12.44	\$0.45	(\$3.10)
Adjusted ⁽²⁾	\$15.27	\$15.76	\$12.25	\$0.49	(\$3.02)
Passenger Revenue/Passenger ⁽³⁾	\$7.90	\$7.90	\$7.63	\$0.00	\$0.27

(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.

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.



FINANCIAL STATEMENTS

MONTH ENDED: JUNE 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall, June YTD financial results were 1.5% better than plan with a net operating deficit that was \$5.5 million lower than the Mid-Year Forecast. Operating Revenues were \$1.8 million higher than Forecast reflecting slightly better than expected growth in non-commutation ridership. Net operating expenses were \$3.7 million lower than projected due to schedule changes of equipment overhauls, lower professional services fees and lower material usage costs offset by claims payments.

Operating expense results include higher year-to-date overtime costs of \$1.1 million. The primary drivers of the variance comprised of unscheduled right-of-way repairs related to ongoing grade crossing repairs on the Danbury Branch and the signal fire at Cos Cob, coverage for vacant positions required for increased infrastructure inspection and implementing safety enhancements and ongoing service coverage for recently hired T&E employees in training that are not yet qualified for scheduled train service.

Reimbursable Capital program expenditures (and reimbursements) were \$14.4 million lower than Forecast due to revised timing of several budgeted projects (Positive Train Control, Hurricane Sandy Infrastructure Rehabilitation, and Track Program work).

Ridership

Total ridership was 7.4 million for June and 40.9 million YTD which was 0.3% above the Mid-Year Forecast, reflecting slightly higher non-commutation ridership.

East of Hudson

- YTD Ridership of 40.2 million was 0.3% higher than the Mid-Year Forecast on all lines.
- June ridership of 7.2 million was 0.8% above the Mid-Year Forecast.
- Commutation ridership was on target for the month and YTD compared to the Forecast. June YTD commutation was 0.2% higher than 2013.
- YTD Non-commutation ridership was 1.0% higher than the Mid-Year Forecast and 3.9% higher for the month. Compared to 2013, YTD non-commutation was 4.0% higher.

West of Hudson

- YTD Ridership was higher than the Mid-Year Forecast by 0.5% due to progressive ridership growth. June ridership was 0.9% lower than the Forecast.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through June was \$417.1 million, or 3.1% lower than the Mid-Year Forecast:

- Fare Box Revenue of \$314.1 million was \$1.1 million higher than the Mid-Year Forecast due to the lower non-commutation ridership noted above.
- Other Operating Revenue of \$27.3 million was \$0.7 million above the Mid-Year Forecast mainly due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$75.7 million was \$15.2 million lower than the Mid-Year Forecast due to project scheduling changes previously discussed.

Expenses

Total YTD non-reimbursable and reimbursable expenses of \$779.3 million through June were \$18.9 million (2.4%) lower than the Mid-Year Forecast:

- \$17.8 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures, lower material costs and timing differences of capital projects.
- Total Labor costs (operating and capital) were \$2.1 million lower than the Mid-Year Forecast primarily due to lower-than-anticipated capital project work partially offset by higher overtime noted above.

Financial Performance Measures

The YTD performance indicators reflect overall lower non-labor expenses and higher non-commutation ridership:

- Adjusted Farebox Operating Ratio of 65.1% through June was 0.8% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.34 for the period was \$0.16 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$7.90 for the period was on target to the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JUNE 2014 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$13.4 million (3.1%) lower than the Mid-Year Forecast through June:

- **Fare Box Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$1.1 \$0.2 million higher than the month primarily due to higher non-commutation ridership.
- **Other Operating Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$0.7 million and \$0.6 million, respectively, primarily due to higher GCT net retail revenue.
- **Capital and Other Reimbursements** – year-to-date was lower by \$15.2 million and unfavorable by \$6.6 million for the month due to timing differences/rescheduling of capital projects (Positive Train Control, Hurricane Sandy Infrastructure, and Track Program work).

EXPENSES

Total Expenses – Year-to-date expenses of \$779.3 million were \$18.9 million (2.4%) lower than the Mid-Year Forecast. For the month, expenses were \$5.8 million (4.2%) lower than the Mid-Year Forecast.

- **Labor expenses** (including fringes and overhead recoveries) were \$431.1 million YTD. This was \$2.1 million below the Mid-Year Forecast primarily due lower-than-anticipated capital project work. This decrease was partly offset by higher operating overtime requirements and related fringe costs due to unscheduled right-of-way repairs related to ongoing grade crossing repairs on the Danbury Branch, repair and operations coverage due to the signal fire at Cos Cob, coverage for vacant positions, and ongoing service coverage for recently hired T&E employees in training that are not yet qualified for scheduled train service.
- **Non-Labor Expenses**
YTD non-labor expenses were \$198.9 million, \$17.8 million lower than Mid-Year Forecast and \$4.8 million lower for the month.
 - **Electric Power** – \$3.2 million lower year-to-date than Mid-Year Forecast primarily due to lower than projected rates across all lines. For the month, expenses were \$0.5 million lower than the Mid-Year Forecast.
 - **Fuel** – year-to-date and the month were \$0.9 million and \$0.4 million above the Mid-Year Forecast respectively due to higher consumption levels.
 - **Maintenance & Other Operating Contracts** – \$7.5 million lower year-to date than the Mid-Year Forecast primarily due to timing differences for maintenance contracts, locomotive overhaul costs and reimbursable project activity. For the month, these costs were \$4.2 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$5.2 million below the Mid-Year Forecast primarily due to timing differences in IT services, training, market share study and reimbursable project activity. For the month, expenses were favorable by \$2.4 million to the Mid-Year Forecast.
 - **Materials & Supplies** – year-to-date and month expenditures were \$8.1 million and \$2.9 million below the Mid-Year Forecast respectively due to timing differences in reimbursable project activity.
 - **Other Business Expenses** –YTD was \$1.2 million higher than the Mid-Year Forecast due to higher than budgeted material purchases for reimbursable capital projects. For the month, expenses were \$0.8 million higher than the Mid-Year Forecast.
 - **Depreciation and Other Non-Cash Liability Adjustments** – \$0.9 million higher than the Mid-Year Forecast due to higher depreciation expense as a result of timing.

CASH DEFICIT

The Cash Deficit through June of \$200.7 million was \$11.0 million favorable to the Mid-Year Forecast. This is primarily due to lower cash disbursements of \$10.5 million (mainly due to the lower overall expenses), \$0.7 million higher cash collections (timing) and higher capital reimbursements of \$0.4 million (timing); these were partly offset by lower farebox receipts of \$0.7 million.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2014
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$56.650	\$56.833	\$0.183	0.3	\$0.000	\$0.000	\$0.000	-	\$56.650	\$56.833	\$0.183	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.251	4.825	0.573	13.5	0.000	0.000	0.000	-	4.251	4.825	0.573	13.5
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.821	7.082	(2.739)	(27.9)	9.821	7.082	(2.739)	(27.9)
CDOT	0.000	0.000	0.000	-	7.919	5.089	(2.830)	(35.7)	7.919	5.089	(2.830)	(35.7)
Other	0.000	0.000	0.000	-	2.050	1.065	(0.986)	(48.1)	2.050	1.065	(0.986)	(48.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.790	13.236	(6.555)	(33.1)	19.790	13.236	(6.555)	(33.1)
Total Revenue/Receipts	\$60.902	\$61.658	\$0.756	1.2	\$19.790	\$13.236	(\$6.555)	(33.1)	\$80.692	\$74.894	(\$5.798)	(7.2)
Expenses												
<i>Labor:</i>												
Payroll	\$34.027	\$33.444	\$0.583	1.7	\$3.886	\$3.004	\$0.882	22.7	\$37.912	\$36.448	\$1.464	3.9
Overtime	5.822	5.997	(0.175)	(3.0)	1.746	1.381	0.365	20.9	7.568	7.378	0.190	2.5
Health and Welfare	7.739	7.692	0.047	0.6	1.314	1.001	0.312	23.8	9.053	8.693	0.360	4.0
OPEB Current Payment	1.977	2.178	(0.201)	(10.2)	0.000	0.000	0.000	-	1.977	2.178	(0.201)	(10.2)
Pensions	6.027	5.961	0.066	1.1	0.800	0.620	0.180	22.5	6.827	6.581	0.246	3.6
Other Fringe Benefits	8.054	8.542	(0.488)	(6.1)	0.955	0.750	0.205	21.5	9.009	9.292	(0.283)	(3.1)
Reimbursable Overhead	(3.938)	(3.536)	(0.402)	(10.2)	3.812	3.346	0.466	12.2	(0.126)	(0.190)	0.064	51.0
Total Labor	\$59.708	\$60.278	(\$0.569)	(1.0)	\$12.512	\$10.103	\$2.409	19.3	\$72.221	\$70.381	\$1.840	2.5
<i>Non-Labor:</i>												
Electric Power	\$7.003	\$6.482	\$0.521	7.4	\$0.000	\$0.005	(\$0.005)	-	\$7.003	\$6.488	\$0.516	7.4
Fuel	2.163	2.544	(0.380)	(17.6)	0.000	0.000	0.000	-	2.163	2.544	(0.380)	(17.6)
Insurance	1.582	1.503	0.080	5.0	0.355	0.287	0.068	19.1	1.938	1.790	0.148	7.6
Claims	0.122	4.363	(4.241)	*	0.000	0.000	0.000	-	0.122	4.363	(4.241)	*
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	11.122	8.540	2.582	23.2	2.051	0.414	1.636	79.8	13.173	8.955	4.218	32.0
Professional Service Contracts	3.642	2.232	1.410	38.7	1.144	0.144	1.001	87.4	4.787	2.376	2.411	50.4
Materials & Supplies	6.583	5.400	1.183	18.0	3.674	1.941	1.733	47.2	10.257	7.341	2.916	28.4
Other Business Expenses	2.137	2.652	(0.515)	(24.1)	0.053	0.340	(0.286)	*	2.191	2.992	(0.801)	(36.6)
Total Non-Labor	\$34.356	\$33.716	\$0.640	1.9	\$7.278	\$3.132	\$4.145	57.0	\$41.634	\$36.848	\$4.786	11.5
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$94.064	\$93.993	\$0.071	0.1	\$19.790	\$13.236	\$6.555	33.1	\$113.855	\$107.229	\$6.626	5.8
Depreciation	18.936	20.566	(1.630)	(8.6)	0.000	0.000	0.000	-	18.936	20.566	(1.630)	(8.6)
OPEB Obligation	5.425	5.425	0.000	0.0	0.000	0.000	0.000	-	5.425	5.425	0.000	0.0
Environmental Remediation	0.787	(0.037)	0.824	*	0.000	0.000	0.000	-	0.787	(0.037)	0.824	*
Total Expenses	\$119.213	\$119.947	(\$0.735)	(0.6)	\$19.790	\$13.236	\$6.555	33.1	\$139.003	\$133.183	\$5.820	4.2
Net Surplus/(Deficit)	(\$58.311)	(\$58.289)	\$0.021	0.0	\$0.000	\$0.000	(\$0.000)	-	(\$58.311)	(\$58.289)	\$0.021	0.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	18.936	20.566	1.630	8.6	0.000	0.000	0.000	-	18.936	20.566	1.630	8.6
Operating/Capital	(3.208)	(1.829)	1.379	43.0	0.000	0.000	0.000	-	(3.208)	(1.829)	1.379	43.0
Other Cash Adjustments	2.330	10.292	7.962	*	0.000	0.000	0.000	-	2.330	10.292	7.962	*
Total Cash Conversion Adjustments	\$18.058	\$29.029	\$10.971	60.8	\$0.000	\$0.000	\$0.000	-	\$18.058	\$29.029	\$10.971	60.8
Net Cash Surplus/(Deficit)	(\$40.252)	(\$29.260)	\$10.992	27.3	\$0.000	\$0.000	(\$0.000)	-	(\$40.252)	(\$29.260)	\$10.992	27.3

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST ACCRUAL STATEMENT of OPERATIONS by CATEGORY June Year-To-Date (\$ in millions)												
SCHEDULE I - B												
	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$312.991	\$314.077	\$1.086	0.3	\$0.000	\$0.000	\$0.000	-	\$312.991	\$314.077	\$1.086	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	26.557	27.252	0.696	2.6	0.000	0.000	0.000	-	26.557	27.252	0.696	2.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	48.906	41.363	(7.544)	(15.4)	48.906	41.363	(7.544)	(15.4)
CDOT	0.000	0.000	0.000	-	33.423	28.545	(4.878)	(14.6)	33.423	28.545	(4.878)	(14.6)
Other	0.000	0.000	0.000	-	8.589	5.840	(2.749)	(32.0)	8.589	5.840	(2.749)	(32.0)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	90.918	75.747	(15.171)	(16.7)	90.918	75.747	(15.171)	(16.7)
Total Revenue/Receipts	\$339.547	\$341.329	\$1.782	0.5	\$90.918	\$75.747	(\$15.171)	(16.7)	\$430.466	\$417.077	(\$13.389)	(3.1)
Expenses												
<i>Labor:</i>												
Payroll	\$207.113	\$207.139	(\$0.025)	(0.0)	\$18.341	\$17.007	\$1.333	7.3	\$225.454	\$224.146	\$1.308	0.6
Overtime	37.399	38.535	(1.136)	(3.0)	8.075	7.403	0.672	8.3	45.474	45.938	(0.464)	(1.0)
Health and Welfare	48.739	48.731	0.008	0.0	6.097	5.594	0.502	8.2	54.836	54.325	0.510	0.9
OPEB Current Payment	11.801	12.002	(0.201)	(1.7)	0.000	0.000	0.000	-	11.801	12.002	(0.201)	(1.7)
Pensions	37.141	36.960	0.181	0.5	3.775	3.482	0.294	7.8	40.917	40.442	0.474	1.2
Other Fringe Benefits	50.799	50.987	(0.188)	(0.4)	4.487	4.185	0.302	6.7	55.286	55.172	0.114	0.2
Reimbursable Overhead	(18.736)	(19.090)	0.354	1.9	18.112	18.153	(0.040)	(0.2)	(0.623)	(0.937)	0.314	50.4
Total Labor	\$374.258	\$375.264	(\$1.007)	(0.3)	\$58.887	\$55.824	\$3.063	5.2	\$433.145	\$431.089	\$2.056	0.5
<i>Non-Labor:</i>												
Electric Power	\$46.312	\$43.085	\$3.227	7.0	\$0.000	\$0.036	(\$0.036)	-	\$46.312	\$43.120	\$3.192	6.9
Fuel	14.447	15.315	(0.868)	(6.0)	0.000	0.000	0.000	-	14.447	15.315	(0.868)	(6.0)
Insurance	8.780	8.578	0.202	2.3	1.527	1.533	(0.006)	(0.4)	10.307	10.110	0.196	1.9
Claims	1.251	5.681	(4.430)	*	0.000	0.000	0.000	-	1.251	5.681	(4.430)	*
Paratransit Service Contracts	0.000	0.000	-	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	50.603	47.256	3.347	6.6	7.391	3.205	4.185	56.6	57.994	50.462	7.532	13.0
Professional Service Contracts	13.483	9.870	3.613	26.8	7.211	5.597	1.614	22.4	20.694	15.467	5.227	25.3
Materials & Supplies	37.051	35.998	1.052	2.8	14.042	6.979	7.063	50.3	51.093	42.978	8.115	15.9
Other Business Expenses	12.718	13.200	(0.482)	(3.8)	1.861	2.573	(0.712)	(38.3)	14.579	15.773	(1.194)	(8.2)
Total Non-Labor	\$184.644	\$178.983	\$5.662	3.1	\$32.032	\$19.923	\$12.109	37.8	\$216.676	\$198.906	\$17.770	8.2
<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.	\$558.902	\$554.247	\$4.655	0.8	\$90.918	\$75.747	\$15.171	16.7	\$649.821	\$629.994	\$19.827	3.1
Depreciation	113.403	115.167	(1.764)	(1.6)	0.000	0.000	0.000	-	113.403	115.167	(1.764)	(1.6)
OPEB Obligation	32.549	32.549	0.000	0.0	0.000	0.000	0.000	-	32.549	32.549	0.000	0.0
Environmental Remediation	2.427	1.603	0.824	34.0	0.000	0.000	0.000	-	2.427	1.603	0.824	34.0
Total Expenses	\$707.281	\$703.566	\$3.715	0.5	\$90.918	\$75.747	\$15.171	16.7	\$798.199	\$779.313	\$18.887	2.4
Net Surplus/(Deficit)	(\$367.734)	(\$362.236)	\$5.497	1.5	\$0.000	\$0.000	\$0.000	-	(\$367.734)	(\$362.236)	\$5.497	1.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	113.403	115.167	1.764	1.6	0.000	0.000	0.000	-	113.403	115.167	1.764	1.6
Operating/Capital	(9.533)	(8.061)	1.472	15.4	0.000	0.000	0.000	-	(9.533)	(8.061)	1.472	15.4
Other Cash Adjustments	52.204	54.434	2.231	4.3	0.000	0.000	0.000	-	52.204	54.434	2.231	4.3
Total Cash Conversion Adjustments	\$156.074	\$161.540	\$5.466	3.5	\$0.000	\$0.000	\$0.000	-	\$156.074	\$161.540	\$5.466	3.5
Net Cash Surplus/(Deficit)	(\$211.660)	(\$200.696)	\$10.964	5.2	\$0.000	\$0.000	\$0.000	-	(\$211.660)	(\$200.696)	\$10.964	5.2

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 JUNE 2014
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.573	13.5%	Higher net GCT retail revenue.	\$0.696	2.6%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6.554)	(33.1%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$13.418)	(15.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.882	22.7%	Reflects vacant administrative positions and timing differences for the following projects: C-29 Track , Mainline/High Speed Turnouts, Misc NHL I&C, Catenary C1 & C2, Harmon Shop Improvement, Hurricane Sandy - C&S and Power, WOH Replace/Repair Undergrade Bridge and the H & H Lines Power Imp.	\$1.333	7.3%	Reflects vacant administrative positions and timing differences for the following projects: C-29 Track, Misc. NHL I&C, Harmon Shop Improvements, Catenary C1 & C2 and MNR Technology Move, Hurricane Sandy - C&S and Power, Positive Train Control and the Penn Station Access Study.
OVERTIME	Reimb	\$0.365	20.9%	Reflects lower than anticipated activity on the C-29 Track program, CDOT Bridge and Catenary C1B partially offset by higher activity on the Replace 5 Anchor Bridge Substation and the 2013 Cyclical Track Program.	\$0.672	8.3%	Reflects lower activity on the CDOT Bridge and Catenary C1B, C-29 Track Project partially offset by higher activity on the Mainline High Speed Turnouts, C-30 Track Program and the Danbury Branch Signal System.
HEALTH AND WELFARE	Reimb	\$0.312	23.8%	Reflects lower project activity.	\$0.502	8.2%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.201)	(10.2%)	Reflects additional retirees.	(\$0.201)	(1.7%)	
PENSIONS	Reimb	\$0.180	22.5%	Reflects lower project activity.	\$0.294	7.8%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.488)	(6.1%)	Reflects higher employee claims for the period.	(\$0.188)	(0.4%)	
	Reimb	\$0.205	21.5%	Reflects rate differentials and project adjustments.	\$0.302	6.7%	Reflects rate differentials and project adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.402)	(10.2%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Positive Train Control, Hurricane Sandy Infrastructure and W-O-H Signal Improvements.	\$0.354	1.9%	
	Reimb	\$0.466	12.2%	Reflects lower project activity.	(\$0.040)	(0.2%)	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
JUNE 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$0.521	7.4%	Reflects lower rates across all lines.	\$3.227	7.0%	Reflects lower rates across all lines.
FUEL	Non-Reim	(\$0.380)	(17.6%)	Reflects timing of expenses on the New Haven Line.	(\$0.868)	(6.0%)	Reflects timing of expenses on the New Haven Line and higher heating fuel consumption.
INSURANCE	Non-Reimb	\$0.080	5.0%	Lower liability insurance expense for the month.	\$0.202	2.3%	
	Reimb	\$0.068	19.1%	Reflects lower project activity.	(\$0.006)	(0.4%)	
CLAIMS	Non-Reimb	(\$4.241)	*	Primarily reflects an accrual for a \$5.4M claim settlement for NJT employees injured on MNR property partially offset by an accrual adjustment to reflect payments processed through the second quarter of 2014.	(\$4.430)	*	Primarily reflects an accrual for a \$5.4M claim settlement for NJT employees injured on MNR property partially offset by an accrual adjustment to reflect payments processed through the second quarter of 2014.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.582	23.2%	Primarily reflects timing of expense for maintenance contracts and Genesis locomotive overhaul.	\$3.347	6.6%	Primarily reflects timing of expense for maintenance contracts and Genesis locomotive overhaul.
	Reimb	\$1.636	79.8%	Reflects timing of the W-O-H Signal Imp., Overhead Bridge Program - EOFH, Cos Cob West Substation, GCT Leaks Remediation project, West Haven Station and C-30 Track program.	\$3.796	54.2%	Reflects timing of the W-O-H Signal Imp., Overhead Bridge Program - EOFH, Cos Cob West Substation, GCT Leaks Remediation project, West Haven Station and C-30 Track program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.410	38.7%	Favorable variance primarily reflects timing of expenses for a market share study, outside training and legal fees.	\$3.613	26.8%	Favorable variance primarily reflects timing of expenses for a market share study, outside training, IT costs and legal fees.
	Reimb	\$1.001	87.4%	Reflects delays on the Positive Train Control and the Overhead Bridge Program - EofH and timing of the professional services on the NHL - EMU Fleet Replacement.	\$0.940	14.4%	Reflects delay on the Positive Train Control and the Overhead Bridge Program, lower than anticipated activity on the NHL - Waterbury Branch CWR Replacement partially offset by higher activity on the NHL Signal System.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
JUNE 2014
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$1.183	18.0%	Reflects a favorable second quarter 2014 inventory valuation adjustment and lower rolling stock mechanical material usage.	\$1.052	2.8%	Reflects timing of the Hurricane Sandy Power C&S Infrastructure Restoration project, Cyclical Track Program, Positive Train Control, NHL - Stamford Station Real-Time Info System and lower activity on the MNR Technology Move, West Haven Station and the West of Hudson Track Program.
	Reimb	\$1.733	47.2%	Reflects timing of the Hurricane Sandy Power Project, NHL Stamford Station Real-Time Info System, 2013 Cyclical Track Program and Positive Train Control and lower activity on the West Haven Station and MNR Technology Move.	\$6.440	48.0%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.515)	(24.1%)	Primarily reflects Federal Railroad Administration (FRA) penalty payments and higher NJT subsidy payment.	(\$0.482)	(3.8%)	Reflects higher than forecasted material purchases for the following projects: 525 North Broadway, White Plains and the PBX Equipment Upgrade.
	Reimb	(\$0.100)	*	Reflects higher than forecasted material purchases for the PBX Equipment Upgrade.	(\$0.161)	(31.3%)	
DEPRECIATION	Non-Reimb	(\$1.630)	(8.6%)	Timing of capitalization of assets.	(\$1.764)	(1.6%)	Variance explanation not required by MTA.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.824	0.0%		\$0.824	34.0%	Reflects quarterly accrual for projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.380	73.2%	Reflects lower activity during the period on the WoH Improvements, Ticket Issuing Machines, Locomotive Overhaul, Expand Real-Time Train Status Information - NYS and the Purchase Snowmelter Elements partially offset by higher than anticipated activity on the Purchase Mobil and Rolling Stock Radio, Employee Welfare Facility and the GCT Escalators Replacement.	\$5.553	31.9%	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 Sysem), NYPA Improvement Support , Purchase A Trailor and Generator.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2014 Mid Year Forecast -
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	39,463	\$2.1	34,981	\$1.9	4,482 11.4%	\$0.2 8.8%	269,904	\$14.5	268,081	\$14.9	1,823 0.7%	(\$0.3) -2.1%
<u>Unscheduled Service</u>	0	\$0.0	668	\$0.0	(668) -	\$0.0 -	0	\$0.0	668	\$0.0	(668) -	\$0.0 -
<u>Programmatic/Routine Maintenance</u>	50,133	\$2.4	55,034	\$2.5	(4,901) -9.8%	(\$0.2) -7.1%	256,282	\$12.0	258,190	\$11.7	(1,908) -0.7%	\$0.3 2.6%
<u>Unscheduled Maintenance</u>	1,111	\$0.1	2,473	\$0.2	(1,362) *	(\$0.2) *	2,222	\$0.1	7,040	\$0.7	(4,818) *	(\$0.6) *
<u>Vacancy/Absentee Coverage</u> ²	18,586	\$1.1	26,748	\$1.2	(8,162) -43.9%	(\$0.1) -11.4%	119,998	\$6.2	146,940	\$6.7	(26,941) -22.5%	(\$0.5) -8.4%
<u>Weather Emergencies</u>	1,864	\$0.1	194	\$0.0	1,670 89.6%	\$0.1 91.1%	81,408	\$3.8	81,660	\$3.8	(252) -0.3%	\$0.0 0.6%
<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	2,650	\$0.1	745	\$0.1	1,905 71.9%	(\$0.0) -7.5%	8,573	\$0.7	14,977	\$0.8	(6,405) -74.7%	(\$0.0) -6.4%
Subtotal	113,807	\$5.8	120,842	\$6.0	(7,035) -6.2%	(\$0.2) -3.0%	738,387	\$37.4	777,555	\$38.5	(39,168) -5.3%	(\$1.1) -3.0%
REIMBURSABLE OVERTIME	29,968	\$1.7	32,857	\$1.4	(2,889) -9.6%	\$0.4 20.9%	153,104	\$8.1	164,768	\$7.4	(11,664) -7.6%	\$0.7 8.3%
TOTAL OVERTIME	143,775	\$7.6	153,699	\$7.4	(9,924) -6.9%	\$0.2 2.5%	891,492	\$45.5	942,324	\$45.9	(50,832) -5.7%	(\$0.5) -1.0%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

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

MTA Metro-North Railroad
July Financial Plan - 2014 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	4,482	\$0.2	Better than forecast crew availability.	1,823	(\$0.3)	Lower staff availability due to attrition, special duty management positions back-filled by agreement staff, and new employees currently in training and not available for service coverage.
	11.4%	8.8%		0.7%	-2.1%	
<u>Unscheduled Service</u>	(668)	\$0.0		(668)	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(4,901)	(\$0.2)	MofW on-going infrastructure inspection, testing and repairs as well as station enhancements.	(1,908)	\$0.3	Slight improvement versus plan for MofW On-going infrastructure inspection, testing and repairs.
	-9.8%	-7.1%		-0.7%	2.6%	
<u>Unscheduled Maintenance</u>	(1,362)	(\$0.2)	Unscheduled right-of-way maintenance related to the Yonkers mud slide and the Cos Cob fire.	(4,818)	(\$0.6)	Unscheduled right-of-way maintenance related to the Yonkers mud slide, repairs and on-going operations coverage for the Cos Cob fire and grade crossing repairs on the Danbury Branch.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u> ²	(8,162)	(\$0.1)	Vacancy and sick time coverage particularly in MofE for Yard Mechanics and MofW Signal Maintainers and Power Supervisors/Foreman.	(26,941)	(\$0.5)	Vacancy and sick time coverage particularly in MofE for Yard Mechanics and MofW Signal Maintainers and Power Supervisors/Foreman.
	-43.9%	-11.4%		-22.5%	-8.4%	
<u>Weather Emergencies</u>	1,670	\$0.1		(252)	\$0.0	
	89.6%	91.1%		-0.3%	0.6%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	1,905	(\$0.0)		(6,405)	(\$0.0)	
	71.9%	-7.5%		-74.7%	-6.4%	
Subtotal	(7,035)	(\$0.2)		(39,168)	(\$1.1)	
	-6.2%	-3.0%		-5.3%	-3.0%	
REIMBURSABLE OVERTIME	(2,889)	\$0.4		(11,664)	\$0.7	
	-9.6%	20.9%		-7.6%	8.3%	
TOTAL OVERTIME	(9,924)	\$0.2		(50,832)	(\$0.5)	

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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	June 2014				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$57.018	\$56.328	(\$0.690)	(1.2)	\$316.460	\$315.770	(\$0.690)	(0.2)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	4.533	5.220	0.687	15.2	37.225	37.912	0.687	1.8
<i>Capital & Other Reimbursements:</i>								
MTA	7.649	7.851	0.202	2.6	41.772	41.974	0.202	0.5
CDOT	8.205	9.308	1.103	13.4	29.292	30.395	1.103	3.8
Other	1.524	0.638	(0.886)	(58.1)	7.634	6.748	(0.886)	(11.6)
Total Capital and Other Reimbursements	17.377	17.797	0.420	2.4	78.697	79.117	0.420	0.5
Total Receipts	\$78.928	\$79.345	\$0.417	0.5	\$432.383	\$432.799	\$0.416	0.1
Expenditures								
<i>Labor:</i>								
Payroll	\$34.946	\$34.829	\$0.117	0.3	\$224.138	\$224.021	\$0.117	0.1
Overtime	7.168	7.118	0.050	0.7	46.124	46.074	0.050	0.1
Health and Welfare	9.242	6.422	2.820	30.5	58.039	55.218	2.821	4.9
OPEB Current Payment	1.723	1.944	(0.221)	(12.8)	13.329	13.551	(0.222)	(1.7)
Pensions	7.132	6.945	0.187	2.6	29.514	29.327	0.187	0.6
Other Fringe Benefits	9.338	10.972	(1.634)	(17.5)	57.165	58.799	(1.634)	(2.9)
GASB Account	0.735	0.743	(0.008)	(1.1)	4.450	4.458	(0.008)	(0.2)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$70.284	\$68.973	\$1.311	1.9	\$432.759	\$431.448	\$1.311	0.3
<i>Non-Labor:</i>								
Electric Power	\$8.124	\$9.342	(\$1.218)	(15.0)	\$40.987	\$42.205	(\$1.218)	(3.0)
Fuel	1.491	2.839	(1.348)	(90.4)	15.003	16.351	(1.348)	(9.0)
Insurance	3.138	0.037	3.101	98.8	9.048	5.947	3.101	34.3
Claims	0.122	5.161	(5.039)	*	3.274	8.313	(5.039)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	14.204	7.467	6.737	47.4	50.695	43.958	6.737	13.3
Professional Service Contracts	6.190	2.682	3.508	56.7	20.238	16.730	3.508	17.3
Materials & Supplies	11.390	5.941	5.449	47.8	47.951	42.502	5.449	11.4
Other Business Expenditures	4.238	6.163	(1.925)	(45.4)	24.088	26.041	(1.953)	(8.1)
Total Non-Labor	\$48.896	\$39.632	\$9.264	18.9	\$211.283	\$202.047	\$9.236	4.4
<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	\$119.181	\$108.605	\$10.576	8.9	\$644.043	\$633.495	\$10.548	1.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$40.252)	(\$29.260)	\$10.992	27.3	(\$211.660)	(\$200.696)	\$10.964	5.2
Subsidies								
MTA	34.358	21.511	(12.847)	(37.4)	149.398	136.551	(12.847)	(8.6)
CDOT	5.894	3.812	(2.082)	(35.3)	60.195	58.113	(2.082)	(3.5)
Total Subsidies	\$40.252	\$25.323	(\$14.929)	(37.1)	\$209.593	\$194.664	(\$14.929)	(7.1)
Cash Timing and Availability Adjustment	\$0.000	(\$0.369)	(\$0.369)	-	\$0.000	\$6.032	\$6.032	-

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

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

\$ Detail

Generic Receipt or Expense Category	June Month vs Forecast			Year-To-Date as of June 30, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(0.690)	(1.2%)		(0.690)	(0.2%)	
OTHER OPERATING REVENUE	0.687	15.2%	Timing of quarterly payment to MTA for LaSalle charges partially offset by lower parking and Other & Misc. Revenue.	0.687	1.8%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	0.202	2.6%		0.202	0.5%	
CDOT	1.103	13.4%	Higher cash receipts due to timing (most notably C-28 Track program, Cos Cob West Substation and NHL Signal System projects) partially offset by lower project activity.	1.103	3.8%	
OTHER	(0.886)	(58.1%)	Lower cash receipts due to timing combined with lower project activity.	(0.886)	(11.6%)	Lower cash receipts due to timing combined with lower project activity.
PAYROLL	0.117	0.3%		0.117	0.1%	
OVERTIME	0.050	0.7%		0.050	0.1%	
HEALTH & WELFARE	2.820	30.5%	Rate favorability combined with timing of payments for insurance premiums and vacancies.	2.821	4.9%	
OPEB CURRENT PAYMENT	(0.221)	(12.8%)	Higher retiree health benefit payments.	(0.222)	(1.7%)	
PENSIONS	0.187	2.6%		0.187	0.6%	
OTHER FRINGE BENEFITS	(1.634)	(17.5%)	Injury settlement payment made for Harmon Facility incident.	(1.634)	(2.9%)	
GASB ACCOUNT	(0.008)	(1.1%)		(0.008)	(0.2%)	
ELECTRIC POWER	(1.218)	(15.0%)	June includes two months worth of payments to Connecticut Light and Power.	(1.218)	(3.0%)	
FUEL	(1.348)	(90.4%)	Misposted entry in the month (to be corrected in July) combined with timing of payments.	(1.348)	(9.0%)	Misposted entry in the month (to be corrected in July) combined with timing of payments.
INSURANCE	3.101	98.8%	Timing of quarterly payment for agency property combined with revised scheduling of capital projects.	3.101	34.3%	Timing of quarterly payment for agency property combined with revised scheduling of capital projects.
CLAIMS	(5.039)	*	Passenger injury settlements relating to the Spuyten Duyvil and New Haven Line incidents.	(5.039)	*	Passenger injury settlements relating to the Spuyten Duyvil and New Haven Line incidents.

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

Generic Receipt or Expense Category	June Month vs Forecast			Year-To-Date as of June 30, 2014			\$ Detail
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		
MAINTENANCE & OTHER OPERATING CONTRACTS	6.737	47.4%	Timing of capital related projects (including West Hudson Signal Improvements, Locomotive Overhaul, Overhead Bridge Program, Cos Cob West Substation and place Track #3 in service at West Haven Station), delay in Maintenance & Repair, miscellaneous timing lag and timing of Harlem/Hudson track leases.	6.737	13.3%	Timing of capital related projects (including West Hudson Signal Improvements, Locomotive Overhaul, Overhead Bridge Program, Cos Cob West Substation and place Track #3 in service at West Haven Station), delay in Maintenance & Repair, miscellaneous timing lag and timing of Harlem/Hudson track leases.	
PROFESSIONAL SERVICE CONTRACTS	3.508	56.7%	Timing of capital related projects (including PTC, Ticket Issuer Machines and Overhead Bridge Program), New Haven Line BSC Costs, Market Research, I.T. Costs and Legal Fees.	3.508	17.3%	Timing of capital related projects (including PTC, Ticket Issuer Machines and Overhead Bridge Program), New Haven Line BSC Costs, Market Research, I.T. Costs and Legal Fees.	
MATERIALS & SUPPLIES	5.449	47.8%	Timing of capital projects (Hurricane Sandy Infrastructure improvements, West Haven Station and Stamford Real Time Information System) combined with timing of operating material purchases for trucks suspensions, friction brake materials, Locomotive Simulator, carbody, propulsion materials and power collection.	5.449	11.4%	Timing of capital projects (Hurricane Sandy Infrastructure improvements, West Haven Station and Stamford Real Time Information System) combined with timing of operating material purchases for trucks suspensions, friction brake materials, Locomotive Simulator, carbody, propulsion materials and power collection.	
OTHER BUSINESS EXPENSES	(1.925)	(45.4%)	Timing of New Jersey Transit subsidy payments.	(1.953)	(8.1%)	Timing of New Jersey Transit subsidy payments.	
MTA SUBSIDY RECEIPTS	(12.847)	(37.4%)	Lower subsidy draw due to lower cash deficit and utilization of opening available cash balances partially offset by lower CDOT subsidy.	(12.847)	(8.6%)	Lower subsidy draw due to lower cash deficit and utilization of opening available cash balances partially offset by lower CDOT subsidy.	
CDOT SUBSIDY RECEIPTS	(2.082)	(35.3%)	June receipts reduced by CDOT's lower deficit share vs. budget for March combined with timing of Amtrak fuel credit.	(2.082)	(3.5%)	June receipts reduced by CDOT's lower deficit share vs. budget for March combined with timing of Amtrak fuel credit.	
TOTAL SUBSIDY RECEIPTS	(14.929)	(37.1%)		(14.929)	(7.1%)		

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2014				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.368	(\$0.505)	(\$0.873)	*	\$3.469	\$1.693	(\$1.776)	(51.2)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.282	0.395	0.114	40.4	10.669	10.660	(0.009)	(0.1)
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(2.172)	0.769	2.941	*	(7.134)	0.611	7.745	*
CDOT	0.285	4.219	3.934	*	(4.131)	1.850	5.982	*
Other	(0.527)	(0.427)	0.100	19.0	(0.956)	0.908	1.864	*
Total Capital and Other Reimbursements	(2.413)	4.561	6.974	*	(12.221)	3.370	15.591	*
Total Revenue/Receipts	(\$1.764)	\$4.451	\$6.215	*	\$1.917	\$15.722	\$13.806	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.966	\$1.619	(\$1.347)	(45.4)	\$1.316	\$0.125	(\$1.191)	(90.5)
Overtime	0.400	0.260	(0.140)	(35.0)	(0.650)	(0.136)	0.514	79.1
Health and Welfare	(0.189)	2.271	2.460	*	(3.203)	(0.893)	2.311	72.1
OPEB Current Payment	0.255	0.234	0.000		(1.528)	(1.549)	(0.021)	(1.4)
Pensions	(0.305)	(0.364)	(0.059)	(19.3)	11.403	11.115	(0.287)	(2.5)
Other Fringe Benefits	(0.329)	(1.680)	(1.351)	*	(1.879)	(3.627)	(1.748)	(93.0)
GASB Account	(0.735)	(0.743)	(0.008)	(1.1)	(4.450)	(4.458)	(0.008)	(0.2)
Reimbursable Overhead	(0.126)	(0.190)	(0.064)	(51.0)	(0.623)	(0.937)	(0.314)	(50.4)
Total Labor	\$1.937	\$1.408	(\$0.529)	(27.3)	\$0.386	(\$0.359)	(\$0.745)	*
<i>Non-Labor:</i>								
Electric Power	(\$1.120)	(\$2.854)	(\$1.734)	*	\$5.325	\$0.915	(\$4.410)	(82.8)
Fuel	0.672	(0.295)	(0.967)	*	(0.556)	(1.036)	(0.480)	(86.3)
Insurance	(1.201)	1.753	2.954	*	1.259	4.163	2.905	*
Claims	(0.000)	(0.798)	(0.798)	*	(2.023)	(2.632)	(0.609)	(30.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.031)	1.488	2.519	*	7.299	6.504	(0.795)	(10.9)
Professional Service Contracts	(1.403)	(0.306)	1.097	78.2	0.456	(1.263)	(1.719)	*
Materials & Supplies	(1.133)	1.400	2.533	*	3.142	0.476	(2.666)	(84.9)
Other Business Expenses	(2.047)	(3.171)	(1.124)	(54.9)	(9.509)	(10.268)	(0.759)	(8.0)
Total Non-Labor	(\$7.263)	(\$2.784)	\$4.479	61.7	\$5.393	(\$3.141)	(\$8.534)	*
<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.								
	(\$5.326)	(\$1.376)	\$3.950	74.2	\$5.778	(\$3.501)	(\$9.279)	*
Depreciation	18.936	20.566	1.630	8.6	113.403	115.167	1.764	1.6
OPEB Obligation	5.425	5.425	0.000	0.0	32.549	32.549	0.000	0.0
Environmental Remediation	0.787	(0.037)	(0.824)	*	2.427	1.603	(0.824)	34.0
Total Expenditures Adjustments	\$19.822	\$24.578	\$4.756	24.0	\$154.157	\$145.818	(\$8.339)	(5.4)
Total Cash Conversion Adjustments	\$18.058	\$29.029	\$10.971	60.8	\$156.074	\$161.540	\$5.466	3.5

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of June		Variance Fav (Unfav)		Year-to-Date June		Variance Fav (Unfav)	
	MYF	Actual	Amount	%	MYF	Actual	Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.672	\$16.756	\$0.084	0.5	\$93.661	\$93.784	\$0.123	0.1
Hudson Line	\$12.185	\$12.179	(\$0.005)	0.0	\$67.537	\$67.635	\$0.098	0.1
New Haven Line	\$27.757	\$27.863	\$0.106	0.4	\$151.573	\$152.444	\$0.871	0.6
Total Farebox Revenue	\$56.613	\$56.798 ⁽¹⁾	\$0.185	0.3	\$312.770	\$313.863 ⁽¹⁾	\$1.092	0.3
<u>Ridership</u>								
Harlem Line	2.315	2.337	0.022	1.0	13.230	13.256	0.027	0.2
Hudson Line	1.413	1.422	0.009	0.6	7.830	7.841	0.012	0.2
New Haven Line	3.430	3.454	0.024	0.7	18.992	19.092	0.100	0.5
Total Ridership East of Hudson	7.159	7.214	0.055	0.8	40.052	40.190	0.138	0.3
West of Hudson	0.148	0.146	(0.001)	-0.9	0.810	0.813	0.004	0.5
Total Ridership	7.306	7.360	0.054	0.7	40.861	41.003	0.142	0.3

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.035 million for the month and \$0.214 million year-to-date.

East of Hudson:

East of Hudson ridership for the month increased by 0.8%, or an increase of 55 thousand rides. Results for the month reflect higher than projected ridership growth on all three commuter lines over the Mid-Year Forecast. Year-to-date ridership was 40.2 million, 0.3% higher than the Mid-Year Forecast.

Commutation ridership was relatively on target for the month and the year-to-date versus the Mid-Year Forecast. Compared to 2013, June year-to-date commutation ridership was 2.0% higher. Non-commutation ridership was 1.0% higher than Mid-Year Forecast year-to-date and 4.0% higher than 2013. For the month, non-commutation ridership was 3.9% higher than Mid-Year Forecast, and 7.4% better than 2013.

West of Hudson:

West of Hudson ridership was 0.9% lower to the Mid-Year Forecast for the month and 0.5% higher year-to-date reflecting continued growth over projected ridership levels.

MTA METRO-NORTH RAILROAD
2014 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2014

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	7	2
Safety	33	32	1
COS/Corporate & Public Affairs	16	15	1
Legal (1)	17	18	(1)
Claims Services	10	10	0
Environmental Compliance & Svce	7	7	-
VP Administration	2	2	-
VP Human Resources	6	6	0
Human Resources (2)	28	23	5
Training (1)	50	51	(1)
Employee Relations & Diversity	4	4	-
VP Planning	2	2	-
Operations Planning & Analysis (1)	16	17	(1)
Capital Planning & Programming	13	13	0
GCT & Corporate Development	32	32	0
Long Range Planning	8	8	-
VP Finance & Information Systems	1	1	0
Controller	78	76	2
Information Technology & Project Mgmt (2)	118	99	19
Budget	18	18	0
Customer Service	46	46	1
Procurement & Material Mgmt	27	27	0
Corporate	-	-	0
Total Administration	544	516	28
Operations			
Operations Administration	54	54	0
Operations Services	1,446	1,445	1
Customer Service (2)	235	230	5
GCT & Corporate Development	34	33	1
Metro-North West (3)	29	30	(1)
Total Operations	1,798	1,792	6
Maintenance			
GCT & Corporate Development	167	166	1
Maintenance of Equipment (2)	1,637	1,629	9
Maintenance of Way (2)	1,844	1,841	3
Procurement & Material Mgmt	121	120	1
Total Maintenance	3,769	3,756	14
Engineering/Capital			
Construction Management (4)	31	35	(4)
Engineering & Design (4)	55	56	(1)
Total Engineering/Capital	86	91	(6)
Total Positions	6,196	6,154	42
Non-Reimbursable	5,540	5,715	(174)
Reimbursable	656	440	216
Total Full-Time	6,195	6,153	42
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects early hiring of vacant positions.

(2) Variance reflects existing vacant positions.

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

(4) Variance reflects lower attrition than planned.

MTA METRO-NORTH RAILROAD
2014 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2014

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	171	153	18
Professional, Technical, Clerical	372	363	10
Operational Hourlies	-	-	-
Total Administration	544	516	28
Operations (1)			
Managers/Supervisors (2)	147	131	16
Professional, Technical, Clerical	230	227	3
Operational Hourlies (2)	1,421	1,434	(13)
Total Operations	1,798	1,792	6
Maintenance (1)			
Managers/Supervisors (2)	490	492	(2)
Professional, Technical, Clerical	482	500	(17)
Operational Hourlies (2)	2,797	2,764	33
Total Maintenance	3,769	3,756	14
Engineering/Capital			
Managers/Supervisors	37	38	(1)
Professional, Technical, Clerical	49	53	(4)
Operational Hourlies	-	-	-
	86	91	(6)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	845	815	30
Professional, Technical, Clerical	1,133	1,142	(9)
Operational Hourlies	4,218	4,198	20
Total Positions	6,196	6,154	42

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 MID YEAR FORECAST VS. ACTUALS**

June 30, 2014

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,798	1,792	6	Reflects vacancies in Operation Services (train operations staff).
Maintenance (1)	3,769	3,756	14	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)	544	516	28	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts).
Engineering / Capital	86	91	(6)	Reflects vacancies in Engineering & Design (engineers) and Construction Management (engineers and site construction managers) positions.
Total Agency-wide Headcount	6,196	6,154	42	
Non-Reimbursable	5,540	5,715	(174)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	656	440	216	

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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
June 2014**

	MONTH			VARIANCE	
	2014	FORECAST	2013	FORECAST	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	61.4%	60.5%	72.7%	0.9%	-11.3%
Adjusted ⁽²⁾	69.1%	67.5%	81.3%	1.6%	-12.2%
Cost per Passenger					
Standard ⁽¹⁾	\$12.97	\$13.22	\$10.99	\$0.25	(\$1.98)
Adjusted ⁽²⁾	\$12.75	\$13.00	\$10.81	\$0.25	(\$1.94)
Passenger Revenue/Passenger ⁽³⁾	\$7.96	\$8.00	\$7.99	(\$0.04)	(\$0.03)
	YEAR-TO-DATE			VARIANCE	
	2014	FORECAST	2013	FORECAST	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	58.0%	57.5%	61.8%	0.5%	-3.8%
Adjusted ⁽²⁾	65.1%	64.3%	71.0%	0.8%	-5.9%
Cost per Passenger					
Standard ⁽¹⁾	\$13.63	\$13.74	\$12.32	\$0.11	(\$1.31)
Adjusted ⁽²⁾	\$13.34	\$13.50	\$12.12	\$0.16	(\$1.22)
Passenger Revenue/Passenger ⁽³⁾	\$7.90	\$7.90	\$7.61	\$0.00	\$0.29

(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.

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan. Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JULY 2014

Operations Planning & Analysis Department
September, 2014

JULY 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

July

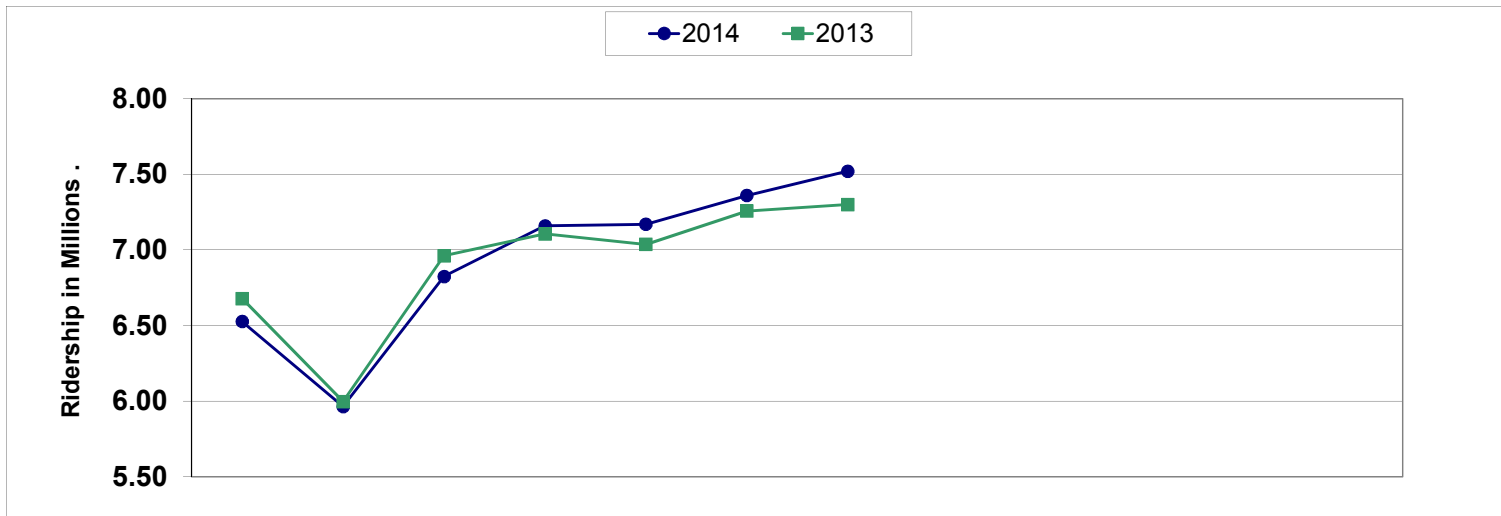
- July 2014 **Total MNR System Ridership** was 7.568 million vs. 7.346 million in July 2013, an increase of 222,140 passengers (+3.0%).
- July 2014 **Total Rail Ridership** was 7.520 million vs. 7.300 million in July 2013, an increase of 220,086 passengers (+3.0%).
 - **Rail Commutation Ridership** was +0.5% vs. 2013
 - **Rail Non-commutation Ridership** was +6.4% vs. 2013
- July 2014 **East of Hudson Ridership** was 7.366 million vs. 7.156 million in July 2013, an increase of 209,906 passengers (+2.9%).
- July 2014 **West of Hudson Ridership** was 0.154 million vs. 0.144 million in July 2013, an increase of 10,180 passengers (+7.1%).
- July 2014 **Connecting Services Ridership** was 0.048 million vs. 0.046 million in July 2013, an increase of 2,054 passengers (+4.5%).
- July 2014 **Rail Revenue** was \$58.8 million vs. \$55.8 million in July 2013, an increase of \$3,008,366 (+5.4%).

Year To Date

- 2014 YTD **Total MNR System Ridership** was 0.4% above 2013 and 0.6% above forecast.
- 2014 YTD **Total Rail Ridership** was 0.4% above 2013 and 0.6% above forecast.
- 2014 YTD **East of Hudson Ridership** was 0.3% above 2013 and 0.6% above forecast.
- 2014 YTD **West of Hudson ridership** was 5.9% above 2013 and 0.6% above forecast.
- 2014 YTD **Connecting Services Ridership** was 3.8% below 2013 and 6.4% below forecast.
- 2014 YTD **Rail Revenue** was 4.0% above 2013 and 0.6% above forecast.

JULY RAIL RIDERSHIP ⁽¹⁾

- July's Total Rail Ridership was 3.0% above 2013 and 2.2% above forecast.

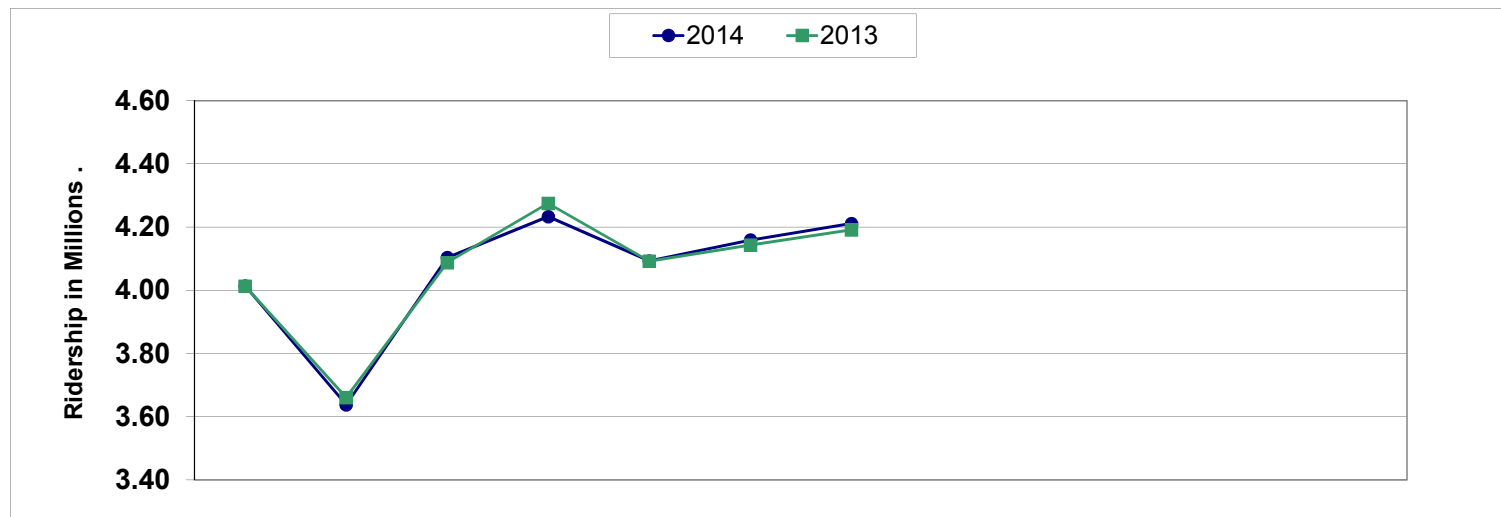


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53	5.96	6.82	7.16	7.17	7.36	7.52						48.52
2013	6.68	6.00	6.96	7.11	7.04	7.26	7.30						48.33
PCT CHG.	-2.3%	-0.5%	-2.0%	0.7%	1.9%	1.4%	3.0%						0.4%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Commutation Ridership was 0.5% above 2013 and 0.5% above forecast.

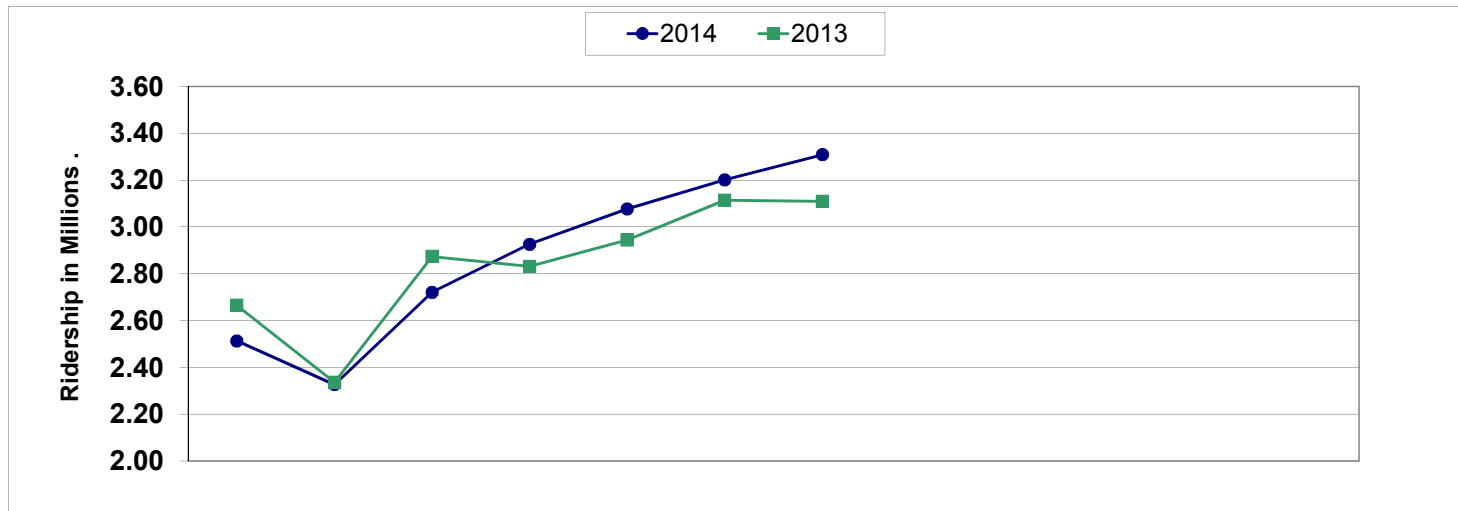


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01	3.64	4.10	4.23	4.09	4.16	4.21						28.45
2013	4.01	3.66	4.09	4.27	4.09	4.14	4.19						28.46
PCT CHG.	0.0%	-0.6%	0.4%	-1.0%	0.0%	0.4%	0.5%						0.0%

1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Non-Commutation Ridership was 6.4% above 2013 and 4.4% above forecast.

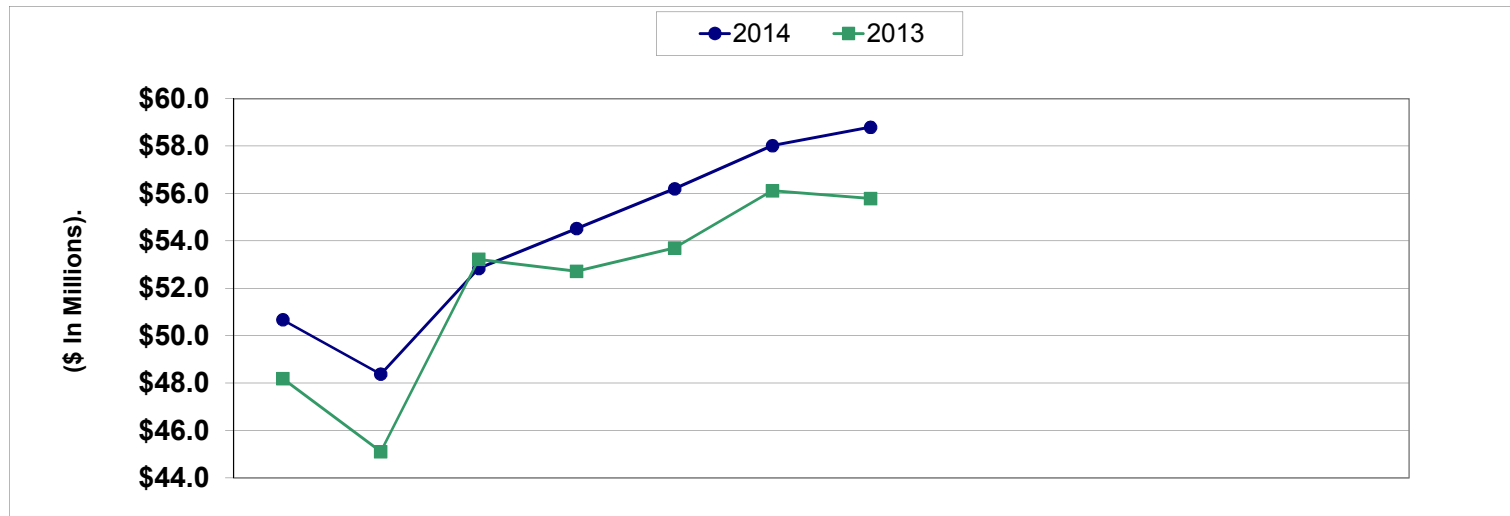


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51	2.33	2.72	2.93	3.08	3.20	3.31						20.07
2013	2.66	2.34	2.87	2.83	2.94	3.11	3.11						19.87
PCT CHG.	-5.7%	-0.4%	-5.3%	3.3%	4.5%	2.8%	6.4%						1.0%

1) Includes East and West of Hudson.

JULY RAIL REVENUE⁽¹⁾

- July's Total Rail Revenue was 5.4% above 2013 and 2.1% above forecast.



	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	\$58.0	\$58.8						\$379.4
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1	\$55.8						\$364.8
PCT CHG.	5.1%	7.3%	-0.7%	3.4%	4.7%	3.4%	5.4%						4.0%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JULY 2014

TICKET TYPE/SERVICE	JULY 2014	JULY 2013 ⁽¹⁾	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,127,295	4,111,871	15,424	0.4%
West of Hudson	84,240	79,484	4,756	6.0%
Total Rail Commutation Ridership	4,211,535	4,191,355	20,180	0.5%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,239,138	3,044,656	194,482	6.4%
West of Hudson	69,580	64,156	5,424	8.5%
Total Rail Non-Commutation Ridership	3,308,718	3,108,812	199,906	6.4%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,366,433	7,156,527	209,906	2.9%
West of Hudson	153,820	143,640	10,180	7.1%
TOTAL RAIL RIDERSHIP	7,520,253	7,300,167	220,086	3.0%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	47,822	45,768	2,054	4.5%
TOTAL MNR SYSTEM RIDERSHIP	7,568,075	7,345,935	222,140	3.0%

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	27,888,053	27,935,028	(46,975)	-0.2%
West of Hudson	563,069	527,136	35,933	6.8%
Total Rail Commutation Ridership	28,451,122	28,462,164	(11,042)	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	19,668,235	19,485,925	182,310	0.9%
West of Hudson	404,092	386,340	17,752	4.6%
Total Rail Non-Commutation Ridership	20,072,327	19,872,265	200,062	1.0%
TOTAL RAIL RIDERSHIP				
East of Hudson	47,556,288	47,420,953	135,335	0.3%
West of Hudson	967,161	913,476	53,685	5.9%
TOTAL RAIL RIDERSHIP	48,523,449	48,334,429	189,020	0.4%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	307,973	320,034	(12,061)	-3.8%
TOTAL MNR SYSTEM RIDERSHIP	48,831,422	48,654,463	176,959	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

JULY 2014

LINE	JULY 2014 ACTUAL	JULY 2014 FORECAST	VARIANCE VS. FORECAST		JULY 2013 RESTATED (1)	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,363,438	2,349,203	14,235	0.6%	2,330,441	32,997	1.4%
Hudson Line	1,454,534	1,359,134	95,400	7.0%	1,344,284	110,250	8.2%
New Haven Line	3,548,461	3,497,278	51,183	1.5%	3,481,802	66,659	1.9%
Total East of Hudson	7,366,433	7,205,615	160,818	2.2%	7,156,527	209,906	2.9%
WEST OF HUDSON							
Port Jervis Line	93,470	94,371	(901)	-1.0%	91,288	2,182	2.4%
Pascack Valley Line	60,350	57,886	2,464	4.3%	52,352	7,998	15.3%
Total West of Hudson	153,820	152,257	1,563	1.0%	143,640	10,180	7.1%
TOTAL RAIL RIDERSHIP	7,520,253	7,357,872	162,381	2.2%	7,300,167	220,086	3.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	30,774	30,573	201	0.7%	28,600	2,174	7.6%
Haverstraw-Ossining Ferry	10,615	11,694	(1,079)	-9.2%	11,510	(895)	-7.8%
Newburgh-Beacon Ferry	6,433	5,658	775	13.7%	5,658	775	13.7%
Total Connecting Services	47,822	47,925	(103)	-0.2%	45,768	2,054	4.5%
TOTAL MNR SYSTEM	7,568,075	7,405,797	162,278	2.2%	7,345,935	222,140	3.0%

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 FORECAST	VARIANCE VS. FORECAST		2013 YTD RESTATED ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	15,619,617	15,578,850	40,767	0.3%	15,612,699	6,918	0.0%
Hudson Line	9,295,991	9,188,725	107,266	1.2%	9,184,799	111,192	1.2%
New Haven Line	22,640,680	22,489,740	150,940	0.7%	22,623,455	17,225	0.1%
Total East of Hudson	47,556,288	47,257,315	298,973	0.6%	47,420,953	135,335	0.3%
WEST OF HUDSON							
Port Jervis Line	586,164	585,137	1,027	0.2%	568,071	18,093	3.2%
Pascack Valley Line	380,997	376,682	4,315	1.1%	345,405	35,592	10.3%
Total West of Hudson	967,161	961,819	5,342	0.6%	913,476	53,685	5.9%
TOTAL RAIL RIDERSHIP	48,523,449	48,219,134	304,315	0.6%	48,334,429	189,020	0.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	214,420	215,715	(1,295)	-0.6%	207,828	6,592	3.2%
Haverstraw-Ossining Ferry	61,762	75,821	(14,059)	-18.5%	74,627	(12,865)	-17.2%
Newburgh-Beacon Ferry	31,791	37,579	(5,788)	-15.4%	37,579	(5,788)	-15.4%
Total Connecting Services	307,973	329,115	(21,142)	-6.4%	320,034	(12,061)	-3.8%
TOTAL MNR SYSTEM	48,831,422	48,548,249	283,173	0.6%	48,654,463	176,959	0.4%

Notes:

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

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JUNE 2014

Operations Planning & Analysis Department
September, 2014

JUNE 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

June

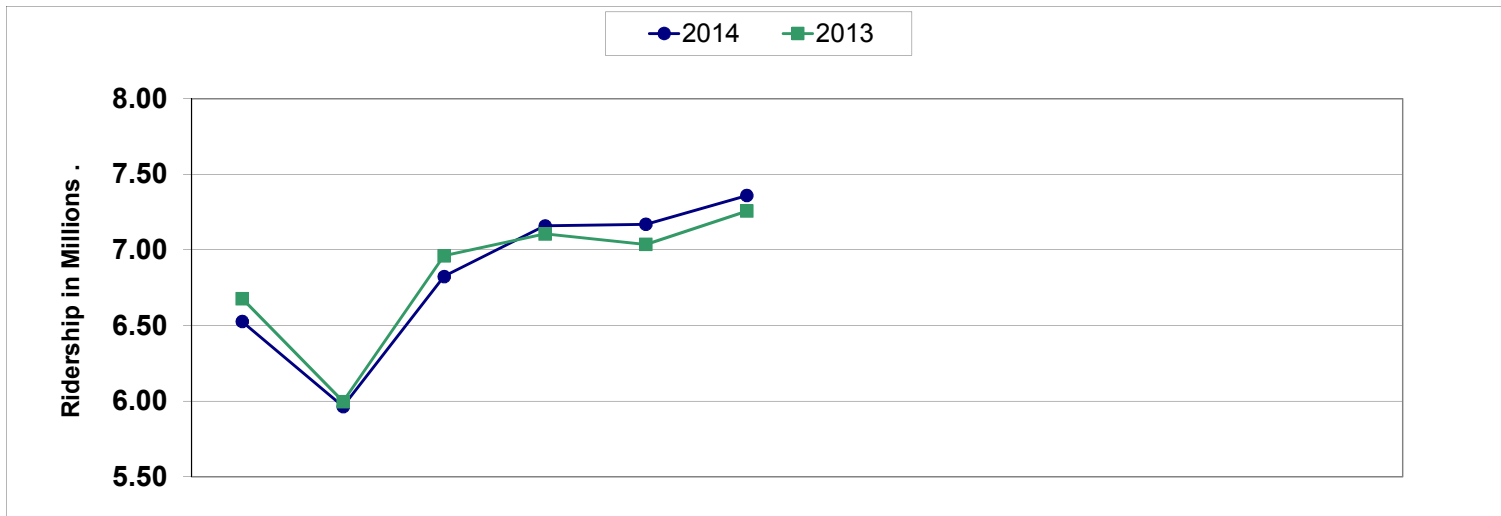
- June 2014 **Total MNR System Ridership** was 7.406 million vs. 7.304 million in June 2013, an increase of 101,764 passengers (+1.4%).
- June 2014 **Total Rail Ridership** was 7.360 million vs. 7.257 million in June 2013, an increase of 102,894 passengers (+1.4%).
 - **Rail Commutation Ridership** was +0.4% vs. 2013
 - **Rail Non-commutation Ridership** was +2.8% vs. 2013
- June 2014 **East of Hudson Ridership** was 7.213 million vs. 7.115 million in June 2013, an increase of 98,051 passengers (+1.4%).
- June 2014 **West of Hudson Ridership** was 0.146 million vs. 0.141 million in June 2013, an increase of 4,843 passengers (+3.4%).
- June 2014 **Connecting Services Ridership** was 0.046 million vs. 0.047 million in June 2013, a decrease of 1,130 passengers (-2.4%).
- June 2014 **Rail Revenue** was \$58.0 million vs. \$56.1 million in June 2013, an increase of \$1,903,856 (+3.4%).

Year To Date

- 2014 YTD **Total MNR System Ridership** was 0.1% below 2013 and 0.3% above forecast.
- 2014 YTD **Total Rail Ridership** was 0.1% below 2013 and 0.3% above forecast.
- 2014 YTD **East of Hudson Ridership** was 0.2% below 2013 and 0.3% above forecast.
- 2014 YTD **West of Hudson ridership** was 5.7% above 2013 and 0.5% above forecast.
- 2014 YTD **Connecting Services Ridership** was 5.2% below 2013 and 7.5% below forecast.
- 2014 YTD **Rail Revenue** was 3.7% above 2013 and 0.3% above forecast.

JUNE RAIL RIDERSHIP ⁽¹⁾

- June's Total Rail Ridership was 1.4% above 2013 and 0.7% above forecast.

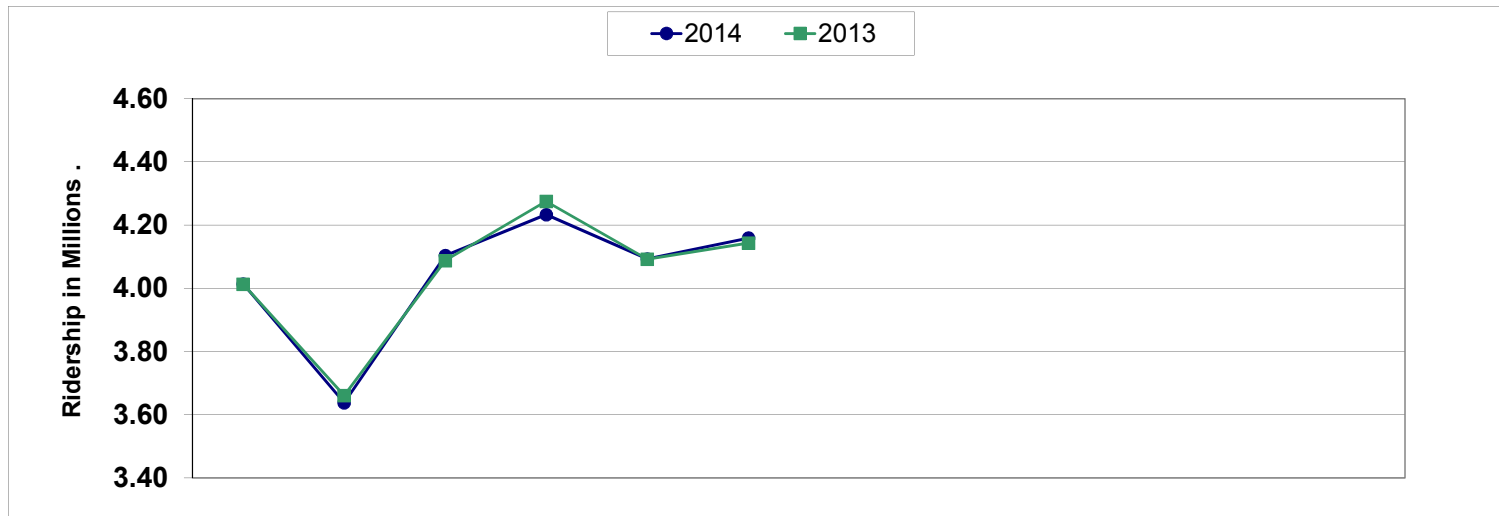


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53	5.96	6.82	7.16	7.17	7.36							41.00
2013	6.68	6.00	6.96	7.11	7.04	7.26							41.03
PCT CHG.	-2.3%	-0.5%	-2.0%	0.7%	1.9%	1.4%							-0.1%

1) Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Commutation Ridership was 0.4% above 2013 and forecast.

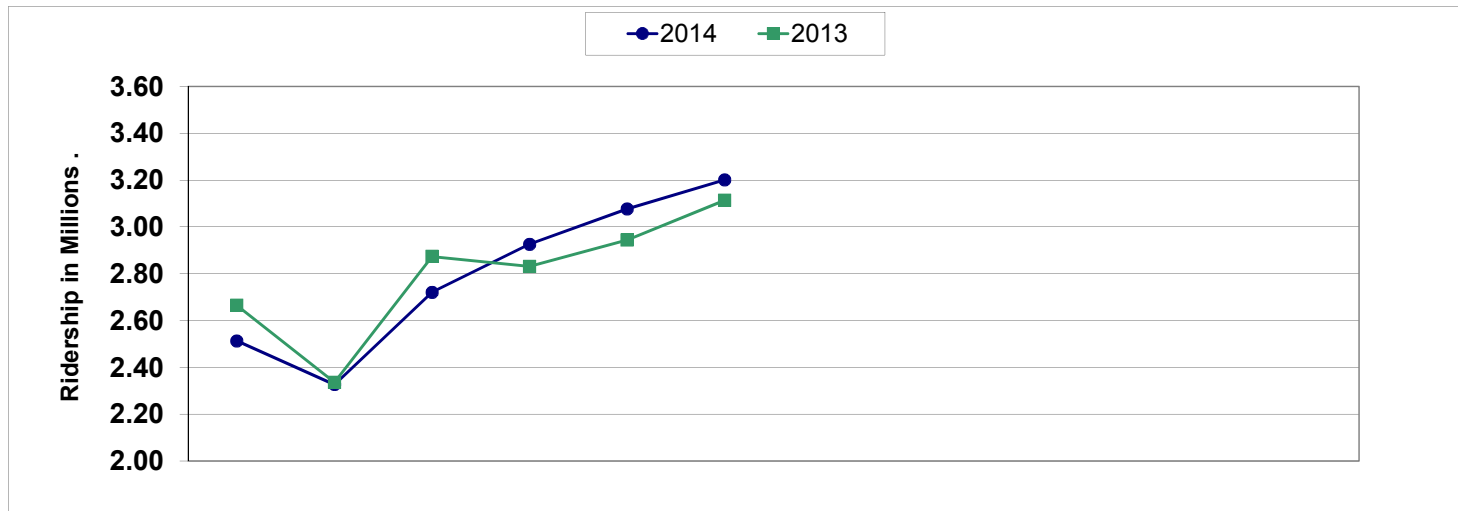


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01	3.64	4.10	4.23	4.09	4.16							24.24
2013	4.01	3.66	4.09	4.27	4.09	4.14							24.27
PCT CHG.	0.0%	-0.6%	0.4%	-1.0%	0.0%	0.4%							-0.1%

1) Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Non-Commutation Ridership was 2.8% above 2013 and 1.2% above forecast.

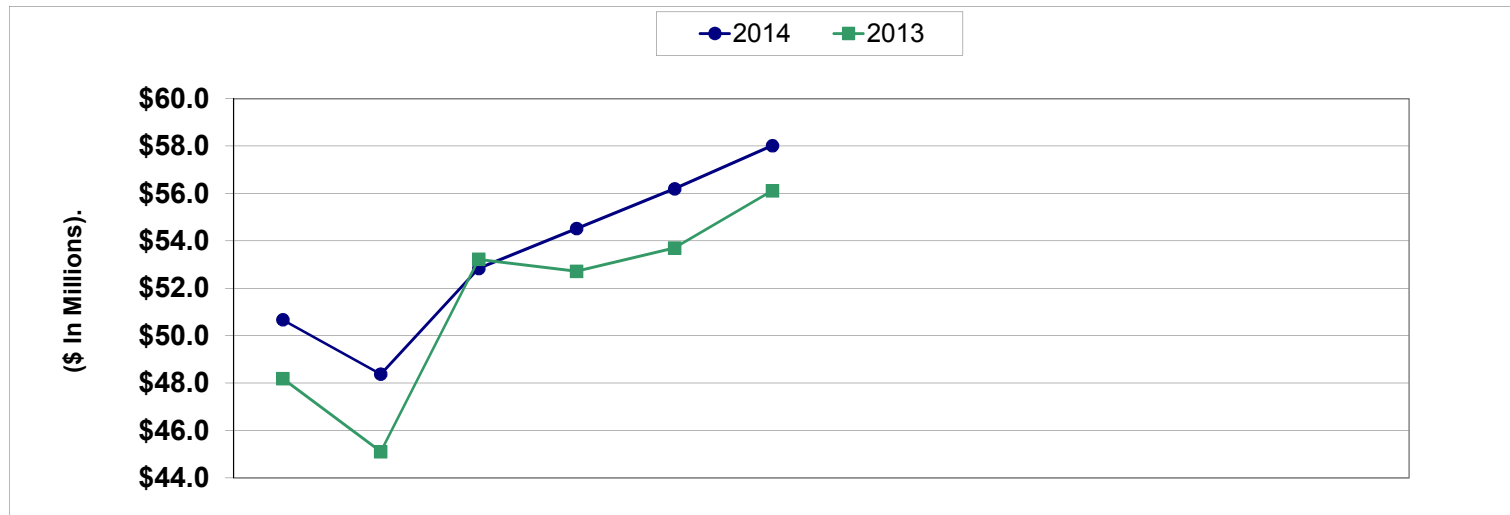


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51	2.33	2.72	2.93	3.08	3.20							16.76
2013	2.66	2.34	2.87	2.83	2.94	3.11							16.76
PCT CHG.	-5.7%	-0.4%	-5.3%	3.3%	4.5%	2.8%							0.0%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE⁽¹⁾

- June's Total Rail Revenue was 3.4% above 2013 and 0.3% above forecast.



	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	\$58.0							\$320.6
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1							\$309.1
PCT CHG.	5.1%	7.3%	-0.7%	3.4%	4.7%	3.4%							3.7%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JUNE 2014

TICKET TYPE/SERVICE	JUNE 2014	JUNE 2013 ⁽¹⁾	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,076,728	4,065,584	11,144	0.3%
West of Hudson	82,135	77,527	4,608	5.9%
Total Rail Commutation Ridership	4,158,863	4,143,111	15,752	0.4%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,136,952	3,050,045	86,907	2.8%
West of Hudson	64,288	64,053	235	0.4%
Total Rail Non-Commutation Ridership	3,201,240	3,114,098	87,142	2.8%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,213,680	7,115,629	98,051	1.4%
West of Hudson	146,423	141,580	4,843	3.4%
TOTAL RAIL RIDERSHIP	7,360,103	7,257,209	102,894	1.4%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	46,321	47,451	(1,130)	-2.4%
TOTAL MNR SYSTEM RIDERSHIP	7,406,424	7,304,660	101,764	1.4%

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 SUMMARY 2014 YEAR-TO-DATE

TICKET TYPE/SERVICE	2014 YTD	2013 YTD ⁽¹⁾	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	23,760,758	23,823,157	(62,399)	-0.3%
West of Hudson	478,829	447,652	31,177	7.0%
Total Rail Commutation Ridership	24,239,587	24,270,809	(31,222)	-0.1%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	16,429,097	16,441,269	(12,172)	-0.1%
West of Hudson	334,512	322,184	12,328	3.8%
Total Rail Non-Commutation Ridership	16,763,609	16,763,453	156	0.0%
TOTAL RAIL RIDERSHIP				
East of Hudson	40,189,855	40,264,426	(74,571)	-0.2%
West of Hudson	813,341	769,836	43,505	5.7%
TOTAL RAIL RIDERSHIP	41,003,196	41,034,262	(31,066)	-0.1%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	260,105	274,266	(14,161)	-5.2%
TOTAL MNR SYSTEM RIDERSHIP	41,263,301	41,308,528	(45,227)	-0.1%

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

JUNE 2014

LINE	JUNE 2014 ACTUAL	JUNE 2014 FORECAST	VARIANCE VS. FORECAST		JUNE 2013 RESTATED (1)	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,337,339	2,314,898	22,441	1.0%	2,297,689	39,650	1.7%
Hudson Line	1,422,392	1,413,458	8,934	0.6%	1,400,281	22,111	1.6%
New Haven Line	3,453,949	3,430,171	23,778	0.7%	3,417,659	36,290	1.1%
Total East of Hudson	7,213,680	7,158,527	55,153	0.8%	7,115,629	98,051	1.4%
WEST OF HUDSON							
Port Jervis Line	87,459	88,481	(1,022)	-1.2%	86,834	625	0.7%
Pascack Valley Line	58,964	59,288	(324)	-0.5%	54,746	4,218	7.7%
Total West of Hudson	146,423	147,769	(1,346)	-0.9%	141,580	4,843	3.4%
TOTAL RAIL RIDERSHIP	7,360,103	7,306,296	53,807	0.7%	7,257,209	102,894	1.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	30,258	32,052	(1,794)	-5.6%	31,029	(771)	-2.5%
Haverstraw-Ossining Ferry	10,198	11,392	(1,194)	-10.5%	11,213	(1,015)	-9.1%
Newburgh-Beacon Ferry	5,865	5,209	656	12.6%	5,209	656	12.6%
Total Connecting Services	46,321	48,653	(2,332)	-4.8%	47,451	(1,130)	-2.4%
TOTAL MNR SYSTEM	7,406,424	7,354,949	51,475	0.7%	7,304,660	101,764	1.4%

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 FORECAST	VARIANCE VS. FORECAST		2013 YTD RESTATE ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	13,256,179	13,229,647	26,532	0.2%	13,282,258	(26,079)	-0.2%
Hudson Line	7,841,457	7,829,591	11,866	0.2%	7,840,515	942	0.0%
New Haven Line	19,092,219	18,992,462	99,757	0.5%	19,141,653	(49,434)	-0.3%
Total East of Hudson	40,189,855	40,051,700	138,155	0.3%	40,264,426	(74,571)	-0.2%
WEST OF HUDSON							
Port Jervis Line	492,694	490,766	1,928	0.4%	476,783	15,911	3.3%
Pascack Valley Line	320,647	318,796	1,851	0.6%	293,053	27,594	9.4%
Total West of Hudson	813,341	809,562	3,779	0.5%	769,836	43,505	5.7%
TOTAL RAIL RIDERSHIP	41,003,196	40,861,262	141,934	0.3%	41,034,262	(31,066)	-0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	183,600	185,142	(1,542)	-0.8%	179,228	4,372	2.4%
Haverstraw-Ossining Ferry	51,147	64,127	(12,980)	-20.2%	63,117	(11,970)	-19.0%
Newburgh-Beacon Ferry	25,358	31,921	(6,563)	-20.6%	31,921	(6,563)	-20.6%
Total Connecting Services	260,105	281,190	(21,085)	-7.5%	274,266	(14,161)	-5.2%
TOTAL MNR SYSTEM	41,263,301	41,142,452	120,849	0.3%	41,308,528	(45,227)	-0.1%

Notes:

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



Metro-North Railroad

Capital Program Report

September 2014

CAPITAL PROGRAM

HIGHLIGHTS

September 22, 2014

STATIONS/PARKING/FACILITIES

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

Continuing with the installation of masonry walls and the preparation of cutover of utilities at the new utility building; and completed the following activities: paved south parking lot, abated the cooling tower in existing utility building, replaced overpass floor, delivered temporary emergency generators; and completed the canopy foundations for the “kiss and ride” area on Haarlem Avenue.

Poughkeepsie Station Improvements

Final Condition Assessment report has been received. Work continues on developing scheme for facility improvements.

New Haven Line Station Improvements

Project achieved substantial completion on July 31, 2014.

Fordham Station Improvements

Submittal process and the following work continue: site survey, excavation, foundation, rebar and concrete work for ADA ramp, relocation of the utilities on the inbound platform, installation of helical piles and cap on the outbound platform, and delivery of the steel for inbound canopy steel.

Harlem Line Station Renewal for Select Components

Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn): design is being advanced to the 95% level. Construction of Phase I Stations is deferred until early 2016, after the completion of CP109 and the Bronx drainage improvements. Phase II stations (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe): 30% design documents were received and distributed for MNR review and comments.

POWER

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

Preliminary Design for Phase I and Phase II is underway with expected completion September 2014. Design development and coordination is ongoing.

Power Infrastructure Restoration – Substations – Sandy

100% drawings and technical specifications completed end of July 2014. Contract was advertised on August 21, 2014, with bid opening date of October 1, 2014.

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 completed. Contract was advertised on August 21, 2014, with bid opening date of October 1, 2014.

Substation Replacement Bridge-23

Fabrication of the long lead equipment including New Rochelle's switchgear continues. Commissioning for Pelham balancing substation is anticipated to commence fourth quarter of 2014. Construction review of activities at Pelham, New Rochelle and signal station S-14 continues on new vendor submittals, equipment procurement and design coordination. Excavation and installation of foundations for autotransformers and fabrication of steel for rider structures are on-going.

Harlem River Lift Bridge-Cable Replacement/Control System

Project coordination meetings, submittals, and procurement of long lead items are ongoing. Fabrication of temporary platforms for bridge access around the tracks continues. Bridge outage with the United States Coast Guard is scheduled for September 15, 2014. Coordination on the AC Facility Houses design for SANDY Hardening is complete and procurement of major equipment is proceeding.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Tie work: Ties distributed on the New Haven Line for installation between New Rochelle and Port Chester commenced late August.

Track work: Surfacing on the Harlem line continues between CP123 to CP 117.

Rehabilitation - Woodbury Viaduct

Lead abatement activities continue. Contractor replaced the roller bearings at the east abutment. Additional repairs around Pier No. 2 S have been completed.

Rehabilitate Catenary Structures

Project achieved substantial completion on July 17, 2014.

Undergrade Bridges – East of Hudson

NH 20.39 (Mamaroneck Ave, Mamaroneck) - Work is 95% complete.

HU 3.41 over 110th Street: Grout mix design is complete. Repairs will commence in the fall.

Design of 5 Undergrade Bridges – MNR is reviewing the 90% design of the HA61.06 and HA 61.36 (Patterson, NY) and 100% design of HA14.57 (Bronxville, NY).

Undergrade Bridges – West of Hudson

Repairs to seven (7) undergrade bridges on the Port Jervis Line – On September 5, 2014 contract was executed for the rehabilitation of JS51.00 culvert at Highland Mills.

Overhead Bridges – East of Hudson

Replacement of Bridge Street Bridge in Poughkeepsie - Bridge was opened to traffic on August 22, 2014. Punch list and water main installation are underway and nearing completion.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V, Preliminary Design (Consist Shop)* – Bid support and evaluation continues for the Phase V Stage I Design-Build and the option for the construction of the new stand-alone Wheel Shop.
- *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 Maintenance of Way building is underway: Roof #1 is 25% complete. The replacement on roofs #2, 3, 4, 5, 6 & 7 are 100% complete.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

- Construction services for the next phase of the Train Shed Repairs project was advertised in July 2014 with bids due in September 17, 2014.
- MNR is reviewing the 90% design package for platform edge repair project (construction to be performed in 2015-2019 Capital Programs).

GCT Elevator Rehabilitation Phase 4

Bids were received and are under review to rehabilitate SE1 and SE2 elevators which serve the lower and upper levels and Depew Place loading dock; as well as A-car, which serves the M-42 substation.

GCT Utilities

Domestic Water System - Commenced with installing the domestic water suction tank and delivered and set the triplex pump onto the elevated concrete pad at 49th Street.

Fire Suppression Design – MNR received and commented on the 90% fire suppression design package.

GCT Leaks Remediation

Commenced with excavation of the existing asphalt, concrete slab, and waterproofing with the staging area on Vanderbilt Avenue between 45th/46th and 44th/43rd Streets. Demolished a major section of the concrete overlay behind the Park Avenue Vanderbilt permanent barrier wall and started to demolish the north bound Viaduct under deck concrete in preparation for future deck repairs.

ROLLING STOCK

M-8 Car Program

As of August 31, 2014, 368 cars have been conditionally accepted and placed into revenue service.

2014 MNR Capital Program Goals

As of August 31, 2014

In Millions

