



Metropolitan Transportation Authority

Meeting of the Metro-North Railroad Committee

January 2015

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 Avenue
5th Floor Board Room
New York, NY 10017
Tuesday, 1/20/2015
8:30 - 9:30 AM ET**

1. Public Comments

2. Approval of Minutes

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3. Approval of 2015 Work Plan

2015 MNR Committee Work Plan - Page 9

4. President's Reports

Safety Report

MNR-Safety Report - Page 15

a. Enhanced Safety Report

Enhanced Safety Report - Page 18

MTA Police Report

MTA Police Report - Page 19

5. Procurements

Procurements - Page 24

Competitive

Competitive - Page 27

Ratifications

Ratifications - Page 30

6. Operations Report

Operations Report - Page 32

7. Financial Report

Financial Report - Page 44

8. Ridership Report

Ridership Report - Page 68

9. Capital Program Report

Capital Program Report - Page 79

Date of next meeting: Joint meeting with Long Island Rail Road, Monday, February 23, 2015 @ 8:30 A.M.

Minutes of the Regular Meeting
Metro-North Committee
Monday, December 15, 2014

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

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler
Hon. Andrew M. Saul

Also Present:

Donna Evans – Chief of Staff
Ralph Agritelley– Vice President, Labor Relations
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 – Vice President, Capital Programs
Kim Porcelain – Vice President, Finance and Information Systems
Robert Rodriguez – Director, Diversity and EEO
Michael Shiffer – Vice President – Operations Planning

Chairman Sedore called the meeting of the Metro-North Committee to order. He noted that President Giulietti is in Japan attending the East Japan Railroad Centennial Celebration of Tokyo

Station, Grand Central Terminal's sister station in Japan and will be attending meetings with Kawasaki.

One public speaker addressed the Committee. Murray Bodin complimented Metro-North on recent station improvements. He discussed the blowing of train horns and the public address system. Additional details of the comments made by Mr. Bodin are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Upon motion duly made and seconded, the Committee approved the minutes of the November 17, 2014 Committee meeting. There were no changes to the 2014 work plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

John Kesich, Senior Vice President - Operations, reported on Metro-North operations in the absence of President Giulietti. Mr. Kesich noted that ongoing, aggressive track maintenance and improvement work, an increase in number of speed restrictions due to enhanced track inspections and delays related to slip-slide conditions were contributing factors in the significant increase in train delays of six to 10 minute duration in November 2014. Slip-slide conditions and speed restrictions have also created issues in the sequencing of trains at Woodlawn, where the New Haven and Harlem Lines converge, and at Mott Haven, where trains merge with the Hudson Line. He noted that the slip-slide condition is a typical fall occurrence which has begun to diminish in December. As a result of the above conditions, the east of Hudson overall on-time performance of 86.9% in November was 6.1% below goal. The AM Peak operated at 77% while the PM Peak continued to perform above goal across all three lines. The west of Hudson overall on-time performance was 94.4% in November and 95.4% year-to-date.

Mr. Kesich reported on the preparations that Metro-North has taken to deal with potential inclement winter weather conditions. He noted that Metro-North is completing its winter preparations for the rolling stock fleet and the infrastructure. Metro-North has purchased additional snow-fighting equipment, including two additional cold air blowers (for a total of five) which will allow Metro-North to clean yard switches and the third rail simultaneously at more locations. Metro-North also purchased an additional front-end loader and backhoe which will enable Metro-North to plow more of the right-of-way in order to access track interlockings and power substation locations. In 2013, Metro-North received two high volume snow blowers from New York City Transit and has completed the retrofitting of three jet hot air blowers for greater power and fuel efficiency. Most importantly, Metro-North has taken steps to ensure that customers are well-informed before and during a storm event with timely and accurate information through station announcements, platform display signs, email alerts, special notices and service status box updates on the website. The [Metro-North Train Time App](#) also provides real-time service status on Smartphones or computers. These communication elements provide Metro-North with the ability to provide more information in a timelier manner during emergencies. Metro-North's goal during severe weather events is to provide customers with the best and safest service available, and to return to regularly scheduled service as soon as possible.

Mr. Kesich reported that, as a first step toward developing programs that improve employee wellness and safety, Metro-North has identified a health care company to provide medical testing

and evaluation services for a seven-month pilot project focusing on obstructive sleep apnea. The pilot will focus on screening and testing locomotive engineers. The proposed contract will be voted on by the Committee today and the Board on Wednesday. If the pilot is successful, it will be expanded to other employee groups at Metro-North and at our sister agencies within the MTA.

On behalf of Metro-North, Mr. Kesich thanked the MTA Police for their support and efforts during the daily demonstrations in Grand Central Terminal following the grand jury's decision not to indict the police officer whose actions led to Eric Garner's death. He noted that the demonstrations have not prevented Metro-North's customers from using the Terminal for its primary purpose of transportation.

Mr. Kesich noted that two long standing holiday events are currently taking place at Grand Central Terminal – the 15th annual Grand Central Holiday Fair located in Vanderbilt Hall and the New York Transit Museum's 13th Annual Holiday Train Show.

Further details concerning Mr. Kesich'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 Mr. Kesich.

SAFETY REPORT

Ms. Kirsch gave the safety report on injuries through October 2014 and gave an overview of Metro-North's enhanced safety actions. She noted that while employee injuries have increased as compared to October 2013, customer injuries decreased. She reported that a Safety Stand-down was held on December 11, 2014. She also reported that Metro-North is awaiting FRA acceptance of its C3RS waiver request, the installation of alerters is on schedule to be completed by the end of 2014 and all NTSB permanent speed restriction signs have been installed and placed in service.

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.

MTA POLICE DEPARTMENT REPORT

Chief Coan discussed crime on the Metro-North system, noting that in November 2014, total major felonies increased compared to the comparable period in 2013. There were two robberies in November 2014, one in Pleasantville, New York that resulted in an arrest and one in Stamford, Connecticut that is still open. There were three assaults in the same period, all of which resulted in arrests – one on a police officer in Grand Central Terminal, one in Spring Valley and one in Poughkeepsie. The MTA Police are working with the New York City Police and monitoring the demonstrations in Grand Central Terminal following the grand jury's decision not to indict the police officer whose actions led to Eric Garner's death.

Further details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and

maintained in the MTA records, which recording includes discussions between MTA Vice Chairman Ferrer, Director Raymond Diaz and Chief Coan.

Action Item:

Upon motion duly made and seconded, the following action item was approved for recommendation to the Board.

- Metro-North Railroad 2015 Budget and 2015-2018 Financial Plan – Board adoption of the MTA Metro-North Railroad 2014 November Forecast, 2015 Final Proposed Budget and 2015-2018 Financial Plan.

Details concerning the above item are contained in a staff summary and related documents 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 Item:

One informational item was reported to the Committee:

- 2015 Proposed Metro-North Committee Work Plan – Chairman Sedore presented the proposed work plan that was prepared based upon reports that Metro-North and the Long Island Rail Road provided in 2014. He noted that the work plan is being coordinated with the Long Island Rail Road’s work plan for consistency in reporting to the Committee during the months that the Committees meet jointly and separately. The final 2015 work plan will be presented to the Committee for approval in January 2015.

The 2015 Proposed Metro-North Committee Work Plan is filed with the records of this meeting.

Procurements:

One non-competitive procurement was presented to the Committee:

- Approval to award a non-competitive, miscellaneous service contract to Smart Software, Inc. for a period of three years to provide maintenance and support of Metro-North’s Algorithmic Forecasting System.

Five competitive procurements were presented to the Committee.

- Approval of a 48-month competitively solicited and negotiated design contract with HNTB New York Engineering & Architecture, P.C. to design various customer communication systems at Grand Central Terminal and at outlying passenger stations.
- Approval to retain General Engineering Consultants to perform personal services for design, engineering, supervision inspection services and miscellaneous professional

services to support the 2015-2019 Capital Program and the needs of the operating divisions.

- Approval to award a competitively solicited and negotiated, seven month personal service contract to the firm of Persante Health Care, Inc. to screen, manage, coordinate, evaluate and monitor treatment for up to 250 locomotive engineers for obstructive sleep apnea.
- Approval for additional funding totaling \$510,826 and a one-year extension to Gannett Fleming Engineers and Architects, P.C. for additional design services to advance the Grand Central Terminal escalator replacement drawings from 30% to 100% complete design.
- Approval for additional funding totaling \$149,614 to Konecranes, Inc. to provide preventive maintenance, inspection and repair of all jib and overhead cranes located throughout Metro-North New York and Connecticut facilities.

Upon motion duly made and seconded, all the foregoing procurement items were approved for recommendation to the Board. Board member Ballan recused himself from voting with respect to the first two of the five competitive procurements identified above. 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 the Committee members and Mr. Kesich related to procurement matters.

Operations Report:

The details of Mr. Kesich's report are contained in the President's Report above and in the Operations 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.

Financial Report:

Ms. Porcelain presented the financial report for the period ending October 31, 2014. She noted that, as a result of the recent retroactive wage adjustments, the October 2014 adjusted Farebox Operating Ratio was 59.8% compared to the Farebox Operating Ratio of 69.4% in the comparable period of 2013.

Further details of Ms. Porcelain's report are contained in the financial 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.

Ridership Report:

Mr. Shiffer presented the October 2014 ridership report. He noted that total system ridership east of Hudson was 3.6% higher than in the comparable period of 2013, rail commutation ridership was 1.9% higher and rail non-commutation ridership was 6.4% higher. West of Hudson ridership was 9.2% higher in October 2014 than in the comparable period of

2013, Pt. Jervis Line ridership was 7% higher and Pascack Valley Line ridership was 12.8% higher. Year-to-date October 2014 total system ridership was 1.2% higher than in the comparable period of 2013 and .8% above forecast.

Further details of Mr. Shiffer's report are contained in the December 2014 Ridership 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.

Capital Program Report:

Mr. McCarthy presented the capital program report. The details of that report are contained in the December 2014 Capital Program Report filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Adjournment

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

Respectfully submitted,



Linda Montanino
Assistant Secretary



2015 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

| | |
|----------------------------|----------------------------|
| Approval of Minutes | Committee Chairs & Members |
| 2015 Committee Work Plan | Committee Chairs & Members |
| President's Report | President/Senior Staff |
| Safety Report | |
| MTA Police Report | |
| Information Items (if any) | |
| Action Items (if any) | |
| Procurements | |
| Agency Reports | Senior Staff |
| Operations | |
| Finance | |
| Ridership | |
| Capital Program | |

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2015

| | |
|--------------------------------------|----------------------------|
| Approval of 2015 Committee Work Plan | Committee Chairs & Members |
|--------------------------------------|----------------------------|

February 2015 (Joint meeting with LIRR)

| | |
|---|-------------------|
| Adopted Budget/Financial Plan 2015 | Finance |
| 2014 Annual Operating Results | Operations |
| 2014 Annual Fleet Maintenance Report | Operations |
| Bi-Annual Report on PTC | President |
| Diversity/EEO Report – 4 th Quarter 2014 | Diversity and EEO |

March 2015

| | |
|---|--------------------------------|
| Annual Strategic Investments & Planning Studies | Capital Planning |
| 2015 Spring/Summer Schedule Change | Operations Planning & Analysis |
| Annual Elevator & Escalator Report | Engineering |

April 2015 (Joint meeting with LIRR – MNR lead)

| | |
|---|--------------------------------|
| Final Review of 2014 Operating Budget Results | Finance |
| 2014 Annual Ridership Report | Operations Planning & Analysis |
| Annual Inventory Report | Procurement |
| Bi-Annual Report on M-9 Procurement | President |

May 2015

| | |
|---|-------------------|
| Diversity/EEO Report – 1 st Quarter 2015 | Diversity and EEO |
|---|-------------------|

June 2015 (Joint meeting with LIRR)

Grand Central Terminal Retail Development MTA Real Estate

July 2015

Environmental Audit Environmental Compliance

September 2015 (Joint meeting with LIRR – MNR lead)

2016 Preliminary Budget (Public Comment) Finance
2015 Mid-Year Forecast Finance
Bi-Annual Report on M-9 Procurement President
Diversity/EEO Report – 2nd Quarter 2015 Diversity and EEO

October 2015

2016 Preliminary Budget (Public Comment) Finance
2015 Fall Schedule Change Operations Planning & Analysis

November 2015 (Joint meeting with LIRR)

2016 Preliminary Budget (Public Comment) Finance
Annual Committee Charter Review Committee Chairs & Members
Holiday Schedule Operations Planning & Analysis
Bi-Annual Report on PTC President
Diversity/EEO Report – 3rd Quarter 2015 Diversity and EEO

December 2015

2016 Final Proposed Budget Finance
2016 Proposed Committee Work Plan Committee Chairs & Members

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.

2015 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.

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 and an update on enhanced safety actions throughout Metro-North's system.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Procurements

List of procurement action items requiring Board approval. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Operations

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

Finance

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.

II. SPECIFIC AGENDA ITEMS

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 (Joint Meeting with LIRR)

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.

2014 Annual Fleet Maintenance Report

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

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 2014

A 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.

MARCH 2015

Annual Strategic Investments & Planning Studies

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.

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.

APRIL 2015 (Joint Meeting with LIRR – MNR lead)

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.

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 Elevator/Escalator Report

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

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.

Diversity & EEO Report– 1st Quarter 2015

A 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 (Joint Meeting with LIRR)

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.

SEPTEMBER 2015 (Joint Meeting with LIRR – MNR lead)

2015 Final Mid-Year Forecast

The agency will provide the 2015 Mid-Year Forecast financial information for revenue and expense by month.

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

Diversity & EEO Report– 2nd Quarter 2015

A 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 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

2015 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 2015.

NOVEMBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 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.

Diversity & EEO Report– 3rd Quarter 2015

A 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 2015

2016 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2016.

Proposed 2016 Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.

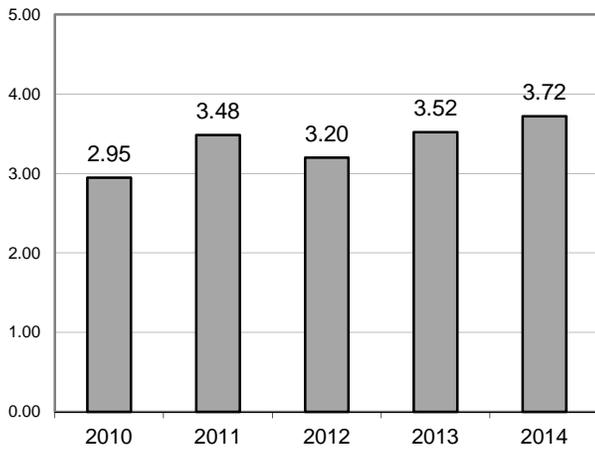


Metro-North Railroad

Safety Report

January 2015

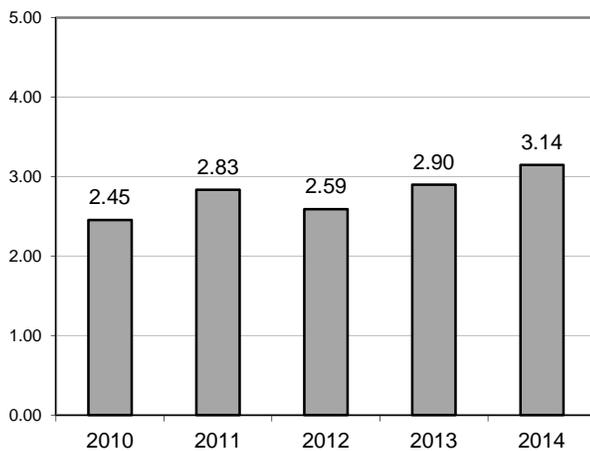
MTA Metro-North Railroad Summary of Employee Injuries thru November



Total Employee Injuries

| Year | Total | Total FI* |
|------|-------|-----------|
| 2010 | 167 | 2.95 |
| 2011 | 199 | 3.48 |
| 2012 | 184 | 3.20 |
| 2013 | 210 | 3.52 |
| 2014 | 227 | 3.72 |

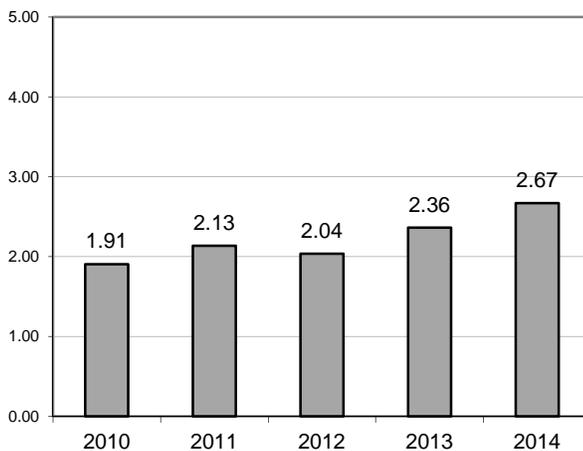
% change from last year: 5.7%
2014 Total FI Goal 2.80



Employee FRA Reportable Injuries

| Year | Total | FRA FI* |
|------|-------|---------|
| 2010 | 139 | 2.45 |
| 2011 | 162 | 2.83 |
| 2012 | 149 | 2.59 |
| 2013 | 173 | 2.90 |
| 2014 | 192 | 3.14 |

% change from last year: 8.5%
2014 FRA FI Goal 2.35



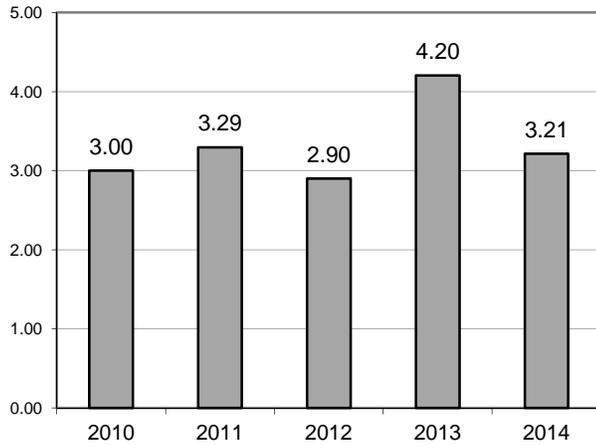
Employee Lost Time and Restricted Duty Injuries

| Year | LT | RD | LT FI* | RD FI* | LT&RD FI* |
|------|-----|----|--------|--------|-----------|
| 2010 | 90 | 18 | 1.59 | 0.32 | 1.91 |
| 2011 | 95 | 27 | 1.66 | 0.47 | 2.13 |
| 2012 | 110 | 7 | 1.91 | 0.12 | 2.04 |
| 2013 | 135 | 6 | 2.26 | 0.10 | 2.36 |
| 2014 | 161 | 2 | 2.64 | 0.03 | 2.67 |

% change from last year: 13.0%
2014 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

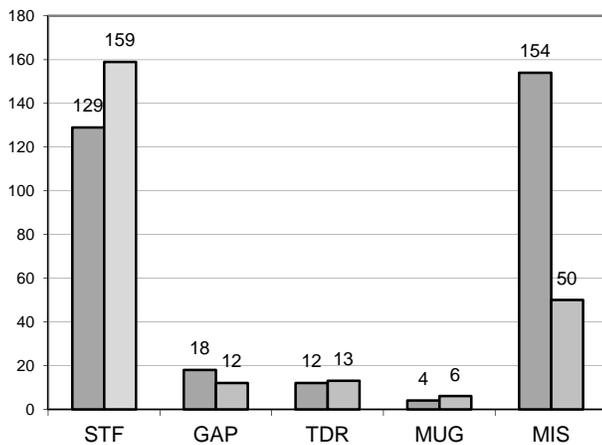
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru November



Total Customer Injuries

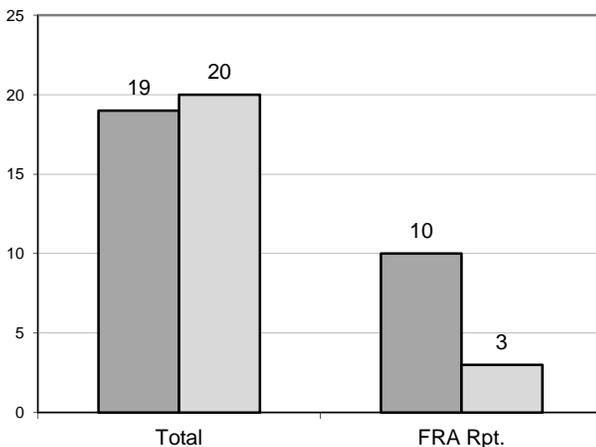
| Year | Total | Total FI* |
|------|-------|-----------|
| 2010 | 217 | 3.00 |
| 2011 | 241 | 3.29 |
| 2012 | 216 | 2.90 |
| 2013 | 315 | 4.20 |
| 2014 | 243 | 3.21 |

% change from last year: -23.6%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

| Year | Slip/Trip/Fall | Gap | Train Doors | Mugging | Misc. |
|------|----------------|-----|-------------|---------|-------|
| 2013 | 129 | 18 | 12 | 4 | 154 |
| 2014 | 159 | 12 | 13 | 6 | 50 |



Contractor Injuries

| Year | Total | FRA Rpt. |
|-------|-------|----------|
| 2013 | 19 | 10 |
| 2014 | 20 | 3 |
| % Chg | 5.3% | 0.0% |

* - Injuries per 1,000,000 rides



Memorandum

Date: January, 2015

To: Metro-North Committee

From: Joseph Giulietti 

Re: **Enhanced Safety Action Update**

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

- Our fourth quarter safety stand down was held on December 11, 2014, with a continued focus on motor vehicle safety and winter safety preparedness. Our next stand down will be scheduled for March 5, 2015.
- Our waiver request was submitted to the FRA and we are awaiting their acceptance.
- Our C3RS Peer Review Team training for agreement, management and FRA participants was held on January 14 – 16, 2014.

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

| ACTION ITEM | STATUS |
|-----------------------------|--|
| Alerters | <ul style="list-style-type: none"> • Modifications completed. The M3 fleet, the coach cab car fleet and the M2 fleets are 100% complete. |
| NTSB Recommendations | <ul style="list-style-type: none"> • We continue to implement NTSB recommendations, and will work with the NTSB to close out each of these recommendations, while coordinating with the other MTA agencies to ensure best practices are shared. |
| Speed Compliance | <ul style="list-style-type: none"> • For the month of December, 54 compliant radar observations were performed and 153 event recorder Download Reviews with no failures. There were a total of 2,029 downloads reviewed in 2014. |
| PTC | <ul style="list-style-type: none"> • The Systems Integrator (SI) is progressing Preliminary Design. Communications design elements are lagging. Additional resources have been obtained by the SI as part of mitigation. Radio compliance testing in process. First Article Inspection (FAI) for Transponder brackets has been completed. Delivery of brackets for early installation has been received, and being prepared for installation. |



Police Report January 2015



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

December 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 2 | 2 | 0 | 0% |
| Felony Assault | 1 | 0 | 1 | 100% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 9 | 14 | -5 | -36% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 12 | 16 | -4 | -25% |

Year to Date 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 1 | -1 | -100% |
| Robbery | 20 | 17 | 3 | 18% |
| Felony Assault | 13 | 13 | 0 | 0% |
| Burglary | 16 | 6 | 10 | 167% |
| Grand Larceny | 103 | 103 | 0 | 0% |
| Grand Larceny Auto | 1 | 6 | -5 | -83% |
| Total Major Felonies | 153 | 146 | 7 | 5% |



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

December 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 6 | 4 | 2 | 50% |
| Felony Assault | 4 | 1 | 3 | 300% |
| Burglary | 1 | 0 | 1 | 100% |
| Grand Larceny | 17 | 25 | -8 | -32% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 28 | 30 | -2 | -7% |

Year to Date 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 1 | -1 | -100% |
| Rape | 0 | 1 | -1 | -100% |
| Robbery | 64 | 44 | 20 | 45% |
| Felony Assault | 38 | 28 | 10 | 36% |
| Burglary | 21 | 10 | 11 | 110% |
| Grand Larceny | 240 | 239 | 1 | 0% |
| Grand Larceny Auto | 2 | 7 | -5 | -71% |
| Total Major Felonies | 365 | 330 | 35 | 11% |

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 12/31/2014

| Arrest Classification | Total Arrests | |
|-------------------------------------|---------------|------------|
| | 2014 | 2013 |
| Murder | 0 | 2 |
| Robbery | 58 | 47 |
| Felony Assault | 33 | 35 |
| Burglary | 10 | 10 |
| Grand Larceny | 67 | 68 |
| Grand Larceny Auto | 3 | 1 |
| Aggravated Harassment | 4 | 2 |
| Aggravated Unlicensed Operator | 34 | 50 |
| Assault-Misdemeanor | 56 | 64 |
| Breach of Peace | 10 | 12 |
| Child Endangerment | 1 | 3 |
| Conspiracy | 0 | 14 |
| Criminal Contempt | 4 | 6 |
| Criminal Impersonation | 2 | 10 |
| Criminal Mischief | 29 | 45 |
| Criminal Possession Stolen Property | 15 | 26 |
| Criminal Tampering | 0 | 3 |
| Criminal Trespass | 25 | 39 |
| Disorderly Conduct | 2 | 11 |
| Drug Offenses | 49 | 32 |
| DUI Offenses | 12 | 17 |
| Failure to Appear | 0 | 1 |
| Falsely Reporting an Incident | 4 | 9 |
| Forgery | 89 | 23 |
| Fraud | 6 | 8 |
| Graffiti | 10 | 6 |
| Harassment | 6 | 6 |
| Identity Theft | 0 | 1 |
| Issue a Bad Check | 0 | 2 |
| Make Terrorist Threat | 1 | 0 |
| Menacing | 8 | 16 |
| Obstruct Government | 6 | 11 |
| Panhandling | 1 | 0 |
| Petit Larceny | 103 | 94 |
| Public Lewdness | 38 | 24 |
| Rail Road Rules & Regulations | 1 | 0 |
| Reckless Endangerment | 7 | 8 |
| Resisting Arrest | 52 | 69 |
| Sex Offenses | 12 | 10 |
| Stalking | 2 | 1 |
| Theft of Services | 139 | 101 |
| Unlawful Imprisonment/Kidnapping | 0 | 2 |
| Unlawful Surveillance | 2 | 1 |
| VTL Offenses | 2 | 4 |
| Warrant Arrest | 54 | 36 |
| Weapons Offenses | 7 | 9 |
| Unauthorized Use Vehicle | 0 | 1 |
| Total Arrests | 964 | 940 |

INDEX CRIME REPORT
Per Day Average
December 2014

| | Systemwide | LIRR | MNRR | SIRT |
|-----------------------|-------------------|-------------|-------------|-------------|
| Murder | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Robbery | 6 | 3 | 2 | 1 |
| Fel. Assault | 4 | 3 | 1 | 0 |
| Burglary | 1 | 1 | 0 | 0 |
| Grand Larceny | 17 | 8 | 9 | 0 |
| GLA | 0 | 0 | 0 | 0 |
| Total | 28 | 15 | 12 | 1 |
| Crimes Per Day | 0.90 | 0.48 | 0.39 | 0.03 |

Subject Request for Authorization to Award Various Procurements

Department Procurement and Material Management

Department Head Name
Al Muir, Acting Sr. Director *[Signature]*

Department Head Signature

Project Manager Name

Date
January 6, 2015

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. | | X | | |
| 2 | MTA Board Mtg. | | X | | |
| | | | | | |
| | | | | | |

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

| Internal Approvals (cont.) | | | | | | | |
|----------------------------|----------|-------|----------|-------|----------|-------|----------|
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| | | | 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:

| | # of Actions | \$ Amount |
|---|--------------|-----------|
| <u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u> | NONE | |
| <u>Schedules Requiring Majority Vote</u> | NONE | |

SUB TOTAL:



MNR 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> | <u>NONE</u> | |
| <u>Schedules Requiring Majority Vote</u> | | |
| Schedule G: Miscellaneous Service Contracts | 1 | \$192,400 |
| • East Coast Railroad Services | | \$192,400 |
| Schedule J: Modifications to Miscellaneous Procurement Contracts | 1 | \$15,320,000 |
| • Choice Distribution, Inc. | | \$15,320,000 |
| SUB TOTAL: | 2 | \$15,512,400 |

MNR presents the following procurement actions for Ratification:

| | | |
|---|-------------|--------------|
| <u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u> | | |
| Schedule D: Ratification of Completed Procurement Actions | <u>NONE</u> | |
| <u>Schedules Requiring Majority Vote</u> | | |
| Schedule K: Ratification of Completed Procurement Actions | 4 | \$380,604 |
| • National Industries for the Blind | | \$80,100 |
| • A&M Industrial Supply Co., Inc. | | \$17,514 |
| • Edmer Sanitary Supply Co., Inc. | | \$22,990 |
| • Schneider Electric USA, Inc. | | \$260,000 |
| SUB TOTAL: | 4 | \$380,604 |
| TOTAL: | 6 | \$15,893,004 |

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT: The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JANUARY 2015

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. East Coast Railroad Services \$192,400 (not-to-exceed)
Re-Punching of Tie Plates**

Approval is requested to award a competitively solicited (two bids received) three-year miscellaneous service contract to East Coast Railroad Services (ECRS), the lowest, responsive, responsible bidder to provide tie plate re-punching services. The scope of work includes material pick-up, re-punching of round holes over square holes on Pandrol Tie Plates, palletize using steel bands and delivery to specified Metro-North Railroad (MNR) location(s).

In accordance with MNR and MTA procurement guidelines, an advertisement for the re-punching of tie plates was placed in the New York Post, the minority publications El Diario and The Daily Challenge, New York State Contract Reporter and posted on the MNR website.

The all-inclusive low bid price of \$3.70/per re-punched tie plate received from ECRS represents a 1.3% decrease from the prior unit price paid by MNR. By re-punching the tie plates, MNR will be offsetting the need to procure new tie plates over the contract period and will realize cost avoidance. The pricing (per plate) will remain fixed for the entire term of the contract. Therefore based on the above, the pricing offered by East Coast Railroad Services has been deemed fair and reasonable.

The total cost of this procurement is not-to-exceed \$192,400 and is to be funded by the MNR Operating Budget.

J. Modification to Miscellaneous Procurement Contracts

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

**2. Choice Distribution, Inc. \$15,320,000 (not-to-exceed) Staff Summary Attached
Hardware Fastener Program**

Approval is requested for a contract change for additional funding in the total not-to-exceed amount of \$15,320,000 to an existing competitively-awarded miscellaneous purchase agreement with Choice Distribution, Inc. (Choice). Choice is the current All-Agency supplier of hardware and fasteners. The current agreement will expire in May 2016.

In April 2011, MNR, on behalf of itself, New York City Transit, Long Island Rail Road, Staten Island Rapid Transit and MTA Bus awarded a competitively solicited, miscellaneous procurement contract for a five year base + two (2) year option period, for the provision and on-going replenishment of common hardware fasteners (nuts, bolts, washers, lock nuts etc.) to Choice. The various hardware fasteners are

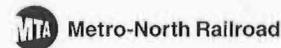
required and are integral components throughout the MTA Agencies' facilities to support maintenance and repair of all types of equipment (rail cars, locomotives, subway cars, buses, maintenance vehicles, communication apparatus, etc.). Choice is required to monitor and maintain on-site minimum/maximum material reorder levels and provide computerized reports detailing usage at each setup location.

Choice has also established and tailored cabinet setups at various locations within each Agency, based on the most frequently used material and on-going operational needs. Prior to award of the contract, each Agency maintained individual contracts for hardware fasteners, and material was delivered and maintained in centralized storeroom locations within each agency.

Since the original award in the amount of \$40,258,495 in 2011, usage of this contract by the operating agencies has been increasing with the addition of new railroad cars, subway cars and buses, as well as the expansion of rail / subway shops and facilities' requirements and Choice has been able to meet these additional needs.

As each agency has insufficient levels of funding remaining in its original authorization, at this time, on behalf of MNR and the MTA agencies, MNR requests additional funding to continue these services through the contract completion date of May, 2016. The agencies will be evaluating this hardware fastener program and current Vendor market prior to the consideration of the optional two years contained within the original award. The additional funding required by agency is as follows: NYCT Subways \$2,300,000, NYCT Bus \$5,500,000, MTA Bus \$4,300,000, MNR \$1,000,000, LIRR \$2,200,000 and SIRTOA \$20,000. The unit prices which were competitively established in 2011 will remain consistent with the original contract terms and conditions and are deemed fair and reasonable. This procurement is to be funded by each Agency's respective Operating Budget.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: J

| | | |
|--|--|--------------------------------|
| Vendor Name (& Location) Choice Distribution, Inc. 111 Bell Street, W. Babylon, NY 11704 | Contract Number Various | AWO/Modification # 1 |
| Description Hardware Fastener Program | Original Amount: | \$ 40,258,495 |
| Contract Term (including Options, if any) Five Year Base, with Two Year Options | Prior Modifications: | \$ 0 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Prior Budgetary Increases: | \$ 0 |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | Current Amount: | \$ 40,258,495 |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | This Request: | \$ 15,320,000 |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | % of This Request to Current Amount: | % 38 |
| Requesting Dept./Div & Dept./Div Head Name: M of W Depts. (Power, GCT, M/E, Track, Structures, C&S) <i>[Signature]</i> | % of Modifications/Options (including This Request) to Original Amount: | % 38 |
| Procurement & Material Management, Al Muir, Acting Sr. Director | | |

Background & Discussion:

Approval is requested for a contract change for additional funding in the total not-to-exceed amount of \$15,320,000 to an existing competitively-awarded miscellaneous purchase agreement with Choice Distribution, Inc. (Choice). Choice is the current All-Agency supplier of hardware and fasteners. The current agreement will expire in May 2016.

In April 2011, MNR, on behalf of itself, New York City Transit, Long Island Rail Road, Staten Island Rapid Transit and MTA Bus awarded a competitively solicited, miscellaneous procurement contract for a five year base + two (2) year option period, for the provision and on-going replenishment of common hardware fasteners (nuts, bolts, washers, lock nuts etc.) to Choice. The various hardware fasteners are required and are integral components throughout the MTA Agencies' facilities to support maintenance and repair of all types of equipment (rail cars, locomotives, subway cars, buses, maintenance vehicles, communication apparatus, etc.). Choice is required to monitor and maintain on-site minimum/maximum material reorder levels and provide computerized reports detailing usage at each setup location.

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As each agency has insufficient levels of funding remaining in its original authorization, at this time, on behalf of MNR and the MTA agencies, MNR requests additional funding to continue these services through the contract completion date of May, 2016. The agencies will be evaluating this hardware fastener program and current Vendor market prior to the consideration of the optional two years contained within the original award. The additional funding required by agency is as follows: NYCT Subways \$2,300,000, NYCT Bus \$5,500,000, MTA Bus \$4,300,000, MNR \$1,000,000, LIRR \$2,200,000 and SIRTOA \$20,000. The unit prices which were competitively established in 2011 will remain consistent with the original contract terms and conditions and are deemed fair and reasonable. This procurement is to be funded by each Agency's respective Operating Budget.

JANUARY 2015

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. a) | National Industries for the Blind | \$80,100 |
| b) | A&M Industrial Supply Co., Inc. | \$17,514 |
| c) | Edmer Sanitary Supply Co., Inc. | \$22,990 |

In an effort to proactively address potential health concerns related to the Ebola virus, MNR took immediate action in securing increased inventory quantities to support possible emergency actions. Expedited inventory purchases were conducted for medical waste trash bags, cloth disinfectant, gloves, and instant hand sanitizers for potential increased use throughout MNR's operating territory.

Under the MTA All-Agency Procurement Guidelines, expedited procurement actions were initiated in order to avoid any possible shortfalls of key materials that may have been necessitated by a local outbreak. All reasonable efforts were made to solicit quotes from more than one supplier with expedited delivery dates. Costs were reviewed in accordance with those agreements already in place, where feasible and are deemed fair and reasonable. This procurement is being funded by the MNR Operating Budget.

2. **Schneider Electric USA, Inc.** **\$260,000**
Maintenance and Support for GCT Power Network and SCADA System

Emergency award for the maintenance and support for GCT power network and SCADA system. Schneider Electric USA Inc. was awarded a contract by the New York Power Authority for the design, fabrication, testing and commissioning of a new Supervisory Control and Data Acquisition (SCADA) system as part of the GCT Power Network. The GCT SCADA system automatically reacts to coordinate emergency power in the event of power loss for any reason and is the power management interface between MNR's Power Director's office and GCT's electrical distribution network. It allows remote access and monitoring of the electrical distribution network serving the 48 acre, multi-level facility. As this recently commissioned system is now in operation, it has become the responsibility of MNR to provide maintenance and support.

The non-competitive procurement was advertised in the New York State Contractor Reporter, New York Post and Daily Challenge without any response received. In preparation for an emergency event, it is imperative that the GCT Power Network be in a ready state. Schneider, having been the firm that developed the SCADA system is the Original Equipment Manufacturer (OEM) and owner of the proprietary software. Schneider is the only qualified provider of these services. This five year service

contract will provide total SCADA support, 24/7 by phone and on-site support. The support will be for emergency response services, maintenance response services, managed support services and software support. It will include capability to troubleshoot system issues, support routine SCADA system maintenance, and inspect and report on the condition of the GCT Power Network.

The cost of \$260,000 represents \$185,000 over a five year period for maintenance and support and a \$75,000 allowance for emergency support, if required. A savings over five years of \$9,250 or 5% is realized for the multi-year contract. This procurement is being funded by MNR Operating Budget.



Metro-North Railroad

Operations Report

January 2015



MONTHLY OPERATING REPORT

December 2015

Date Issued:
Thursday, January 08, 2015

| Performance Summary | | | 2014 Data | | | 2013 Data | | |
|---|--|-----------------------|-------------------|----------------|-------------------|----------------|-------------------|--------------|
| | | | Annual Goal | December | YTD thru December | December | YTD thru December | |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 93.0% | 92.8% | 91.5% | 91.6% | 94.8% | |
| | | AM Peak | 93.0% | 89.5% | 88.1% | 83.9% | 92.5% | |
| | | AM Reverse Peak | 93.0% | 95.0% | 93.4% | 92.8% | 94.5% | |
| | | PM Peak | 93.0% | 96.7% | 94.3% | 92.8% | 95.1% | |
| | | Total Peak | 93.0% | 93.2% | 91.4% | 88.7% | 93.8% | |
| | | Off Peak Weekday | 93.0% | 90.6% | 90.9% | 92.5% | 94.5% | |
| | | Weekend | 93.0% | 96.0% | 92.7% | 94.4% | 97.0% | |
| | | Hudson Line | Overall | 94.0% | 93.8% | 91.8% | 89.8% | 96.7% |
| | | | AM Peak | 94.0% | 86.9% | 89.3% | 84.9% | 95.7% |
| | | | AM Reverse Peak | 94.0% | 98.3% | 93.5% | 89.2% | 96.6% |
| | | | PM Peak | 94.0% | 99.0% | 94.9% | 91.3% | 97.1% |
| | | | Total Peak | 94.0% | 93.4% | 92.2% | 88.1% | 96.4% |
| | | | Off Peak Weekday | 94.0% | 93.3% | 91.4% | 92.0% | 96.6% |
| | | | Weekend | 94.0% | 95.3% | 92.1% | 88.8% | 97.2% |
| | | Harlem Line | Overall | 94.0% | 94.9% | 93.6% | 94.6% | 96.4% |
| | | | AM Peak | 94.0% | 91.5% | 90.5% | 87.4% | 94.8% |
| | | | AM Reverse Peak | 94.0% | 96.2% | 95.8% | 95.0% | 95.0% |
| | | | PM Peak | 94.0% | 97.6% | 95.9% | 97.6% | 96.7% |
| | | | Total Peak | 94.0% | 94.8% | 93.5% | 92.6% | 95.6% |
| | | | Off Peak Weekday | 94.0% | 93.8% | 93.3% | 94.7% | 96.4% |
| | | | Weekend | 94.0% | 97.2% | 94.1% | 98.0% | 98.0% |
| | | New Haven Line | Overall | 92.0% | 90.6% | 89.7% | 90.3% | 92.4% |
| | | | AM Peak | 92.0% | 89.5% | 85.4% | 80.6% | 88.6% |
| | | | AM Reverse Peak | 92.0% | 92.3% | 91.1% | 92.9% | 92.9% |
| | | | PM Peak | 92.0% | 94.3% | 92.6% | 89.9% | 92.7% |
| | | | Total Peak | 92.0% | 91.9% | 89.1% | 86.1% | 90.8% |
| | | | Off Peak Weekday | 92.0% | 86.9% | 88.9% | 91.2% | 91.8% |
| | | Weekend | 92.0% | 95.5% | 92.1% | 95.2% | 96.1% | |
| Operating Statistics | Trains Scheduled | | 19,371 | 227,598 | 18,956 | 222,853 | | |
| | Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small> | | 9.9 | 11.5 | 11.6 | 12.0 | | |
| | Trains Over 15 min. Late <small>excluding trains canceled or terminated</small> | | 1,000 | 150 | 2,930 | 280 | | |
| | Trains Canceled | | 160 | 7 | 368 | 74 | | |
| | Trains Terminated | | 160 | 14 | 430 | 45 | | |
| | Percent of Scheduled Trips Completed | | 99.8% | 99.9% | 99.6% | 99.4% | | |
| Consist Compliance | System | Overall | 99.8% | 99.8% | 99.5% | 99.4% | 99.7% | |
| <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> | | AM Peak | 99.8% | 99.7% | 99.0% | 99.3% | 99.4% | |
| | | AM Reverse Peak | 99.8% | 100.0% | 99.9% | 100.0% | 99.9% | |
| | | PM Peak | 99.8% | 99.4% | 99.0% | 99.0% | 99.5% | |
| | | Total Peak | 99.8% | 99.6% | 99.1% | 99.3% | 99.5% | |
| | | Off Peak Weekday | 99.8% | 99.8% | 99.7% | 99.4% | 99.7% | |
| | | Weekend | 99.8% | 100.0% | 99.9% | 99.4% | 99.7% | |
| | | Hudson Line | AM Peak | 99.8% | 100.0% | 99.7% | 99.8% | 99.9% |
| | | | PM Peak | 99.8% | 99.9% | 99.8% | 100.0% | 99.8% |
| | | Harlem Line | AM Peak | 99.8% | 99.3% | 99.3% | 99.5% | 99.7% |
| | | | PM Peak | 99.8% | 99.7% | 99.3% | 99.4% | 99.6% |
| | | New Haven Line | AM Peak | 99.8% | 99.7% | 98.3% | 98.9% | 98.9% |
| | | | PM Peak | 99.8% | 98.9% | 98.2% | 98.2% | 99.3% |

| Categories of Delay | 2014 Data | | | 2013 Data | |
|--|------------------|----------|----------------------|------------------|----------------------|
| | November | December | YTD thru December | December | YTD thru December |
| Train Delay Incidents Resulting in Late Trains. | | | | | |
| <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i> | | | | | |
| Maintenance of Way | 4540 | 2514 | 29033 | 1727 | 13356 |
| Capital Projects | 10 | 0 | 137 | 6 | 111 |
| Maintenance of Equipment | 289 | 229 | 3087 | 269 | 2020 |
| Operations Services | 57 | 40 | 1188 | 87 | 395 |
| Police Incidents | 72 | 94 | 1043 | 44 | 614 |
| Other | 10 | 0 | 137 | 6 | 240 |
| Customers | 212 | 97 | 1984 | 158 | 843 |
| 3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i> | 10 | 5 | 253 | 4 | 12 |
| Weather and Environmental | 1105 | 124 | 3520 | 173 | 1233 |

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

| Date | Day | DESCRIPTION OF EVENT | Number of Late Trains | | | | | | | | | | | | | | | | | |
|-------|-----|--|-----------------------|---|---|------------|---|---|---------|---|---|----------|---|---|---------|---|---|-------|-----------|---|
| | | | AM Peak | | | AM Reverse | | | PM Peak | | | Off Peak | | | Weekend | | | TOTAL | | |
| | | | L | C | T | L | C | T | L | C | T | L | C | T | L | C | T | Late | Cxld Term | |
| 12/01 | Mon | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 |
| 12/01 | Mon | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 |
| 12/01 | Mon | Speed restriction en-route account LA-1 slippery rail in effect. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| 12/01 | Mon | Operating restrictions at various locations on all three lines. | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| 12/02 | Tue | Delays at various locations due to programmed Track Work on all three lines. | 9 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 |
| 12/02 | Tue | Operating restrictions at various locations on all three lines. | 21 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 |
| 12/02 | Tue | Speed restriction en-route account slippery rail in effect. | 18 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |
| 12/02 | Tue | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| 12/03 | Wed | Operating restrictions at various locations on all three lines. | 33 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 |
| 12/03 | Wed | Delays at various locations due to programmed Track Work on all three lines. | 23 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 |
| 12/03 | Wed | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 |

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

| Date | Day | DESCRIPTION OF EVENT | Number of Late Trains | | | | | | | | | | | | | | | | | |
|-------|-----|---|-----------------------|---|---|------------|---|---|---------|---|---|----------|---|---|---------|---|---|-------|------|------|
| | | | AM Peak | | | AM Reverse | | | PM Peak | | | Off Peak | | | Weekend | | | TOTAL | | |
| | | | L | C | T | L | C | T | L | C | T | L | C | T | L | C | T | Late | Cxld | Term |
| 12/04 | Thu | Operating restrictions at various locations on all three lines. | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| 12/04 | Thu | Delays at various locations due to programmed Track Work on all three lines. | 27 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 |
| 12/04 | Thu | Trains were held due to scheduled trains ahead. | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 12/05 | Fri | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 |
| 12/05 | Fri | Operating restrictions at various locations on all three lines. | 24 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 |
| 12/05 | Fri | Delays at various locations due to programmed Track Work on all three lines. | 4 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 |
| 12/08 | Mon | Train 618 was disabled on track 2 at Pleasantville due to no brake release light. | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 |
| 12/08 | Mon | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| 12/08 | Mon | Track circuit down on track 1 in CP19 interlocking. | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 |
| 12/08 | Mon | 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 |
| 12/08 | Mon | Operating restrictions at various locations on all three lines. | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 |
| 12/09 | Tue | Operating restrictions at various locations on all three lines. | 27 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 |

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

| Date | Day | DESCRIPTION OF EVENT | Number of Late Trains | | | | | | | | | TOTAL | | | | | | | | |
|-------|-----|--|-----------------------|---|---|------------|---|---|---------|---|---|----------|---|---|---------|---|---|------|------|------|
| | | | AM Peak | | | AM Reverse | | | PM Peak | | | Off Peak | | | Weekend | | | Late | Cxld | Term |
| | | | L | C | T | L | C | T | L | C | T | L | C | T | L | C | T | | | |
| 12/10 | Wed | Operating restrictions at various locations on all three lines. | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| 12/10 | Wed | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 |
| 12/10 | Wed | Trains were held due to scheduled trains ahead. | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |
| 12/11 | Thu | Operating restrictions at various locations on all three lines. | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 |
| 12/11 | Thu | Trains were held due to scheduled trains ahead. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| 12/12 | Fri | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 12/12 | Fri | Operating restrictions at various locations on all three lines. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 |
| 12/12 | Fri | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 |
| 12/13 | Sat | Operating restrictions at various locations on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 |
| 12/15 | Mon | Operating restrictions at various locations on all three lines. | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 12/16 | Tue | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 |
| 12/16 | Tue | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | | | | | | | | | | | | | | | | | |
|-------|-----|--|-----------------------|---|---|------------|---|---|---------|---|---|----------|---|---|---------|---|---|-------|------|------|
| | | | 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 |
| 12/16 | Tue | Operating restrictions at various locations on all three lines. | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 12/17 | Wed | Operating restrictions at various locations on all three lines. | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 |
| 12/17 | Wed | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| 12/17 | Wed | Congestion and delays from GCT to CP10 due to a Stop Signal Violation at ON3 signal by Eng. 104. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 18 | 1 | 1 |
| 12/18 | Thu | Trains were held due to scheduled trains ahead. | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| 12/18 | Thu | 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 |
| 12/19 | Fri | Congestion due to broken rail on Track J. | 23 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 |
| 12/19 | Fri | Operating restrictions at various locations on all three lines. | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 |
| 12/19 | Fri | Congestion from CP5 to CP1 due to insulated joints on track 1 out of service and from CP112 to CP106 due to 4A track circuit down on track 4 at CP112. | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| 12/20 | 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 | 15 | 0 | 0 | 15 | 0 | 0 |
| 12/22 | Mon | Trains were held due to scheduled trains ahead. | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 12/22 | Mon | The 31 Switch was stuck on center at CP 248, necessary to single track on track 2 between CP 248 and CP 241. | 9 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 |

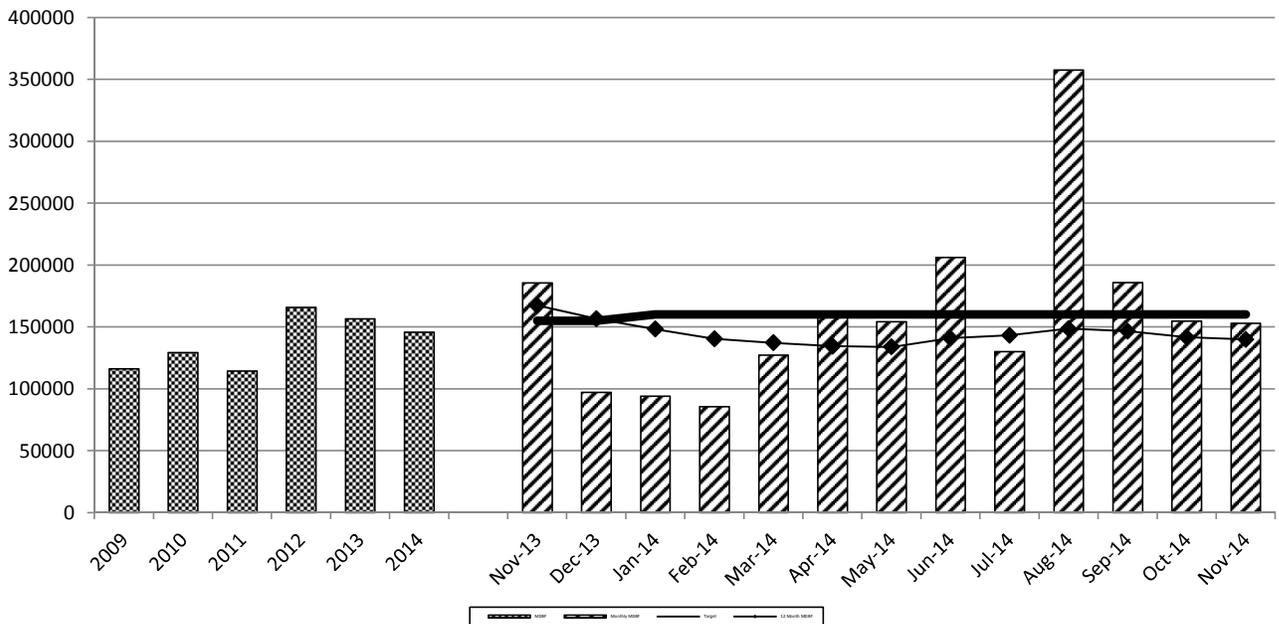
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

| Date | Day | DESCRIPTION OF EVENT | Number of Late Trains | | | | | | | | | | | | | | | | | |
|------------------------|-----|---|-----------------------|---|---|------------|---|---|---------|---|---|----------|---|---|---------|---|-------------|-------|------|------|
| | | | AM Peak | | | AM Reverse | | | PM Peak | | | Off Peak | | | Weekend | | | TOTAL | | |
| | | | L | C | T | L | C | T | L | C | T | L | C | T | L | C | T | Late | Cxld | Term |
| 12/22 | Mon | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 |
| 12/22 | Mon | Operating restrictions at various locations on all three lines. | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 12/23 | Tue | Operating restrictions at various locations on all three lines. | 13 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 12/24 | Wed | Delays due to heavy travel. | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 |
| 12/24 | Wed | Trains were held due to scheduled trains ahead. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| 12/24 | Wed | Delays at various locations due to programmed Track Work on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| 12/28 | Sun | Hold of all 4 tracks due to police activity at Greenwich, suspicious package on the track 3 side. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 |
| 12/29 | Mon | Operating restrictions at various locations on all three lines. | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |
| TOTAL FOR MONTH | | | 408 | 1 | 0 | 53 | 0 | 1 | 91 | 0 | 0 | 902 | 1 | 1 | 55 | 0 | 0 | 1509 | 2 | 2 |
| | | | | | | | | | | | | | | | | | 1513 | | | |

| | Equipment Type | Total Fleet Size | 2014 Data | | | | | | 2013 Data | | |
|---------------------------------------|----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
| | | | MDBF Goal (miles) | Nov MDBF (miles) | Primary Failure Goal | Nov No. of Primary Failures | YTD MDBF thru Nov (miles) | 12 month Rolling Avg MDBF (miles) | Nov MDBF (miles) | Nov No. of Primary Failures | YTD MDBF thru Nov (miles) |
| Mean Distance Between Failures | M246 | 91 | 60,000 | 42,263 | 7 | 6 | 33,180 | 30,948 | 75,654 | 9 | 65,547 |
| | M8 | 376 | 280,000 | 181,935 | 9 | 13 | 212,443 | 209,241 | 253,542 | 7 | 222,667 |
| | M3 | 140 | 135,000 | 58,099 | 2 | 5 | 152,334 | 153,994 | 309,075 | 1 | 236,685 |
| | M7 | 336 | 460,000 | 240,015 | 4 | 8 | 373,595 | 369,281 | 387,073 | 5 | 668,616 |
| | Coach | 213 | 295,000 | 343,525 | 5 | 4 | 255,962 | 249,874 | 348,595 | 4 | 346,609 |
| | P-32 | 31 | 35,000 | 45,354 | 5 | 4 | 24,447 | 24,318 | 32,108 | 6 | 30,748 |
| | BL-20 | 12 | 12,000 | 18,166 | 3 | 2 | 17,878 | 17,953 | 13,060 | 2 | 12,656 |
| | Fleet | 1199 | 160,000 | 152,886 | 35 | 42 | 145,690 | 139,910 | 185,684 | 34 | 166,116 |
| | M2/4/6/8 | | 140,000 | 137,828 | 16 | 19 | 115,917 | 108,064 | 153,480 | 16 | 114,099 |
| | M3/7 | | 320,000 | 170,047 | 6 | 13 | 309,616 | 307,771 | 374,073 | 6 | 530,765 |
| Diesel/Coach | | 120,000 | 159,185 | 13 | 10 | 107,798 | 106,548 | 134,429 | 12 | 130,011 | |

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 | December | YTD thru December | December | YTD thru December | |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | West of Hudson Total | Overall | 97.0% | 95.6% | 95.4% | 92.0% | 96.5% | |
| | | AM Peak | 97.1% | 98.1% | 95.4% | 92.2% | 97.4% | |
| | | PM Peak | 96.3% | 92.0% | 94.5% | 93.0% | 96.6% | |
| | | Total Peak | | 95.1% | 95.0% | 92.6% | 97.0% | |
| | | Off Peak Weekday | 97.1% | 95.1% | 95.5% | 90.4% | 96.1% | |
| | | Weekend | 97.3% | 97.7% | 95.7% | 94.2% | 96.8% | |
| | | Pascack Line | Overall | 97.6% | 95.7% | 95.9% | 94.3% | 97.3% |
| | | AM Peak | 97.8% | 99.4% | 96.3% | 97.6% | 98.6% | |
| | | PM Peak | 97.3% | 89.6% | 94.5% | 95.9% | 97.3% | |
| | | Total Peak | | 94.8% | 95.5% | 96.8% | 98.0% | |
| | | Off Peak Weekday | 97.5% | 94.6% | 95.8% | 92.9% | 96.8% | |
| | | Weekend | 97.8% | 99.5% | 96.8% | 93.8% | 97.1% | |
| | | Port Jervis Line | Overall | 96.2% | 95.4% | 94.6% | 88.5% | 95.6% |
| | | AM Peak | 96.2% | 96.2% | 94.3% | 84.9% | 95.8% | |
| | | PM Peak | 95.2% | 94.7% | 94.4% | 89.6% | 95.7% | |
| | Total Peak | | 95.5% | 94.3% | 87.3% | 95.7% | | |
| | Off Peak Weekday | 96.5% | 95.8% | 95.2% | 86.4% | 95.0% | | |
| | Weekend | 96.5% | 94.4% | 93.9% | 95.0% | 96.4% | | |
| Operating Statistics | Trains Scheduled | | 1,728 | 20,139 | 1,703 | 19,539 | | |
| | Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small> | | 17.7 | 19.4 | 19.1 | 21.9 | | |
| | Trains Over 15 min. Late <small>excluding trains canceled or terminated</small> | 80 | 24 | 367 | 46 | 272 | | |
| | Trains Canceled | | 7 | 80 | 6 | 40 | | |
| | Trains Terminated | | 6 | 54 | 25 | 67 | | |
| | Percent of Scheduled Trips Completed | | 99.8% | 99.2% | 99.3% | 98.2% | 99.5% | |

DECEMBER 2014 STANDEE REPORT

| East of Hudson | | | DEC 2013 | YTD 2013 | DEC 2014 | YTD 2014 |
|---------------------------------------|----------------|-----------------------|-------------|-------------|-------------|-------------|
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 1 |
| | | Total Standees | 0 | 0 | 0 | 1 |
| AM Peak | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 1 | 19 | 11 |
| | | Total Standees | 0 | 1 | 19 | 11 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 42 | 24 | 2 | 46 |
| | | Total Standees | 42 | 24 | 2 | 46 |
| EAST OF HUDSON TOTAL - AM PEAK | | | 42 | 25 | 21 | 58 |
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 3 | 2 | 2 |
| | | Total Standees | 0 | 3 | 2 | 2 |
| PM Peak | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 4 | 4 | 7 | 6 |
| | | Total Standees | 4 | 4 | 7 | 6 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 33 | 20 | 45 | 41 |
| | | Total Standees | 33 | 20 | 45 | 41 |
| EAST OF HUDSON TOTAL - PM PEAK | | | 37 | 27 | 54 | 49 |

| West of Hudson | | | DEC 2013 | YTD 2013 | DEC 2014 | YTD 2014 |
|---------------------------------------|---------------------|-----------------------|-------------|-------------|-------------|-------------|
| Daily Average | Port Jervis Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| AM Peak | 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 | Port Jervis Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| PM Peak | 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.

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



Metro-North Railroad

Financial Report January 2015



FINANCIAL STATEMENTS

MONTH ENDED: NOVEMBER 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

November YTD financial results were 6.1% better than plan with a net operating deficit that was \$48.3 million lower than the Mid-Year Forecast. Operating Revenues were \$3.1 million higher than Forecast reflecting better than expected growth in non-commutation ridership and higher net GCT retail revenue. Operating expenses were \$45.2 million or 3.2% lower than projected due to lower expenditures for contracted services, energy and material, as well as revised pension costs related to the estimated wage settlement accrual (which will be further adjusted pending year-end Actuarial Valuation report). These decreases were partially offset by West of Hudson employee claims payments and higher year-to-date overtime costs.

Reimbursable Capital program expenditures (and reimbursements) were \$26.1 million lower than Forecast due to revised timing of several budgeted projects (Hurricane Sandy Infrastructure, Technology relocation, Positive Train Control, and Overhead Bridge support work) partially offset by higher wage settlement accruals vs. forecast.

Ridership

Total ridership was 6.7 million for November, and 77.2 million YTD which was 0.6% above the Mid-Year Forecast, reflecting higher non-commutation ridership.

East of Hudson

- YTD Ridership of 75.6 million was 0.6% higher than the Mid-Year Forecast and 1.2% above 2013 actuals results.
- November ridership of 6.6 million was 1.4% below the Mid-Year Forecast.
- YTD Commutation ridership was 0.3% above the Mid-Year Forecast and 0.4% lower for the month. November YTD commutation was 0.3% higher than 2013.
- YTD Non-commutation ridership was 1.0% higher than the Mid-Year Forecast and 2.6% lower for the month. Compared to 2013 YTD non-commutation was 2.5% higher.

West of Hudson

- YTD Ridership was higher than the Mid-Year Forecast by 1.4%. November ridership was 2.9% higher than the Mid-Year Forecast.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through November was \$818.3 million, or 2.7% lower than the Mid-Year Forecast:

- Fare Box Revenue of \$592.6 million was \$1.8 million higher than the Mid-Year Forecast due to the higher non-commutation ridership noted above.
- Other Operating Revenue of \$50.7 million was \$1.3 million higher than the Mid-Year Forecast due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$175.0 million was \$26.1 million lower than the Mid-Year Forecast due to project timing previously discussed.

Expenses

Total YTD non-reimbursable and reimbursable expenses of \$1,559.6 million through November were \$71.3 million (4.4%) lower than the Mid-Year Forecast:

- \$57.7 million was attributable to lower non-labor costs. These were primarily driven by timing differences in capital project activity, lower material usage, and contractual services expenditures, in addition to lower energy cost.
- Total Labor costs (operating and capital) were \$15.8 million lower than the Mid-Year Forecast primarily due to a lower pension actuarial estimate than forecasted, lower employee claims, and vacancies, offset by higher overtime costs.

Financial Performance Measures

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

- Adjusted Farebox Operating Ratio of 61.1% through November was 3.4% higher than the Mid-Year Forecast (68.0% excluding retroactive wage settlement accruals).
- Adjusted Cost per Passenger of \$14.31 for the period was \$0.86 lower than the Mid-Year Forecast (would be \$12.86 excluding retroactive wage settlement accruals).
- Revenue per Passenger of \$7.92 for the period was slightly lower than the Mid-Year Forecast.

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

REVENUE

Total Revenue and reimbursements were \$23.0 million (2.7%) lower than the Mid-Year Forecast through November:

- **Farebox Revenue** – year-to-date was higher than the Mid-Year Forecast by \$1.8 million due to higher non-commutation ridership. For the month, Farebox revenue was \$1.3 million lower than the Mid-Year Forecast.
- **Other Operating Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$1.3 million and \$0.6 million, respectively, primarily due to higher GCT net retail revenue.
- **Capital and Other Reimbursements** – year-to-date was lower by \$26.1 million due to timing differences/rescheduling of capital projects (Hurricane Sandy Infrastructure, Technology relocation, Positive Train Control, Cyclical Track Program and Overhead Bridge support work), partially offset by timing differences in recording retroactive wage adjustment (RWA) accruals. For the month, reimbursements were \$1.8 million below the Mid-Year Forecast.

EXPENSES

Total Expenses – Year-to-date expenses of \$1,559.6 million were \$71.3 million (4.4%) lower than the Mid-Year Forecast. For the month, expenses were \$14.1 million (10.1%) lower than the Mid-Year Forecast.

- **Labor expenses** (including fringes and overhead recoveries) were \$927.7 million YTD. This was \$15.8 million below the Mid-Year Forecast primarily due to a lower than forecasted increase in the Annual Required Contribution (ARC) for Pensions (pension cost may differ based upon the pending year-end Actuarial Valuation report), lower employee claims expenses and vacancies. Higher overtime costs (\$5.9 million) offset these favorable results due to higher reimbursable retroactive wage settlements estimates (\$2.7 million), accelerated repair and coverage for fire-damaged Cos Cob signal house (completed in September), comprehensive track program work and holiday and vacation coverage of must-fill positions.
- **Non-Labor Expenses**
YTD non-labor expenses were \$358.6 million, \$57.7 million lower than Mid-Year Forecast and \$9.5 million lower for the month.
 - **Electric Power** – \$8.8 million lower year-to-date than the Mid-Year Forecast primarily due to lower than projected usage across all lines. For the month, expenses were \$1.9 million lower than the Mid-Year Forecast.
 - **Fuel** – year-to-date was \$0.2 million unfavorable due to higher pricing primarily on the New Haven Line. For the month, expenses were \$0.3 million lower than the Mid-Year Forecast.
 - **Claims** – \$3.4 million higher year-to-date mainly due to settlement of NJT employee injury claims on West of Hudson service. For the month, expenses were \$0.2 million lower than the Mid-Year Forecast.
 - **Maintenance & Other Operating Contracts** – year-to-date was \$12.0 million below the Mid-Year Forecast primarily due to lower expenditures for utilities and service contract costs, timing differences in payments for locomotive overhauls as well as scheduling changes in reimbursable project activity (West of Hudson Signal Improvement and Overhead Bridge work). For the month, expenses were \$1.2 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$14.4 million below the Mid-Year Forecast primarily due to timing differences in expenditures for IT services, outside training, legal fees, a market share study as well as reimbursable project activity. For the month, expenses were favorable by \$3.6 million compared to the Mid-Year Forecast.
 - **Materials & Supplies** – year-to-date and month expenditures were \$25.1 million and \$1.9 million below the Mid-Year Forecast, respectively, primarily due to timing differences in reimbursable project activity (Hurricane Sandy work, Technology relocation, PTC and Track Program projects) lower rolling stock material usage and inventory accounting adjustments.
 - **Other Business Expenses** –YTD was slightly higher than the Mid-Year Forecast due to higher than budgeted material purchases for reimbursable capital projects partially offset by lower NJT subsidy payments. For the month, expenses were \$0.5 million lower than the Mid-Year Forecast.
 - **Depreciation and Other Non-Cash Liability Adjustments** – \$2.2 million higher than the Mid-Year Forecast primarily due to fixed asset write-offs.

CASH DEFICIT

The Cash Deficit through November of \$399 million was \$28.2 million favorable to the Mid-Year Forecast mainly due to the overall lower expenses partly offset by lower capital reimbursements (timing).

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

SCHEDULE I - A

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|-------------------|----------------------------|---------------|----------------------|-----------------|----------------------------|--------------|----------------------|-------------------|----------------------------|---------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$56.225 | \$54.898 | (\$1.327) | (2.4) | \$0.000 | \$0.000 | \$0.000 | - | \$56.225 | \$54.898 | (\$1.327) | (2.4) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 5.473 | 6.045 | 0.572 | 10.5 | 0.000 | 0.000 | 0.000 | - | 5.473 | 6.045 | 0.572 | 10.5 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | | | | | |
| MTA | 0.000 | 0.000 | 0.000 | - | 9.463 | 9.479 | 0.016 | 0.2 | 9.463 | 9.479 | 0.016 | 0.2 |
| CDOT | 0.000 | 0.000 | 0.000 | - | 8.172 | 6.051 | (2.121) | (26.0) | 8.172 | 6.051 | (2.121) | (26.0) |
| Other | 0.000 | 0.000 | 0.000 | - | 1.747 | 2.035 | 0.288 | 16.5 | 1.747 | 2.035 | 0.288 | 16.5 |
| Total Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 19.383 | 17.565 | (1.817) | (9.4) | 19.383 | 17.565 | (1.817) | (9.4) |
| Total Revenue/Receipts | \$61.698 | \$60.943 | (\$0.755) | (1.2) | \$19.383 | \$17.565 | (\$1.817) | (9.4) | \$81.080 | \$78.508 | (\$2.572) | (3.2) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$36.516 | \$34.330 | \$2.187 | 6.0 | \$3.471 | \$3.250 | \$0.220 | 6.4 | \$39.987 | \$37.580 | \$2.407 | 6.0 |
| Overtime | 6.021 | 6.396 | (0.375) | (6.2) | 1.449 | 1.611 | (0.162) | (11.2) | 7.470 | 8.007 | (0.537) | (7.2) |
| Health and Welfare | 7.827 | 7.231 | 0.597 | 7.6 | 1.230 | 1.058 | 0.172 | 14.0 | 9.057 | 8.289 | 0.768 | 8.5 |
| OPEB Current Payment | 1.977 | 2.058 | (0.080) | (4.1) | 0.000 | 0.000 | 0.000 | - | 1.977 | 2.058 | (0.080) | (4.1) |
| Pensions | 7.086 | 6.064 | 1.022 | 14.4 | 0.807 | 0.676 | 0.130 | 16.2 | 7.893 | 6.740 | 1.153 | 14.6 |
| Other Fringe Benefits | 8.571 | 8.042 | 0.529 | 6.2 | 0.921 | 0.801 | 0.120 | 13.1 | 9.492 | 8.843 | 0.649 | 6.8 |
| Reimbursable Overhead | (3.521) | (3.972) | 0.452 | 12.8 | 3.388 | 3.885 | (0.497) | (14.7) | (0.133) | (0.088) | (0.045) | (34.1) |
| Total Labor | \$64.478 | \$60.148 | \$4.330 | 6.7 | \$11.266 | \$11.282 | (\$0.016) | (0.1) | \$75.744 | \$71.429 | \$4.315 | 5.7 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$7.013 | \$5.156 | \$1.857 | 26.5 | \$0.000 | \$0.004 | (\$0.004) | - | \$7.013 | \$5.160 | \$1.853 | 26.4 |
| Fuel | 2.368 | 2.109 | 0.260 | 11.0 | 0.000 | 0.000 | 0.000 | - | 2.368 | 2.109 | 0.260 | 11.0 |
| Insurance | 1.584 | 1.620 | (0.036) | (2.3) | 0.355 | 0.313 | 0.042 | 11.9 | 1.939 | 1.933 | 0.006 | 0.3 |
| Claims | 0.122 | (0.087) | 0.210 | * | 0.000 | 0.000 | 0.000 | - | 0.122 | (0.087) | 0.210 | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 8.799 | 5.207 | 3.591 | 40.8 | 1.286 | 3.719 | (2.433) | * | 10.085 | 8.926 | 1.159 | 11.5 |
| Professional Service Contracts | 2.962 | 2.010 | 0.953 | 32.2 | 3.234 | 0.575 | 2.659 | 82.2 | 6.196 | 2.584 | 3.612 | 58.3 |
| Materials & Supplies | 6.233 | 6.381 | (0.148) | (2.4) | 3.198 | 1.129 | 2.070 | 64.7 | 9.432 | 7.510 | 1.922 | 20.4 |
| Other Business Expenses | 2.219 | 1.206 | 1.013 | 45.7 | 0.043 | 0.545 | (0.502) | * | 2.262 | 1.751 | 0.511 | 22.6 |
| Total Non-Labor | \$31.301 | \$23.601 | \$7.699 | 24.6 | \$8.117 | \$6.284 | \$1.833 | 22.6 | \$39.418 | \$29.885 | \$9.532 | 24.2 |
| <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. | \$95.779 | \$83.749 | \$12.030 | 12.6 | \$19.383 | \$17.565 | \$1.817 | 9.4 | \$115.161 | \$101.314 | \$13.847 | 12.0 |
| Depreciation | 19.044 | 18.753 | 0.291 | 1.5 | 0.000 | 0.000 | 0.000 | - | 19.044 | 18.753 | 0.291 | 1.5 |
| OPEB Obligation | 5.425 | 5.425 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 5.425 | 5.425 | 0.000 | 0.0 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$120.247 | \$107.927 | \$12.320 | 10.2 | \$19.383 | \$17.565 | \$1.817 | 9.4 | \$139.630 | \$125.492 | \$14.138 | 10.1 |
| Net Surplus/(Deficit) | (\$58.550) | (\$46.984) | \$11.566 | 19.8 | \$0.000 | \$0.000 | \$0.000 | - | (\$58.550) | (\$46.984) | \$11.566 | 19.8 |
| <i>Cash Conversion Adjustments:</i> | | | | | | | | | | | | |
| Depreciation | 19.044 | 18.753 | (0.291) | (1.5) | 0.000 | 0.000 | 0.000 | - | 19.044 | 18.753 | (0.291) | (1.5) |
| Operating/Capital | (3.806) | (0.854) | 2.952 | 77.6 | 0.000 | 0.000 | 0.000 | - | (3.806) | (0.854) | 2.952 | 77.6 |
| Other Cash Adjustments | 20.489 | (0.318) | (20.807) | * | 0.000 | 0.000 | 0.000 | - | 20.489 | (0.318) | (20.807) | * |
| Total Cash Conversion Adjustments | \$35.727 | \$17.581 | (\$18.146) | (50.8) | \$0.000 | \$0.000 | \$0.000 | - | \$35.727 | \$17.581 | (\$18.146) | (50.8) |
| Net Cash Surplus/(Deficit) | (\$22.822) | (\$29.403) | (\$6.581) | (28.8) | \$0.000 | \$0.000 | \$0.000 | - | (\$22.822) | (\$29.403) | (\$6.581) | (28.8) |

-- 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
ACCURAL STATEMENT of OPERATIONS by CATEGORY
November Year-To-Date
(\$ in millions)

SCHEDULE I - B

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|--------------------|----------------------------|--------------|----------------------|------------------|----------------------------|---------------|----------------------|--------------------|----------------------------|--------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$590.762 | \$592.572 | \$1.810 | 0.3 | \$0.000 | \$0.000 | \$0.000 | - | \$590.762 | \$592.572 | \$1.810 | 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 | 49.443 | 50.702 | 1.258 | 2.5 | 0.000 | 0.000 | 0.000 | - | 49.443 | 50.702 | 1.258 | 2.5 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | | | | | |
| MTA | 0.000 | 0.000 | 0.000 | - | 113.649 | 86.813 | (26.837) | (23.6) | 113.649 | 86.813 | (26.837) | (23.6) |
| CDOT | 0.000 | 0.000 | 0.000 | - | 68.841 | 71.873 | 3.032 | 4.4 | 68.841 | 71.873 | 3.032 | 4.4 |
| Other | 0.000 | 0.000 | 0.000 | - | 18.625 | 16.325 | (2.300) | (12.3) | 18.625 | 16.325 | (2.300) | (12.3) |
| Total Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 201.116 | 175.011 | (26.105) | (13.0) | 201.116 | 175.011 | (26.105) | (13.0) |
| Total Revenue/Receipts | \$640.205 | \$643.273 | \$3.068 | 0.5 | \$201.116 | \$175.011 | (\$26.105) | (13.0) | \$841.321 | \$818.284 | (\$23.037) | (2.7) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$471.385 | \$469.424 | \$1.961 | 0.4 | \$41.502 | \$40.182 | \$1.320 | 3.2 | \$512.887 | \$509.606 | \$3.281 | 0.6 |
| Overtime | 85.625 | 89.165 | (3.540) | (4.1) | 17.201 | 19.565 | (2.364) | (13.7) | 102.826 | 108.730 | (5.904) | (5.7) |
| Health and Welfare | 90.598 | 88.681 | 1.917 | 2.1 | 12.361 | 11.162 | 1.199 | 9.7 | 102.959 | 99.843 | 3.116 | 3.0 |
| OPEB Current Payment | 21.689 | 22.066 | (0.378) | (1.7) | 0.000 | 0.000 | 0.000 | - | 21.689 | 22.066 | (0.378) | (1.7) |
| Pensions | 85.600 | 76.507 | 9.093 | 10.6 | 8.483 | 7.579 | 0.904 | 10.7 | 94.083 | 84.086 | 9.997 | 10.6 |
| Other Fringe Benefits | 100.800 | 95.568 | 5.231 | 5.2 | 9.447 | 9.526 | (0.079) | (0.8) | 110.247 | 105.095 | 5.152 | 4.7 |
| Reimbursable Overhead | (40.064) | (45.298) | 5.234 | 13.1 | 38.825 | 43.555 | (4.731) | (12.2) | (1.240) | (1.743) | 0.503 | 40.6 |
| Total Labor | \$815.632 | \$796.114 | \$19.518 | 2.4 | \$127.818 | \$131.569 | (\$3.751) | (2.9) | \$943.450 | \$927.683 | \$15.767 | 1.7 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$82.683 | \$73.878 | \$8.806 | 10.6 | \$0.000 | \$0.052 | (\$0.052) | - | \$82.683 | \$73.930 | \$8.754 | 10.6 |
| Fuel | 25.495 | 25.684 | (0.189) | (0.7) | 0.000 | 0.000 | 0.000 | - | 25.495 | 25.684 | (0.189) | (0.7) |
| Insurance | 16.583 | 15.712 | 0.871 | 5.3 | 3.302 | 3.109 | 0.192 | 5.8 | 19.885 | 18.821 | 1.064 | 5.3 |
| Claims | 1.876 | 5.264 | (3.388) | * | 0.000 | 0.000 | 0.000 | - | 1.876 | 5.264 | (3.388) | * |
| 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 | 96.112 | 87.953 | 8.159 | 8.5 | 15.791 | 11.905 | 3.886 | 24.6 | 111.903 | 99.858 | 12.046 | 10.8 |
| Professional Service Contracts | 28.444 | 19.170 | 9.275 | 32.6 | 17.986 | 12.865 | 5.121 | 28.5 | 46.430 | 32.035 | 14.395 | 31.0 |
| Materials & Supplies | 68.429 | 65.232 | 3.197 | 4.7 | 34.102 | 12.220 | 21.883 | 64.2 | 102.532 | 77.452 | 25.080 | 24.5 |
| Other Business Expenses | 23.423 | 22.284 | 1.140 | 4.9 | 2.117 | 3.292 | (1.175) | (55.5) | 25.540 | 25.575 | (0.035) | (0.1) |
| Total Non-Labor | \$343.047 | \$315.176 | \$27.870 | 8.1 | \$73.298 | \$43.442 | \$29.856 | 40.7 | \$416.345 | \$358.619 | \$57.726 | 13.9 |
| <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. | \$1,158.679 | \$1,111.290 | \$47.389 | 4.1 | \$201.116 | \$175.011 | \$26.105 | 13.0 | \$1,359.795 | \$1,286.301 | \$73.493 | 5.4 |
| Depreciation | 208.193 | 212.011 | (3.818) | (1.8) | 0.000 | 0.000 | 0.000 | - | 208.193 | 212.011 | (3.818) | (1.8) |
| OPEB Obligation | 59.673 | 59.673 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 59.673 | 59.673 | 0.000 | 0.0 |
| Environmental Remediation | 3.214 | 1.594 | 1.620 | 50.4 | 0.000 | 0.000 | 0.000 | - | 3.214 | 1.594 | 1.620 | 50.4 |
| Total Expenses | \$1,429.759 | \$1,384.568 | \$45.191 | 3.2 | \$201.116 | \$175.011 | \$26.105 | 13.0 | \$1,630.874 | \$1,559.579 | \$71.296 | 4.4 |
| Net Surplus/(Deficit) | (\$789.553) | (\$741.294) | \$48.259 | 6.1 | \$0.000 | \$0.000 | \$0.000 | - | (\$789.553) | (\$741.294) | \$48.259 | 6.1 |
| <i>Cash Conversion Adjustments:</i> | | | | | | | | | | | | |
| Depreciation | 208.193 | 212.011 | 3.818 | 1.8 | 0.000 | 0.000 | 0.000 | - | 208.193 | 212.011 | 3.818 | 1.8 |
| Operating/Capital | (33.095) | (18.474) | 14.621 | 44.2 | 0.000 | 0.000 | 0.000 | - | (33.095) | (18.474) | 14.621 | 44.2 |
| Other Cash Adjustments | 187.302 | 148.805 | (38.497) | (20.6) | 0.000 | 0.000 | 0.000 | - | 187.302 | 148.805 | (38.497) | (20.6) |
| Total Cash Conversion Adjustments | \$362.400 | \$342.341 | (\$20.059) | (5.5) | \$0.000 | \$0.000 | \$0.000 | - | \$362.400 | \$342.341 | (\$20.059) | (5.5) |
| Net Cash Surplus/(Deficit) | (\$427.153) | (\$398.953) | \$28.200 | 6.6 | \$0.000 | \$0.000 | \$0.000 | - | (\$427.153) | (\$398.953) | \$28.200 | 6.6 |

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
NOVEMBER 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 | \$0.572 | 10.5% | Primarily due to higher net GCT retail revenue. | \$1.258 | 2.5% | |
| CAPITAL AND OTHER REIMBURSEMENTS | Reimb | (\$1.817) | (9.4%) | Lower reimbursements reflect scheduling changes in capital project expenditures. | (\$26.105) | (13.0%) | Lower reimbursements reflect scheduling changes in capital project expenditures. |
| PAYROLL | Non-Reimb | \$2.187 | 6.0% | Primarily due to vacancies and timing differences related to payroll and calendar cutoff dates. | \$1.961 | 0.4% | Reflects delays on the Cyclical Track Program and lower activity on the Misc. I&C on the NHL & Branch Lines. |
| | Reimb | \$0.220 | 6.4% | Reflects vacant administrative positions, timing of the following projects: 2013 & 2014 Cyclical Track Programs, West of Hudson Track Program, Positive Train Control, Replace 3rd Rail Brackets and the H & H Lines Power Imp., and lower activity on Harmon Shop Improvements. | \$1.320 | 3.2% | |
| OVERTIME | Non-Reimb | (\$0.375) | (6.2%) | Primarily due to higher requirements for improved track maintenance programs, winter storm coverage, and unscheduled emergency responses (Yonkers mudslide). | (\$3.540) | (4.1%) | Primarily due to higher requirements for improved track/infrastructure maintenance programs, station enhancements, the implementation of safety enhancements and emergency responses (Cos Cob Fire, Yonkers mudslide and Danbury Branch grade crossing issues), vacancy and sick time coverage partially offset by accrual RWA adjustments. |
| | Reimb | (\$0.162) | (11.2%) | Reflects higher activity on the Mainline High Speed Turnouts and Catenary C1 & C2 projects. | (\$2.364) | (13.7%) | Unfavorable variance primarily reflects a higher overtime RWA accrual estimate for reimbursable projects. |
| HEALTH AND WELFARE | Non-Reimb | \$0.597 | 7.6% | Primarily due to lower than projected premiums and vacancies. | \$1.917 | 2.1% | Reflects lower project activity. |
| | Reimb | \$0.172 | 14.0% | Reflects lower project activity. | \$1.199 | 9.7% | |
| OPEB CURRENT PAYMENT | Non-Reimb | (\$0.080) | (4.1%) | Reflects higher level of retirees than anticipated. | (\$0.378) | (1.7%) | |
| PENSIONS | Non-Reimb | \$1.022 | 14.4% | Favorable variance reflects a lower than forecasted increase in the Annual Required Contribution (ARC) as a result of the wage settlement. However, annual pension cost may differ based upon the pending year-end Actuarial Valuation report. | \$9.093 | 10.6% | Favorable variance reflects a lower than forecasted increase in the Annual Required Contribution (ARC) as a result of the wage settlement. However, annual pension cost may differ based upon the pending year-end Actuarial Valuation report. |
| | Reimb | \$0.130 | 16.2% | Reflects lower project activity. | \$0.904 | 10.7% | Reflects lower project activity. |

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
NOVEMBER 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 FRINGE BENEFITS | Non-Reimb | \$0.529 | 6.2% | Primarily reflects lower payroll expense for the period. | \$5.231 | 5.2% | Primarily reflects a reclassification of claims related medical payments against the prior year accrued liability for the Spuyten Duyvil and Bridgeport incidents. |
| | Reimb | \$0.121 | 13.1% | Reflects rate differentials and project adjustments. | (\$0.079) | (0.8%) | |
| REIMBURSABLE OVERHEAD | Non-Reimb | \$0.452 | 12.8% | The non-reimbursable and reimbursable variances reflect the reclassification of operating expenses for ferry services for 2013 and 2014 to the reimbursable budget, partially offset by the timing of activity for Positive Train Control. | \$5.234 | 13.1% | The non-reimbursable and reimbursable variances reflect higher activity due to the timing of reimbursable payroll retroactive wage adjustment (RWA) partially offset by lower activity/timing on the following projects: Hurricane Sandy Infrastructure, Positive Train Control, and MNR Technology Move. |
| | Reimb | (\$0.497) | (14.7%) | | (\$4.731) | (12.2%) | |
| ELECTRIC POWER | Non-Reimb | \$1.857 | 26.5% | Primarily reflects lower rates and consumption on the Harlem and Hudson lines. | \$8.806 | 10.6% | Reflects lower electric power consumption across all lines. |
| FUEL | Non-Reim | \$0.260 | 11.0% | Primarily reflects lower rates and consumption across all lines. | (\$0.189) | (0.7%) | |
| INSURANCE | Non-Reimb | (\$0.036) | (2.3%) | Reflects lower project activity. | \$0.871 | 5.3% | Lower liability insurance expense. |
| | Reimb | \$0.042 | 11.9% | | \$0.192 | 5.8% | Reflects lower project activity. |
| CLAIMS | Non-Reimb | \$0.210 | * | Primarily reflects a reclassification of claims expense against the accrued liability for the Spuyten Duyvil and Bridgeport incidents. | (\$3.388) | * | Primarily reflects an accrual for a \$5.4M claim settlement for NJT employees injured on MNR property partially offset by a reclassification of claims expense against the accrued liability for the Spuyten Duyvil and Bridgeport incidents. |
| MAINTENANCE AND OTHER OPERATING CONTRACTS | Non-Reimb | \$3.591 | 40.8% | Favorable variance reflects the reclassification of operating expenses for ferry services for 2013 and 2014 to the reimbursable budget and timing of expenses for facility maintenance contracts and GCT utilities. | \$8.159 | 8.5% | Favorable variance primarily reflects the reclassification of operating expenses for ferry services for 2013 and 2014 to the reimbursable budget and timing of expenses for the Genesis locomotive overhaul, facility maintenance contracts, and GCT utilities. |
| | Reimb | (\$2.433) | * | Unfavorable variance reflects the reclassification of operating expenses for ferry services for 2013 and 2014 to the reimbursable budget. | \$3.886 | 24.6% | Reflects delay on the WoH Signal Improvements and Overhead Bridge Program - EOFH partially offset by the reclassification of operating expenses for ferry services for 2013 and 2014 to the reimbursable budget. |

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
NOVEMBER 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 |
| | | \$ | % | | \$ | % | |
| PROFESSIONAL SERVICE CONTRACTS | Non-Reimb | \$0.953 | 32.2% | Reflects timing of expenses for IT costs, outside training and legal fees. | \$9.275 | 32.6% | Favorable variance primarily reflects timing of expenses for IT costs, outside training, medical services, market share studies, and legal fees. |
| | Reimb | \$2.659 | 82.2% | Reflects timing of activity for Positive Train Control. | \$5.121 | 28.5% | Reflects timing of activity for Positive Train Control. |
| MATERIAL AND SUPPLIES | Non-Reimb | (\$0.148) | (2.4%) | | \$3.197 | 4.7% | Primarily reflects lower rolling stock mechanical material usage and inventory accounting adjustments. |
| | Reimb | \$2.070 | 64.7% | Reflects timing of the following projects: NHL Rail Yard - Component Changeout Shop, Positive Train Control and the C-30 Track Program and lower activity on the MNR Technology Move project. | \$21.883 | 64.2% | Reflects timing of the following projects: Hurricane Sandy Power C&S Infrastructure Restoration project, NHL Rail Yard - Component Changeout Shop, Cyclical Track Program, Positive Train Control and the Bronx Stations/Capacity Imp. Also lower activity than forecasted on the MNR Technology Move. |
| OTHER BUSINESS EXPENSES | Non-Reimb | \$1.013 | 45.7% | Primarily due to timing of trackage rights reimbursements and lower NJT Subsidy payments and miscellaneous expenses. | \$1.140 | 4.9% | Primarily due to lower NJT Subsidy payments and non-operating purchases. |
| | Reimb | (\$0.502) | * | Reflects higher than forecasted material purchases for PBX Equipment Upgrade project and M of W Equipment. | (\$1.175) | (55.5%) | Reflects higher than forecasted material purchases for the PBX Equipment Upgrade project, 525 North Broadway, White Plains Projects and the MNR Technology Move. |
| ENVIRONMENTAL REMEDIATION | Non-Reimb | \$0.000 | 0.0% | | \$1.620 | 50.4% | Reflects quarterly accrual for projects requiring remediation. |
| OPERATING CAPITAL | Non-Reim | \$2.952 | 77.6% | Reflects lower activity during the period for the following projects: Demolition of Carey Hole Space in GCT, Vehicle Replacement Provision, Expand Real Time Train Status Information - NYS, Shop Equipment Replacement Provision, Park Avenue Tunnel - Fire Alarm System Repair, and Vertical Lift System for Brewster projects, partially offset by higher than anticipated activity on the Roof Replacement of the North Wing at 525 N Broadway project. | \$14.621 | 44.2% | Reflects lower activity during the period for the following projects: Vehicle Replacement Provision, Ticket Issuing Machines (TIMs), Upgrade of Locomotive Simulators, Expand Real-Time Train Status Information - NYS, Demolition of Carey Hole in GCT, Hot Box And Wheel Impact Detectors, IT Infrastructure System Resiliency, Snowmelter Elements, Employee Welfare Facility Improvements, and Purchase 4 Prefab Bldgs for Croton-Harmon projects, partially offset by higher activity on the Roof Replacement of North Wing at 525 N Broadway project. |

* Variance exceeds 100%.

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

| | November | | | | | | November Year-to-Date | | | | | |
|---|----------------|---------------|----------------|---------------|---------------------|-----------------|-----------------------|-----------------|------------------|-----------------|---------------------|-----------------|
| | Forecast | | Actuals | | Var. - Fav./(Unfav) | | Forecast | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> ¹ | 58,067 | \$ 2.5 | 53,742 | \$ 2.5 | 4,325 | \$ 0.0 | 520,210 | \$ 26.4 | 490,389 | \$ 26.8 | 29,821 | \$ (0.5) |
| | | | | | 7.4% | 0.3% | | | | | 5.7% | -1.8% |
| <u>Unscheduled Service</u> | 0 | \$ - | 600 | \$ - | (600) | \$ - | 0 | \$ - | 1,237 | \$ - | (1,237) | \$ - |
| | | | | | - | - | | | | | - | - |
| <u>Programmatic/Routine Maintenance</u> | 51,403 | \$ 2.4 | 54,138 | \$ 2.6 | (2,735) | \$ (0.2) | 502,182 | \$ 23.5 | 537,305 | \$ 25.0 | (35,123) | \$ (1.5) |
| | | | | | -5.3% | -9.2% | | | | | -7.0% | -6.3% |
| <u>Unscheduled Maintenance</u> | 1,222 | \$ 0.1 | 2,538 | \$ 0.1 | (1,316) | \$ (0.1) | 8,468 | \$ 0.4 | 23,150 | \$ 1.5 | (14,682) | \$ (1.1) |
| | | | | | * | * | | | | | * | * |
| <u>Vacancy/Absentee Coverage</u> ² | 18,383 | \$ 1.1 | 26,017 | \$ 1.2 | (7,634) | \$ (0.1) | 212,100 | \$ 11.6 | 282,270 | \$ 12.9 | (70,170) | \$ (1.3) |
| | | | | | -41.5% | -11.5% | | | | | -33.1% | -11.0% |
| <u>Weather Emergencies</u> | 1,280 | \$ 0.1 | 5,219 | \$ 0.2 | (3,939) | \$ (0.2) | 85,432 | \$ 4.0 | 90,408 | \$ 4.2 | (4,976) | \$ (0.1) |
| | | | | | * | * | | | | | -5.8% | -3.6% |
| <u>Safety/Security/Law Enforcement</u> ³ | 0 | \$ - | 0 | \$ - | 0 | \$ - | 0 | \$ - | 0 | \$ - | 0 | \$ - |
| | | | | | - | - | | | | | - | - |
| <u>Other</u> ⁴ | 1,057 | \$ (0.1) | 244 | \$ (0.3) | 813 | \$ 0.2 | 18,821 | \$ 19.7 | 16,221 | \$ 18.8 | 2,600 | \$ 0.9 |
| | | | | | 76.9% | * | | | | | 13.8% | 4.7% |
| Subtotal | 131,412 | \$ 6.0 | 142,498 | \$ 6.4 | (11,086) | \$ (0.4) | 1,347,213 | \$ 85.6 | 1,440,981 | \$ 89.2 | (93,767) | \$ (3.5) |
| | | | | | -8.4% | -6.2% | | | | | -7.0% | -4.1% |
| REIMBURSABLE OVERTIME | 26,922 | \$ 1.4 | 29,532 | \$ 1.6 | (2,610) | \$ (0.2) | 303,718 | \$ 17.2 | 315,153 | \$ 19.6 | (11,435) | \$ (2.4) |
| | | | | | -9.7% | -11.1% | | | | | -3.8% | -13.7% |
| TOTAL OVERTIME | 158,334 | \$ 7.5 | 172,030 | \$ 8.0 | (13,695) | \$ (0.5) | 1,650,932 | \$ 102.8 | 1,756,134 | \$ 108.7 | (105,202) | \$ (5.9) |
| | | | | | -8.6% | -7.2% | | | | | -6.4% | -5.7% |

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)

| | November | | | November Year To Date | | |
|---|---------------------|----------------|---|-----------------------|----------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> ¹ | 4,325 | \$0.0 | | 29,821 | (\$0.5) | Reflects service coverage versus available staff and train dispatchment needs. |
| | 7.4% | 0.3% | | 5.7% | -1.8% | |
| <u>Unscheduled Service</u> | (600) | \$0.0 | | (1,237) | \$0.0 | |
| | - | - | | - | - | |
| <u>Programmatic/Routine Maintenance</u> | (2,735) | (\$0.2) | Higher requirements to support Infrastructure Improvement Program. | (35,123) | (\$1.5) | Higher requirements to support Infrastructure Improvement and Station Enhancement programs. |
| | -5.3% | -9.2% | | -7.0% | -6.3% | |
| <u>Unscheduled Maintenance</u> | (1,316) | (\$0.1) | Right-of-way maintenance related to the Yonkers mud slide. | (14,682) | (\$1.1) | Right-of-way maintenance related to the Yonkers mud slide, repairs and operations coverage for the Cos Cob signal house fire and grade crossing repairs on the Danbury Branch. |
| | * | * | | * | * | |
| <u>Vacancy/Absentee Coverage</u> ² | (7,634) | (\$0.1) | | (70,170) | (\$1.3) | Reflects vacation and sick coverage for must-fill positions within MofE required to perform FRA mandated functions and periodic maintenance requirements. |
| | -41.5% | -11.5% | | -33.1% | -11.0% | |
| <u>Weather Emergencies</u> | (3,939) | (\$0.2) | M of W Storm related OT due to winter storm coverage primarily for the Wednesday before Thanksgiving. | (4,976) | (\$0.1) | |
| | * | * | | -5.8% | -3.6% | |
| <u>Safety/Security/Law Enforcement</u> ³ | 0 | \$0.0 | | 0 | \$0.0 | |
| | - | - | | - | - | |
| <u>Other</u> ⁴ | 813 | \$0.2 | Accrual adjustments for retroactive wage agreement (RWA). | 2,600 | \$0.9 | Accrual adjustments for retroactive wage agreement (RWA). |
| | 76.9% | * | | 13.8% | 4.7% | |
| Subtotal | (11,086) | (\$0.4) | | (93,767) | (\$3.5) | |
| | -8.4% | -6.2% | | -7.0% | -4.1% | |
| REIMBURSABLE OVERTIME | (2,610) | (\$0.2) | | (11,435) | (\$2.4) | |
| | -9.7% | -11.1% | | -3.8% | -13.7% | |
| TOTAL OVERTIME | (13,695) | (\$0.5) | | (105,202) | (\$5.9) | |

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

| | November 2014 | | | | Year-to-Date | | | |
|--|----------------------|-------------------|----------------------------|---------------|----------------------|--------------------|----------------------------|--------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Receipts | \$56.678 | \$49.942 | (\$6.736) | (11.9) | \$595.920 | \$594.495 | (\$1.425) | (0.2) |
| Toll Receipts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Receipts | 5.969 | 5.450 | (0.519) | (8.7) | 65.538 | 66.279 | 0.741 | 1.1 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | |
| MTA | 15.948 | 7.572 | (8.376) | (52.5) | 99.818 | 75.162 | (24.656) | (24.7) |
| CDOT | 9.475 | 0.127 | (9.348) | (98.7) | 65.806 | 48.422 | (17.384) | (26.4) |
| Other | 1.621 | 1.090 | (0.531) | (32.7) | 16.852 | 11.830 | (5.022) | (29.8) |
| Total Capital and Other Reimbursements | 27.044 | 8.789 | (18.255) | (67.5) | 182.476 | 135.414 | (47.062) | (25.8) |
| Total Receipts | \$89.691 | \$64.181 | (\$25.510) | (28.4) | \$843.933 | \$796.188 | (\$47.745) | (5.7) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$35.241 | \$34.242 | \$0.999 | 2.8 | \$434.179 | \$413.321 | \$20.858 | 4.8 |
| Overtime | 7.258 | 7.450 | (0.192) | (2.6) | 81.691 | 85.694 | (4.003) | (4.9) |
| Health and Welfare | 9.908 | 0.859 | 9.049 | 91.3 | 107.577 | 98.390 | 9.187 | 8.5 |
| OPEB Current Payment | 1.723 | 1.090 | 0.633 | 36.7 | 21.943 | 22.473 | (0.530) | (2.4) |
| Pensions | 7.185 | 6.923 | 0.262 | 3.6 | 65.443 | 64.098 | 1.345 | 2.1 |
| Other Fringe Benefits | 6.424 | 6.607 | (0.183) | (2.9) | 101.425 | 101.246 | 0.179 | 0.2 |
| GASB Account | 0.000 | 0.000 | 0.000 | - | 4.450 | 4.458 | (0.008) | (0.2) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor | \$67.738 | \$57.171 | \$10.567 | 15.6 | \$816.708 | \$789.680 | \$27.028 | 3.3 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$7.715 | \$7.428 | \$0.287 | 3.7 | \$82.134 | \$75.151 | \$6.983 | 8.5 |
| Fuel | 1.711 | 1.965 | (0.254) | (14.9) | 22.640 | 25.913 | (3.273) | (14.5) |
| Insurance | 0.509 | 0.000 | 0.509 | 100.0 | 18.005 | 18.486 | (0.481) | (2.7) |
| Claims | 0.622 | 6.173 | (5.551) | * | 6.999 | 26.975 | (19.976) | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 10.916 | 7.236 | 3.680 | 33.7 | 118.938 | 91.111 | 27.827 | 23.4 |
| Professional Service Contracts | 7.151 | 2.066 | 5.085 | 71.1 | 52.470 | 33.586 | 18.884 | 36.0 |
| Materials & Supplies | 11.256 | 7.744 | 3.512 | 31.2 | 106.857 | 86.670 | 20.187 | 18.9 |
| Other Business Expenditures | 4.896 | 3.801 | 1.095 | 22.4 | 46.335 | 47.569 | (1.234) | (2.7) |
| Total Non-Labor | \$44.775 | \$36.413 | \$8.362 | 18.7 | \$454.378 | \$405.461 | \$48.917 | 10.8 |
| <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 | \$112.513 | \$93.584 | \$18.929 | 16.8 | \$1,271.086 | \$1,195.141 | \$75.945 | 6.0 |
| Net Cash Deficit (excludes Opening Cash Balance) | (\$22.822) | (\$29.403) | (\$6.581) | (28.8) | (\$427.153) | (\$398.953) | \$28.200 | 6.6 |
| Subsidies | | | | | | | | |
| MTA | 16.458 | 22.774 | 6.316 | 38.4 | 333.825 | 297.680 | (36.145) | (10.8) |
| CDOT | 6.364 | 3.404 | (2.960) | (46.5) | 91.260 | 89.711 | (1.549) | (1.7) |
| Total Subsidies | \$22.822 | \$26.178 | \$3.356 | 14.7 | \$425.085 | \$387.391 | (\$37.694) | (8.9) |
| Cash Timing and Availability Adjustment | \$0.000 | \$3.225 | \$3.225 | - | \$0.000 | \$11.562 | \$11.562 | - |

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

--Year to date actuals reflects reclassification of \$2,977K from Prof. Service Contracts to Traction and Propulsion

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 | November Month vs Mid-Year Forecast | | | Year-To-Date as of November 30, 2014 | | |
|-------------------------------------|-------------------------------------|---------|--|--------------------------------------|---------|---|
| | Variance Fav (Unfav) | | Reason for Variance | Variance Fav (Unfav) | | Reason for Variance |
| | \$ | % | | \$ | % | |
| FARE REVENUE | (6.736) | (11.9%) | Timing of cash receipts partially offset by higher non-commuter ridership. | (1.425) | (0.2%) | |
| OTHER OPERATING REVENUE | (0.519) | (8.7%) | Timing of receipts of Amtrak reimbursement and lower miscellaneous revenue partially offset by timing of LAZ parking receipts. | 0.742 | 1.1% | |
| CAPITAL AND OTHER REIMBURSEMENTS: | | | | | | |
| MTA | (8.376) | (52.5%) | Lower cash receipts due to lower project activity combined with timing of payments. | (24.655) | (24.7%) | Lower cash receipts due to lower project activity combined with timing of payments. |
| CDOT | (9.348) | (98.7%) | Lower cash receipts due to timing of payments combined with lower project activity. | (17.385) | (26.4%) | Lower cash receipts due to timing of payments partially offset by higher project activity. |
| OTHER | (0.531) | (32.8%) | Lower cash receipts due to timing of payments partially offset by higher project activity. | (5.023) | (29.8%) | Lower cash receipts due to timing of payments combined with lower project activity. |
| PAYROLL | 0.999 | 2.8% | | 20.858 | 4.8% | Timing of estimated RWA payments to agreement personnel combined with vacancy and delays in hiring. |
| OVERTIME | (0.192) | (2.6%) | | (4.003) | (4.9%) | |
| HEALTH & WELFARE | 9.050 | * | Timing of November payments made in October for NYSHIP combined with headcount and rate favorability. | 9.187 | 8.5% | Combination of rate favorability, timing of payments and headcount favorability. |
| OPEB CURRENT PAYMENT | 0.633 | 36.7% | Timing of November payment made in October. | (0.530) | (2.4%) | |
| PENSIONS | 0.262 | 3.6% | | 1.345 | 2.1% | |
| OTHER FRINGE BENEFITS | (0.183) | (2.8%) | | 0.179 | 0.2% | |
| GASB ACCOUNT | 0.000 | 0.0% | | 0.000 | 0.0% | |
| ELECTRIC POWER | 0.287 | 3.7% | | 6.983 | 8.5% | Supplier portion of Conn. Light & Power for June - November combined with favorable rate variance. |
| FUEL | (0.255) | (14.9%) | Change in NHL locomotive fueling procedures. | (3.273) | (14.5%) | Change in NHL locomotive fueling procedures combined with timing of payments. |

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 | November Month vs Mid-Year Forecast | | | Year-To-Date as of November 30, 2014 | | |
|---|-------------------------------------|----------|--|--------------------------------------|---------|---|
| | Variance Fav (Unfav) | | Reason for Variance | Variance Fav (Unfav) | | Reason for Variance |
| | \$ | % | | \$ | % | |
| INSURANCE | 0.509 | 100.0% | Timing of payment of premiums in November. | (0.481) | (2.7%) | |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 3.680 | 33.7% | Timing of GCT Elevator Overhaul, Construction Costs, Steam, Maint. & Repair, monthly track leases for Harlem & Hudson Lines and Security Services. | 27.828 | 23.4% | Timing of capital related projects (West of Hudson Signal Improvements, Overhead Bridge Program, Vehicle Replacement Provision, Upgrade Locomotive Simulators, Employee Welfare Facility Improvements, and Installation of wood crossties and grade crossings) combined with timing of payments for MTA Police Services, Maintenance & Repair, Harlem & Hudson Track Leases, Steam, Commissary Supplies, Safety Equipment and Uniforms. |
| PROFESSIONAL SERVICE CONTRACTS | 5.085 | 71.1% | Timing of capital related projects (PTC) combined with timing of I.T. Services, Engineering, Market Research, Outside Training and Advertising. | 18.884 | 36.0% | Timing of capital related projects (PTC, Overhead Bridge Program, Ticket Issuing Machines, I.T. Infrastructure Resiliency and MNR Tech Move) and New Haven Line BSC costs combined with lower I.T. Costs, Advertising, Market Research, Outside Training and Medical Services. |
| MATERIALS & SUPPLIES | 3.512 | 31.2% | Timing of capital related projects (NHL Rail Yard Component Change-Out Shop, MNR Technology Move, Camera's/Audio for M8 Fleet, Shop Equipment Replacement Program, Installation of turnouts and wood crossties and PTC) combined with timing of material purchases (Truck Suspension and Carbody) partially offset by timing of inventory purchases. | 20.188 | 18.9% | Timing of capital related projects (Hurricane Sandy Infrastructure Program, MNR Technology Move, NHL Rail Yard Component Change-Out Shop, 2013 Cyclical Track Program, PTC, Bronx Station/Capacity Improvements, Expansion of Real-Time Train Status Information and Hot Box and Wheel Impact Detector) partially offset by timing of payments of items placed in inventory. |
| OTHER BUSINESS EXPENSES | 1.095 | 22.4% | Timing of payments for purchase of Vertical Lift Systems, | (1.234) | (2.7%) | |
| MTA SUBSIDY RECEIPTS | 6.316 | 38.4% | Higher subsidy draw due to higher net cash deficit and lower CDOT subsidy receipts partially offset by impact of utilization of cash balances. | (36.146) | (10.8%) | Lower subsidy draw due to lower net cash deficit and impact of utilization of cash balances partially offset by lower CDOT subsidy receipts. |
| CDOT SUBSIDY RECEIPTS | (2.960) | (46.5%)* | Includes CDOT share of RWA related reimbursable overhead credit and July 2014 estimate. | (1.548) | (1.7%) | |
| TOTAL SUBSIDY RECEIPTS | 3.356 | 5.3% | | (37.694) | (8.9%) | |

* Variance exceeds 100%

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

| | November 2014 | | | | Year-to-Date | | | |
|---|----------------------|-------------------|----------------------------|---------------|----------------------|-------------------|----------------------------|---------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$0.453 | (\$4.956) | (\$5.409) | * | \$5.158 | \$1.923 | (\$3.235) | (62.7) |
| Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 0.496 | (0.595) | (1.091) | * | 16.094 | 15.577 | (0.517) | (3.2) |
| <i>Capital & Other Reimbursements:</i> | | 0.000 | | | 0.000 | 0.000 | | |
| MTA | 6.485 | (1.907) | (8.392) | * | (13.832) | (11.651) | 2.181 | 15.8 |
| CDOT | 1.303 | (5.924) | (7.227) | * | (3.034) | (23.451) | (20.416) | * |
| Other | (0.127) | (0.945) | (0.818) | * | (1.774) | (4.495) | (2.722) | * |
| Total Capital and Other Reimbursements | 7.662 | (8.776) | (16.438) | * | (18.640) | (39.597) | (20.957) | * |
| Total Revenue/Receipts | \$8.611 | (\$14.327) | (\$22.938) | * | \$2.612 | (\$22.096) | (\$24.709) | * |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$4.746 | \$3.338 | (\$1.408) | (29.7) | \$78.708 | \$96.285 | \$17.577 | 22.3 |
| Overtime | 0.212 | 0.557 | 0.345 | * | 21.134 | 23.036 | 1.901 | 9.0 |
| Health and Welfare | (0.851) | 7.430 | 8.280 | * | (4.618) | 1.453 | 6.071 | * |
| OPEB Current Payment | 0.255 | 0.968 | 0.000 | | (0.255) | (0.407) | (0.152) | (59.6) |
| Pensions | 0.708 | (0.183) | (0.891) | * | 28.640 | 19.988 | (8.652) | (30.2) |
| Other Fringe Benefits | 3.068 | 2.236 | (0.832) | (27.1) | 8.822 | 3.849 | (4.973) | (56.4) |
| GASB Account | 0.000 | 0.000 | 0.000 | - | (4.450) | (4.458) | (0.008) | (0.2) |
| Reimbursable Overhead | (0.133) | (0.088) | 0.045 | 34.1 | (1.240) | (1.743) | (0.503) | (40.6) |
| Total Labor | \$8.005 | \$14.258 | \$6.253 | 78.1 | \$126.742 | \$138.003 | \$11.261 | 8.9 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | (\$0.702) | (\$2.268) | (\$1.566) | * | \$0.550 | (\$1.221) | (\$1.771) | * |
| Fuel | 0.658 | 0.144 | (0.514) | (78.2) | 2.854 | (0.229) | (3.083) | * |
| Insurance | 1.430 | 1.933 | 0.503 | 35.2 | 1.880 | 0.335 | (1.545) | (82.2) |
| Claims | (0.500) | (6.260) | (5.760) | * | (5.123) | (21.711) | (16.588) | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | (0.831) | 1.690 | 2.521 | * | (7.035) | 8.747 | 15.782 | * |
| Professional Service Contracts | (0.955) | 0.518 | 1.473 | * | (6.040) | (1.551) | 4.488 | 74.3 |
| Materials & Supplies | (1.824) | (0.234) | 1.590 | 87.2 | (4.326) | (9.218) | (4.892) | * |
| Other Business Expenses | (2.633) | (2.050) | 0.583 | 22.2 | (20.794) | (21.994) | (1.199) | (5.8) |
| Total Non-Labor | (\$5.357) | (\$6.528) | (\$1.170) | (21.8) | (\$38.034) | (\$46.842) | (\$8.809) | (23.2) |
| <i>Other Adjustments:</i> | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures Adjustments before Non-Cash Liability Adjs. | \$2.648 | \$7.730 | \$5.083 | * | \$88.708 | \$91.160 | \$2.452 | 2.8 |
| Depreciation | 19.044 | 18.753 | (0.291) | (1.5) | 208.193 | 212.011 | 3.818 | 1.8 |
| OPEB Obligation | 5.425 | 5.425 | 0.000 | 0.0 | 59.673 | 59.673 | 0.000 | 0.0 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 3.214 | 1.594 | (1.620) | 50.4 |
| Total Expenditures Adjustments | \$27.117 | \$31.908 | \$4.792 | 17.7 | \$359.788 | \$364.438 | \$4.650 | 1.3 |
| Total Cash Conversion Adjustments | \$35.727 | \$17.581 | (\$18.146) | (50.8) | \$362.400 | \$342.341 | (\$20.059) | (5.5) |

-- 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)**

| | <u>Month of November</u> | | <u>Variance</u> | | <u>Year-to-Date November</u> | | <u>Variance</u> | |
|--------------------------------|------------------------------|-------------------------|--------------------|----------|------------------------------|--------------------------|--------------------|----------|
| | <u>Mid-Year Forecast</u> | <u>Actual</u> | <u>Fav (Unfav)</u> | | <u>Mid-Year Forecast</u> | <u>Actual</u> | <u>Fav (Unfav)</u> | |
| | | | <u>Amount</u> | <u>%</u> | | | <u>Amount</u> | <u>%</u> |
| <u>Farebox Revenue</u> | | | | | | | | |
| Harlem Line | \$16.535 | \$16.197 | (\$0.338) | -2.0 | \$175.893 | \$175.492 | (\$0.401) | -0.2 |
| Hudson Line | \$12.065 | \$11.829 | (\$0.236) | -2.0 | \$127.029 | \$128.325 | \$1.296 | 1.0 |
| New Haven Line | \$27.592 | \$26.838 | (\$0.754) | -2.7 | \$287.450 | \$288.372 | \$0.922 | 0.3 |
| Total Farebox Revenue | \$56.192 | \$54.865 ⁽¹⁾ | (\$1.327) | -2.4 | \$590.372 | \$592.189 ⁽¹⁾ | \$1.817 | 0.3 |
| <u>Ridership</u> | | | | | | | | |
| Harlem Line | 2.175 | 2.139 | (0.037) | -1.7 | 24.700 | 24.729 | 0.030 | 0.1 |
| Hudson Line | 1.288 | 1.272 | (0.016) | -1.2 | 14.660 | 14.817 | 0.157 | 1.1 |
| New Haven Line | 3.184 | 3.144 | (0.039) | -1.2 | 35.814 | 36.072 | 0.259 | 0.7 |
| Total Ridership East of Hudson | 6.647 | 6.555 | (0.092) | -1.4 | 75.173 | 75.619 | 0.445 | 0.6 |
| West of Hudson | 0.127 | 0.131 | 0.004 | 2.9 | 1.517 | 1.538 | 0.021 | 1.4 |
| Total Ridership | 6.774 | 6.686 | (0.088) | -1.3 | 76.691 | 77.157 | 0.466 | 0.6 |

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.033 million for the month and \$0.383 million year-to-date.

East of Hudson:

East of Hudson YTD ridership of 75.6 million was 0.6% higher than the Mid-Year Forecast reflecting an improving regional economy. Results for the month, however were 1.4% below the forecast reflecting decreases of 1.7% on the Harlem Line, 1.2% on the Hudson Line and 1.2% on the New Haven Line. As compared to 2013, overall ridership increased 1.2% year-to-date and 2.8% for the month.

Commutation ridership was 0.3% higher for the year-to-date and 0.4% lower for the month vs. the Mid-Year Forecast. Compared to 2013, November year-to-date commutation ridership was 0.3% higher. Non-commutation ridership was 1.0% higher than Mid-Year Forecast year-to-date and 2.5% higher than 2013. For the month, non-commutation ridership was 2.6% lower than Mid-Year Forecast, and 3.7% better than 2013.

West of Hudson:

West of Hudson ridership was higher by 1.4% YTD and 2.9% for the month respectively vs. the Mid-Year Forecast and 6.8% better than 2013 reflecting an improving regional economy and a continuation of the recovery from the ridership losses experienced from Hurricane Irene and Superstorm Sandy.

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

| <u>Department</u> | <u>Mid-Year Forecast</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> |
|---|------------------------------|---------------|---|
| Administration | | | |
| President | 3 | 2 | 1 |
| Labor Relations | 10 | 7 | 3 |
| Safety (1) | 57 | 36 | 22 |
| COS/Corporate & Public Affairs | 17 | 15 | 2 |
| Legal (2) | 17 | 18 | (1) |
| Claims Services | 14 | 10 | 4 |
| Environmental Compliance & Svce | 8 | 7 | 1 |
| VP Administration | 2 | 2 | - |
| VP Human Resources | 6 | 6 | 1 |
| Human Resources (3) | 29 | 25 | 4 |
| Training (1) | 77 | 51 | 26 |
| Employee Relations & Diversity | 5 | 5 | 1 |
| VP Planning | 2 | 2 | - |
| Operations Planning & Analysis | 18 | 15 | 3 |
| Capital Planning & Programming | 15 | 14 | 1 |
| GCT & Corporate Development | 32 | 32 | - |
| Long Range Planning | 7 | 6 | 1 |
| VP Finance & Information Systems | 3 | 1 | 2 |
| Controller (3) | 81 | 74 | 7 |
| Information Technology & Project Mgmt (3) | 125 | 95 | 30 |
| Budget | 18 | 18 | 0 |
| Customer Service | 46 | 44 | 2 |
| Procurement & Material Mgmt | 30 | 28 | 2 |
| Corporate | - | - | 0 |
| Total Administration | 622 | 511 | 111 |
| Operations | | | |
| Operations Administration (1) | 65 | 51 | 15 |
| Operations Services (1) | 1,467 | 1,449 | 18 |
| Customer Service (3) | 237 | 228 | 9 |
| GCT & Corporate Development | 34 | 32 | 2 |
| Metro-North West (4) | 29 | 34 | (5) |
| Total Operations | 1,832 | 1,794 | 38 |
| Maintenance | | | |
| GCT & Corporate Development (3) | 173 | 156 | 17 |
| Maintenance of Equipment (3) | 1,713 | 1,609 | 105 |
| Maintenance of Way (3) | 1,967 | 1,855 | 112 |
| Procurement & Material Mgmt | 121 | 119 | 2 |
| Total Maintenance | 3,974 | 3,739 | 235 |
| Engineering/Capital | | | |
| Construction Management | 34 | 30 | 4 |
| Engineering & Design | 62 | 60 | 2 |
| Total Engineering/Capital | 96 | 90 | 6 |
| Total Positions | 6,523 | 6,133 | 390 |
| Non-Reimbursable | 5,887 | 5,679 | 208 |
| Reimbursable | 637 | 455 | 182 |
| Total Full-Time | 6,522 | 6,132 | 390 |
| Total Full-Time-Equivalents (of part-time positions) | 1 | 1 | - |

(1) Variance reflects new and existing vacant positions.

(2) Variance reflects early hiring of vacant positions.

(3) Variance reflects existing vacant positions.

(4) 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.

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

| FUNCTION/OCCUPATION | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance |
|-----------------------------------|-------------------|--------------|--|
| Administration (1) | | | |
| Managers/Supervisors | 188 | 153 | 36 |
| Professional, Technical, Clerical | 434 | 359 | 75 |
| Operational Hourlies | - | - | - |
| Total Administration | 622 | 511 | 111 |
| Operations (1) | | | |
| Managers/Supervisors | 152 | 131 | 21 |
| Professional, Technical, Clerical | 242 | 223 | 20 |
| Operational Hourlies | 1,438 | 1,440 | (2) |
| Total Operations | 1,832 | 1,794 | 38 |
| Maintenance (1) | | | |
| Managers/Supervisors | 516 | 490 | 26 |
| Professional, Technical, Clerical | 509 | 505 | 3 |
| Operational Hourlies | 2,949 | 2,744 | 206 |
| Total Maintenance | 3,974 | 3,739 | 235 |
| Engineering/Capital | | | |
| Managers/Supervisors | 41 | 40 | 1 |
| Professional, Technical, Clerical | 55 | 50 | 5 |
| Operational Hourlies | - | - | - |
| Total Engineering/Capital | 96 | 90 | 6 |
| Public Safety | | | |
| Managers/Supervisors | - | - | - |
| Professional, Technical, Clerical | - | - | - |
| Operational Hourlies | - | - | - |
| Total Public Safety | - | - | - |
| Total Positions | | | |
| Managers/Supervisors | 897 | 813 | 84 |
| Professional, Technical, Clerical | 1,240 | 1,137 | 103 |
| Operational Hourlies | 4,387 | 4,184 | 203 |
| Total Positions | 6,523 | 6,133 | 390 |

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
2014 MID YEAR FORECAST VS. ACTUALS**

November 30, 2014

| Agency-wide (Non-Reimbursable and Reimbursable) | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|--|--------------------------|---------------|---|--|
| <i>Functional Classification:</i> | | | | |
| Operations (1) | 1,832 | 1,794 | 38 | Reflects vacancies in Operation Services (train operations staff), Operations Administration and Customer Service (custodians). |
| Maintenance (1) | 3,974 | 3,739 | 235 | 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) | 622 | 511 | 111 | Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts), and timing differences on the hiring of new Training and Safety positions. |
| Engineering / Capital | 96 | 90 | 6 | Reflects delayed attrition in Construction Management positions. |
| Total Agency-wide Headcount | 6,523 | 6,133 | 390 | |
| Non-Reimbursable | 5,887 | 5,679 | 208 | |
| Reimbursable | 637 | 455 | 182 | |

Notes

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

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
November 2014**

| | <u>MONTH</u> | | | <u>VARIANCE</u> | |
|--|---------------------|-----------------|-------------|-----------------|-------------|
| | <u>2014</u> | <u>FORECAST</u> | <u>2013</u> | <u>FORECAST</u> | <u>2013</u> |
| Farebox Operating Ratio | | | | | |
| Standard ⁽¹⁾ | 67.3% | 58.6% | 57.0% | 8.7% | 10.3% |
| Adjusted ⁽²⁾ | 77.0% | 66.7% | 65.8% | 10.3% | 11.2% |
| Cost per Passenger | | | | | |
| Standard ⁽¹⁾ | \$12.56 | \$14.57 | \$13.11 | \$2.01 | \$0.55 |
| Adjusted ⁽²⁾ | \$12.46 | \$14.34 | \$12.89 | \$1.88 | \$0.43 |
| Passenger Revenue/Passenger ⁽⁴⁾ | \$8.46 | \$8.55 | \$7.47 | (\$0.09) | \$0.99 |
| | <u>YEAR-TO-DATE</u> | | | <u>VARIANCE</u> | |
| | <u>2014</u> | <u>FORECAST</u> | <u>2013</u> | <u>FORECAST</u> | <u>2013</u> |
| Farebox Operating Ratio | | | | | |
| Standard ^{(1) (3)} | 54.4% | 51.6% | 60.6% | 2.8% | -6.2% |
| Adjusted ^{(2) (3)} | 61.1% | 57.7% | 69.1% | 3.4% | -8.0% |
| Cost per Passenger | | | | | |
| Standard ^{(1) (3)} | \$14.55 | \$15.40 | \$12.57 | \$0.85 | (\$1.98) |
| Adjusted ^{(2) (3)} | \$14.31 | \$15.17 | \$12.36 | \$0.86 | (\$1.95) |
| Passenger Revenue/Passenger ⁽⁴⁾ | \$7.92 | \$7.94 | \$7.62 | (\$0.02) | \$0.30 |

(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) 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. Excluding prior period wage accruals adjustment, YTD November performance indicators would be as follows:

| | <u>Standard</u> | <u>Adjusted</u> |
|----------------------|-----------------|-----------------|
| Fare Operating Ratio | 60.5% | 68.0% |
| Cost per Passenger | \$13.10 | \$12.86 |

(4) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2014 YEAR-TO-DATE
(\$ in millions)

| | November Year-to-Date | | | Favorable(Unfavorable) Variance | | | |
|---|-----------------------|-------------------|----------------|---------------------------------|------------|-------------------|------------|
| | Mid-Year Forecast | November Forecast | Actual | Mid-Year Forecast | | November Forecast | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Total Revenue | 640.2 | 644.4 | 643.3 | 3.1 | 0.5 | (1.1) | (0.2) |
| Total Expenses before Non-Cash Liability Adjs | 1,158.7 | 1,145.2 | 1,111.3 | 47.4 | 4.1 | 33.9 | 3.0 |
| Depreciation | 208.2 | 208.7 | 212.0 | (3.8) | (1.8) | (3.4) | (1.6) |
| OPEB Obligation | 59.7 | 59.7 | 59.7 | - | 0.0 | - | 0.0 |
| Environmental Remediation | 3.2 | 2.9 | 1.6 | 1.6 | 50.4 | 1.3 | 44.2 |
| Total Expenses | 1,429.8 | 1,416.4 | 1,384.6 | 45.2 | 3.2 | 31.8 | 2.2 |
| Net Surplus/(Deficit) | (789.6) | (772.0) | (741.3) | 48.3 | 6.1 | 30.7 | 4.0 |

Note: Totals may not add due to rounding

**MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2014 YEAR-TO-DATE
(\$ in millions)**

| | <u>Favorable/(Unfavorable)</u> | | <u>Variance Explanation</u> |
|----------------|--------------------------------|----------------|--|
| | <u>Variance</u> | <u>Percent</u> | |
| Total Revenue | (\$1.1) | (0.2) | Lower non-commutation farebox revenues |
| Total Expenses | \$31.8 | 2.2 | Variance comprised of favorable fringe costs (pension, taxes and employee claims), contracts and materials offset by accelerated depreciation expenses |

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



Metro-North Railroad

Ridership Report January 2015

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

NOVEMBER 2014

Operations Planning & Analysis Department
January, 2015

NOVEMBER 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

November

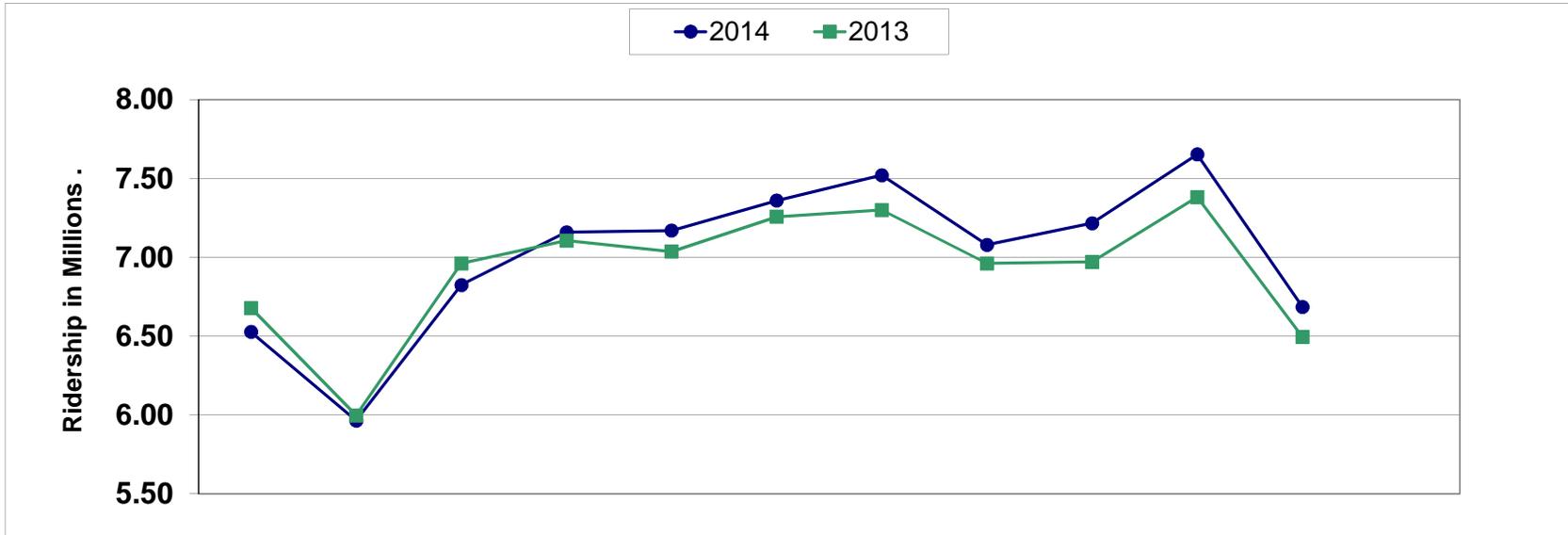
- November 2014 **Total MNR System Ridership** was 6.727 million vs. 6.536 million in November 2013, an increase of 190,905 passengers (+2.9%).
- November 2014 **Total Rail Ridership** was 6.686 million vs. 6.495 million in November 2013, an increase of 191,083 passengers (+2.9%).
 - **Rail Commutation Ridership** was +2.2% vs. 2013
 - **Rail Non-commutation Ridership** was +3.9% vs. 2013
- November 2014 **East of Hudson Ridership** was 6.555 million vs. 6.377 million in November 2013, an increase of 178,531 passengers (+2.8%).
- November 2014 **West of Hudson Ridership** was 0.131 million vs. 0.118 million in November 2013, an increase of 12,552 passengers (+10.6%).
- November 2014 **Connecting Services Ridership** was 0.041 million vs. 0.041 million in November 2013, a decrease of 178 passengers (-0.4%).
- November 2014 **Rail Revenue** was \$56.0 million vs. \$49.8 million in November 2013, an increase of \$6,240,393 (+12.5%).

Year To Date

- 2014 YTD **Total MNR System Ridership** was 1.3% above 2013 and 0.6% above forecast.
- 2014 YTD **Total Rail Ridership** was 1.3% above 2013 and 0.6% above forecast.
- 2014 YTD **East of Hudson Ridership** was 1.2% above 2013 and 0.6% above forecast.
- 2014 YTD **West of Hudson ridership** was 7.1% above 2013 and 1.4% above forecast.
- 2014 YTD **Connecting Services Ridership** was 2.3% below 2013 and 4.8% below forecast.
- 2014 YTD **Rail Revenue** was 5.0% above 2013 and 0.3% above forecast.

NOVEMBER RAIL RIDERSHIP ⁽¹⁾

- November's Total Rail Ridership was 2.9% above 2013 and 1.3% below forecast.

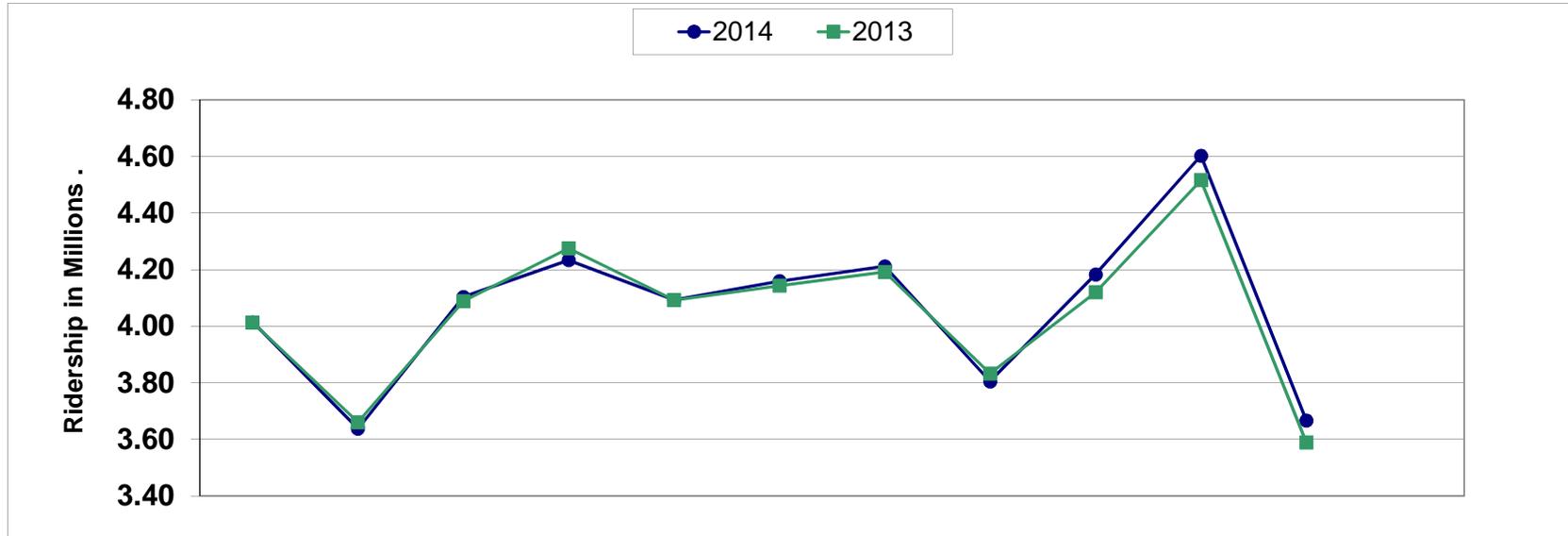


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|-------|------|------|------|------|------|------|------|------|-----|-------------|
| 2014 | 6.53 | 5.96 | 6.82 | 7.16 | 7.17 | 7.36 | 7.52 | 7.08 | 7.22 | 7.65 | 6.69 | | 77.16 |
| 2013 | 6.68 | 6.00 | 6.96 | 7.11 | 7.04 | 7.26 | 7.30 | 6.96 | 6.97 | 7.38 | 6.49 | | 76.14 |
| PCT CHG. | -2.3% | -0.5% | -2.0% | 0.7% | 1.9% | 1.4% | 3.0% | 1.7% | 3.5% | 3.7% | 2.9% | | 1.3% |

1) Includes East and West of Hudson.

NOVEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- November's Rail Commutation Ridership was 2.2% above 2013 and 0.4% below forecast.

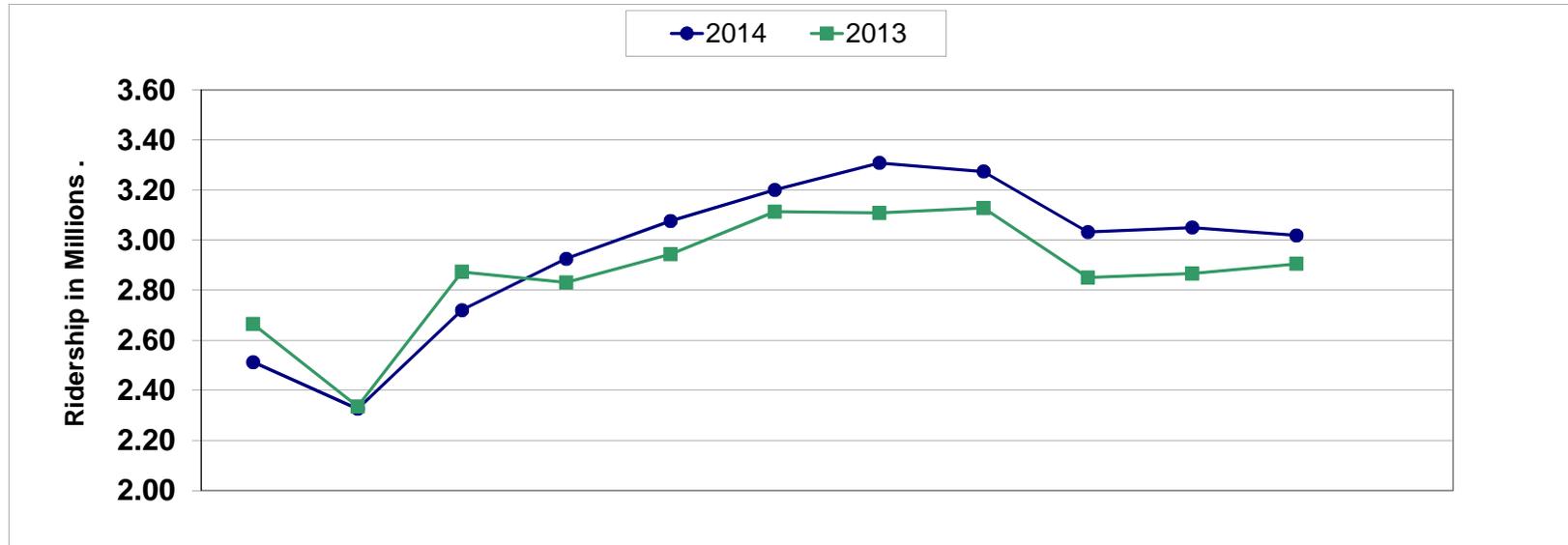


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|-------|------|-------|------|------|------|-------|------|------|------|-----|-------------|
| 2014 | 4.01 | 3.64 | 4.10 | 4.23 | 4.09 | 4.16 | 4.21 | 3.80 | 4.18 | 4.60 | 3.67 | | 44.71 |
| 2013 | 4.01 | 3.66 | 4.09 | 4.27 | 4.09 | 4.14 | 4.19 | 3.83 | 4.12 | 4.52 | 3.59 | | 44.52 |
| PCT CHG. | 0.0% | -0.6% | 0.4% | -1.0% | 0.0% | 0.4% | 0.5% | -0.7% | 1.5% | 1.9% | 2.2% | | 0.4% |

1) Includes East and West of Hudson.

NOVEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- November's Rail Non-Commutation Ridership was 3.9% above 2013 and 2.4% below forecast.

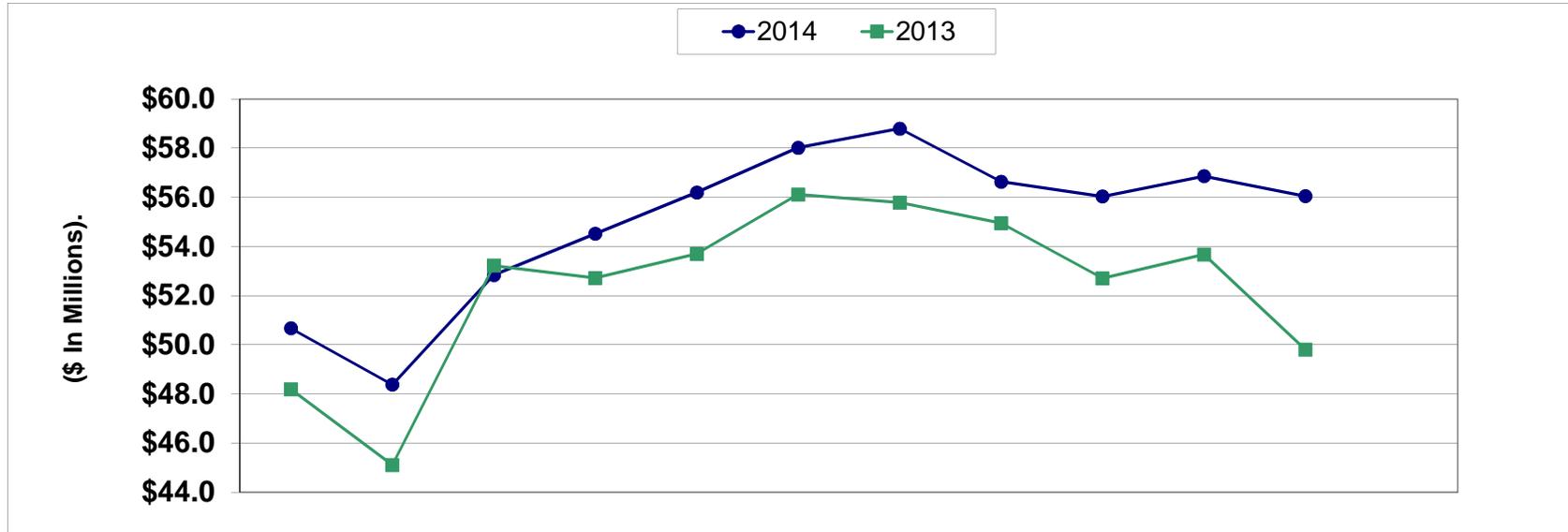


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|-------|------|------|------|------|------|------|------|------|-----|-------------|
| 2014 | 2.51 | 2.33 | 2.72 | 2.93 | 3.08 | 3.20 | 3.31 | 3.27 | 3.03 | 3.05 | 3.02 | | 32.45 |
| 2013 | 2.66 | 2.34 | 2.87 | 2.83 | 2.94 | 3.11 | 3.11 | 3.13 | 2.85 | 2.87 | 2.91 | | 31.62 |
| PCT CHG. | -5.7% | -0.4% | -5.3% | 3.3% | 4.5% | 2.8% | 6.4% | 4.6% | 6.4% | 6.4% | 3.9% | | 2.6% |

1) Includes East and West of Hudson.

NOVEMBER RAIL REVENUE ⁽¹⁾

- November's Total Rail Revenue was 12.5% above 2013 and 2.3% below 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 | \$56.6 | \$56.0 | \$56.9 | \$56.0 | | \$605.0 |
| 2013 | \$48.2 | \$45.1 | \$53.2 | \$52.7 | \$53.7 | \$56.1 | \$55.8 | \$54.9 | \$52.7 | \$53.7 | \$49.8 | | \$576.0 |
| PCT CHG. | 5.1% | 7.3% | -0.7% | 3.4% | 4.7% | 3.4% | 5.4% | 3.1% | 6.3% | 5.9% | 12.5% | | 5.0% |

1) Includes East and West of Hudson.

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

| TICKET TYPE/SERVICE | NOVEMBER 2014 | NOVEMBER 2013 (1) | CHANGE VS. 2013 | |
|---|------------------|----------------------|-----------------|--------------|
| | | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | |
| East of Hudson | 3,596,215 | 3,523,428 | 72,787 | 2.1% |
| West of Hudson | 70,306 | 65,586 | 4,720 | 7.2% |
| Total Rail Commutation Ridership | 3,666,521 | 3,589,014 | 77,507 | 2.2% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | |
| East of Hudson | 2,958,830 | 2,853,086 | 105,744 | 3.7% |
| West of Hudson | 60,377 | 52,545 | 7,832 | 14.9% |
| Total Rail Non-Commutation Ridership | 3,019,207 | 2,905,631 | 113,576 | 3.9% |
| TOTAL RAIL RIDERSHIP | | | | |
| East of Hudson | 6,555,045 | 6,376,514 | 178,531 | 2.8% |
| West of Hudson | 130,683 | 118,131 | 12,552 | 10.6% |
| TOTAL RAIL RIDERSHIP | 6,685,728 | 6,494,645 | 191,083 | 2.9% |
| CONNECTING SERVICES RIDERSHIP (2) | 40,843 | 41,021 | (178) | -0.4% |
| TOTAL MNR SYSTEM RIDERSHIP | 6,726,571 | 6,535,666 | 190,905 | 2.9% |

Notes:

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

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

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 2014 YEAR-TO-DATE

| TICKET TYPE/SERVICE | 2014 YTD | 2013 YTD (1) | CHANGE VS. 2013 | |
|---|-------------------|-------------------|------------------|--------------|
| | | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | |
| East of Hudson | 43,822,598 | 43,688,630 | 133,968 | 0.3% |
| West of Hudson | 885,517 | 830,581 | 54,936 | 6.6% |
| Total Rail Commutation Ridership | 44,708,115 | 44,519,211 | 188,904 | 0.4% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | |
| East of Hudson | 31,796,079 | 31,018,510 | 777,569 | 2.5% |
| West of Hudson | 652,777 | 605,350 | 47,427 | 7.8% |
| Total Rail Non-Commutation Ridership | 32,448,856 | 31,623,860 | 824,996 | 2.6% |
| TOTAL RAIL RIDERSHIP | | | | |
| East of Hudson | 75,618,677 | 74,707,140 | 911,537 | 1.2% |
| West of Hudson | 1,538,294 | 1,435,931 | 102,363 | 7.1% |
| TOTAL RAIL RIDERSHIP | 77,156,971 | 76,143,071 | 1,013,900 | 1.3% |
| CONNECTING SERVICES RIDERSHIP (2) | 491,430 | 502,840 | (11,410) | -2.3% |
| TOTAL MNR SYSTEM RIDERSHIP | 77,648,401 | 76,645,911 | 1,002,490 | 1.3% |

Notes:

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

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

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

| LINE | NOVEMBER 2014 ACTUAL | NOVEMBER 2014 FORECAST | VARIANCE VS. FORECAST | | NOVEMBER 2013 RESTATE ⁽¹⁾ | CHANGE FROM 2013 | |
|--|----------------------------|------------------------------|--------------------------|--------------|--|------------------|--------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| EAST OF HUDSON | | | | | | | |
| Harlem Line | 2,138,657 | 2,175,398 | (36,741) | -1.7% | 2,099,223 | 39,434 | 1.9% |
| Hudson Line | 1,271,966 | 1,287,560 | (15,594) | -1.2% | 1,245,749 | 26,217 | 2.1% |
| New Haven Line | 3,144,422 | 3,183,720 | (39,298) | -1.2% | 3,031,542 | 112,880 | 3.7% |
| Total East of Hudson | 6,555,045 | 6,646,678 | (91,633) | -1.4% | 6,376,514 | 178,531 | 2.8% |
| WEST OF HUDSON | | | | | | | |
| Port Jervis Line | 78,265 | 75,486 | 2,779 | 3.7% | 72,048 | 6,217 | 8.6% |
| Pascack Valley Line | 52,418 | 51,548 | 870 | 1.7% | 46,083 | 6,335 | 13.7% |
| Total West of Hudson | 130,683 | 127,034 | 3,649 | 2.9% | 118,131 | 12,552 | 10.6% |
| TOTAL RAIL RIDERSHIP | 6,685,728 | 6,773,712 | (87,984) | -1.3% | 6,494,645 | 191,083 | 2.9% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | | | | |
| Hudson Rail Link | 27,514 | 27,665 | (151) | -0.5% | 26,781 | 733 | 2.7% |
| Haverstraw-Ossining Ferry | 8,193 | 8,895 | (702) | -7.9% | 8,755 | (562) | -6.4% |
| Newburgh-Beacon Ferry | 5,136 | 5,485 | (349) | -6.4% | 5,485 | (349) | -6.4% |
| Total Connecting Services | 40,843 | 42,045 | (1,202) | -2.9% | 41,021 | (178) | -0.4% |
| TOTAL MNR SYSTEM | 6,726,571 | 6,815,757 | (89,186) | -1.3% | 6,535,666 | 190,905 | 2.9% |

Notes:

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2014 YEAR-TO-DATE**

| TICKET TYPE/SERVICE | 2014 YTD ACTUAL | 2014 YTD FORECAST | VARIANCE VS. FORECAST | | 2013 YTD RESTATE ⁽¹⁾ | CHANGE FROM 2013 | |
|--|-----------------------|-------------------------|--------------------------|--------------|---------------------------------------|------------------|--------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| EAST OF HUDSON | | | | | | | |
| Harlem Line | 24,729,186 | 24,699,605 | 29,581 | 0.1% | 24,589,666 | 139,520 | 0.6% |
| Hudson Line | 14,817,206 | 14,660,011 | 157,195 | 1.1% | 14,588,969 | 228,237 | 1.6% |
| New Haven Line | 36,072,285 | 35,813,578 | 258,707 | 0.7% | 35,528,505 | 543,780 | 1.5% |
| Total East of Hudson | 75,618,677 | 75,173,194 | 445,483 | 0.6% | 74,707,140 | 911,537 | 1.2% |
| WEST OF HUDSON | | | | | | | |
| Port Jervis Line | 930,367 | 926,192 | 4,175 | 0.5% | 896,923 | 33,444 | 3.7% |
| Pascack Valley Line | 607,927 | 591,273 | 16,654 | 2.8% | 539,008 | 68,919 | 12.8% |
| Total West of Hudson | 1,538,294 | 1,517,465 | 20,829 | 1.4% | 1,435,931 | 102,363 | 7.1% |
| TOTAL RAIL RIDERSHIP | 77,156,971 | 76,690,659 | 466,312 | 0.6% | 76,143,071 | 1,013,900 | 1.3% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | | | | |
| Hudson Rail Link | 332,436 | 335,411 | (2,975) | -0.9% | 323,700 | 8,736 | 2.7% |
| Haverstraw-Ossining Ferry | 101,566 | 118,540 | (16,974) | -14.3% | 116,673 | (15,107) | -12.9% |
| Newburgh-Beacon Ferry | 57,428 | 62,467 | (5,039) | -8.1% | 62,467 | (5,039) | -8.1% |
| Total Connecting Services | 491,430 | 516,418 | (24,988) | -4.8% | 502,840 | (11,410) | -2.3% |
| TOTAL MNR SYSTEM | 77,648,401 | 77,207,077 | 441,324 | 0.6% | 76,645,911 | 1,002,490 | 1.3% |

Notes:

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



Metro-North Railroad

Capital Program Report
January 2015

CAPITAL PROGRAM

HIGHLIGHTS

January 20, 2015

STATIONS/PARKING/FACILITIES

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

Construction of the new utility building rooms is substantially complete. Switchover of utilities for the new utility building is ongoing: installation of new Con Edison gas meter and activation of new gas service are complete; testing and commissioning of fire alarm and suppression systems are complete; and commissioning of the boilers is underway. Station improvements work: station entrance sign and gutter and fascia installation is pending.

Poughkeepsie Station Improvements

Design consultant submitted 30% design documents and are under review by MNR stakeholders.

Fordham Station Improvements

At the inbound platform: Canopy steel, platform gutter, timber rub board and roof installation are complete. Permanent conduit installation continues. At the outbound platform: canopy steel installation, concrete pedestal placement, and compacted sub-base for platform widening are in progress. Concrete curb installation, permanent conduit installation and roofing continue.

Harlem Line Station Renewal for Select Components

Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn): Design continues to advance to the 95% level. Construction of Phase I Stations is deferred to first quarter of 2016; until after the completion of CP109. Phase II stations design (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe): design has been put on hold at this time and will be resumed in the third quarter of 2016.

POWER

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

The procurement process to acquire a design-build team to perform the required infrastructure restoration services continues.

Power Infrastructure Restoration – Substations – Sandy

Construction contract was executed in December, 2014.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th and 110th street substations* - Submittal process and site coordination are underway. Mobilization at 110th street will commence in January 2015. Steel fabrication is in process for the 110th street reactors.
- *Brewster Substation* – This substation has been integrated with the “Sandy” substations project. Its construction contract was executed December, 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 first quarter of 2015. Construction review of activities at Pelham, New Rochelle and Signal station S-14 continues on new vendor submittals, equipment procurement and design coordination. Field visit was conducted in December to coordinate Tower 31 installation requirements.

Harlem River Lift Bridge-Cable Replacement/Control System

Project coordination meetings, submittals, and procurement of long lead items are ongoing. Installation of Circuit Breaker Houses (CBH) #6 has commenced. Removal of existing ropes and installation of ductbanks and conduits continue.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Surfacing on the Harlem and Hudson lines will continue for various locations in 2015, weather permitting.

Undergrade Bridges – East of Hudson

NH 20.39 (Mamaroneck Avenue, Mamaroneck) - Work is 95% complete; anticipate final completion by the end of the first quarter of 2015.

HU 3.41 over 110th Street: The commencement of the repairs is contingent upon the approval of roadway outages from NYCDOT and is forecasted to commence in the spring of 2015.

Undergrade Bridges – West of Hudson

Rehabilitation of JS 51.00 culvert at Highland Mills: completed grout injection into existing cracks and completed driving piles; weather permitting plan to commence with demolition of the detached portion of the culvert's outfall.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V, Preliminary Design (Consist Shop)* – Bid support and evaluation has been completed for the Phase V Stage I Design-Build which included the option for the construction of the new stand-alone Wheel Shop.

- *Phase V, Stage I Design-Build* – Contract was executed to design-build team in December, 2014. Kickoff meeting has been scheduled for January 2015. The Construction Management contract was also executed in December 2014 with an early January 2015 kick-off meeting.

Employee Welfare & Storage Facilities

Work is 100% complete for the replacement of the lower roofs of the Maintenance of Way building. The Maintenance of Equipment facility roof is 95% complete.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed Rehabilitation

Project kicked-off and submittal process is underway. Mobilization to commence with start of construction planned for February 2015.

GCT Elevators Rehabilitation Phase 4

Submittal process and site coordination are underway. Mobilization is scheduled to commence mid-January 2015.

GCT Utilities

Domestic Water System - The 49th Street Tank and its pump set were successfully tested, commissioned, and is online. Installation of the pipe bypasses in the service plant is underway in preparation for decommissioning the 43rd Street tank.

Fire Suppression Design – 90% fire suppression design continues.

GCT Leaks Remediation

Repair work commenced at the northern part of GCT old Taxi stand. Removal of existing asphalt paver in old Taxi stand and the asbestos at 45th Street Bridge will commence in January 2015.

ROLLING STOCK

M-8 Car Program

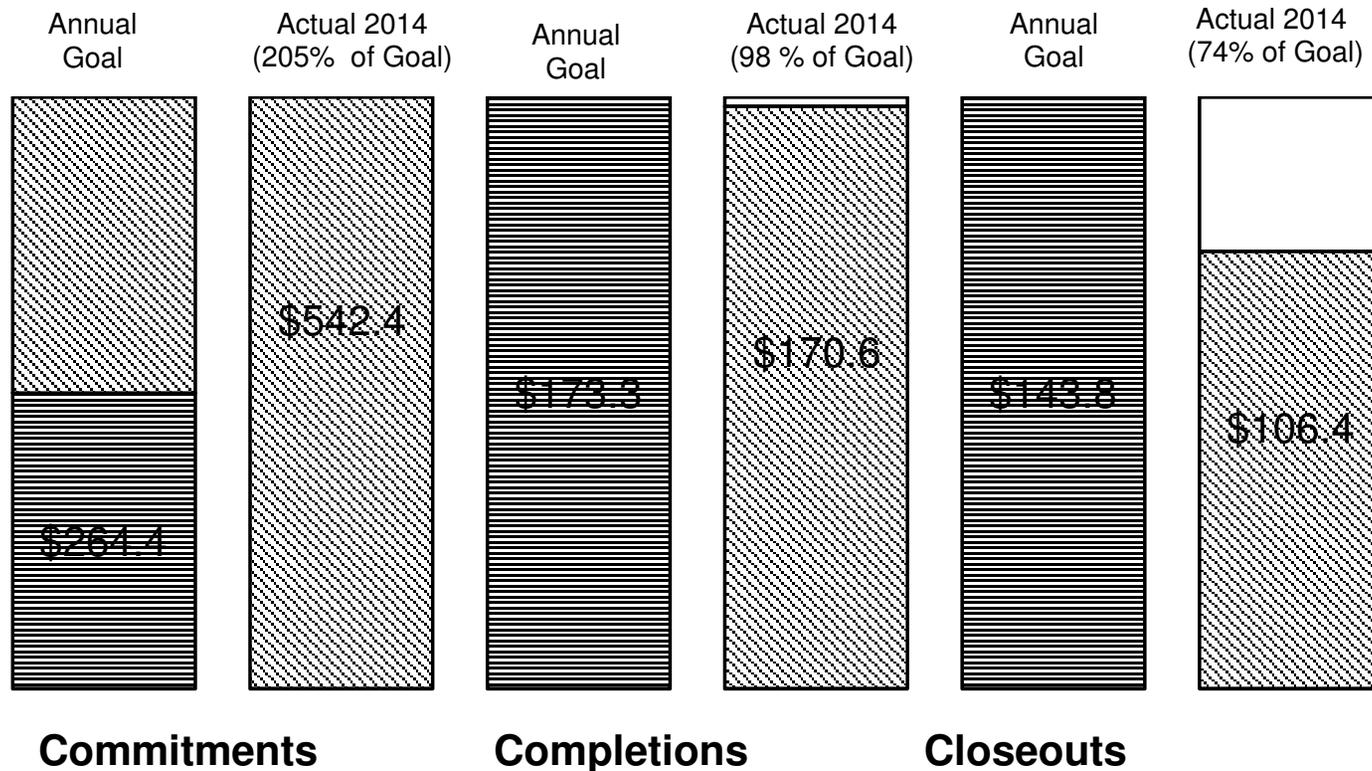
As of December 31, 2014, 189 Married pairs or 378 cars have been conditionally accepted and placed into revenue service.

As of December 31, 2014, 2 Single Cars (S-Cars) have been conditionally accepted and placed into revenue service.

2014 MNR Capital Program Goals

As of December 31, 2014

In Millions



2014 Goals
 Actual as of December 31, 2014
 Forecast : December 31, 2014