



**Metropolitan Transportation Authority**

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

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## **July 2013**

### **Members**

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



Metropolitan Transportation Authority

## MEETING AGENDA

### METRO-NORTH RAILROAD COMMITTEE

July 22, 2013 @ 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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Date of next meeting: **Monday, September 16, 2013 at 8:30 AM**

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, June 3, 2013

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

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Acting Chairman, MTA  
Hon. James L. Sedore, Jr., Co-Chairman of the Committee  
Hon. Mitchell H. Pally, Co-Chairman of the Committee  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Norman Brown  
Hon. Susan G. Metzger  
Hon. David A. Paterson  
Hon. Carl V. Wortendyke

Not Present:

Hon. Andrew M. Saul, Vice-Chairman, MTA  
Hon. Jeffrey A. Kay  
Hon. Charles G. Moerdler

Also Present:

Howard R. Permut – President  
Donna Evans – Chief of Staff, Metro-North Railroad  
Raymond Burney – Sr. Vice President, Administration  
Michael R. Coan – Chief, MTA Police Department  
Seth J. Cummins – Vice President and General Counsel  
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing  
Anne Kirsch – Chief Safety and Security Officer  
John Kesich – Acting Senior Vice President - Operations, Maintenance of Equipment  
Timothy McCarthy – Senior Director, Capital Programs  
Kim Porcelain – Vice President - Finance and Information Systems

The members of the Metro-North Committee met.

President Permut led the Committee in observing a moment of silence in memory of track foreman Robert Luden, a Metro-North employee for 27 years who was struck and killed by a train at West Haven on May 28, 2013. President Permut noted that the railroad is

supporting the National Transportation Safety Board (NTSB) in its investigation of the accident.

There was one public speaker.

Murray Bodin of Concerned Grandparents apologized for any improper statements he has made in the past. He expressed his opinion that the format of the public comment portion of Committee meetings should be changed.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of April 22, 2013. Chairman Sedore stated that there were no changes to the work plan.

#### **Information Items:**

There were five information items.

- New Haven Line Derailment/Sideswipe Presentation – President Permut gave a presentation regarding the May 17, 2013 derailment/sideswipe that occurred on the New Haven Line, noting that this was the worst accident in Metro-North's history. He reported that the incident remains under investigation by the NTSB and, as a result, all parties to the investigation are precluded from discussing the investigation until it is completed. President Permut described the coordinated response on the evening of the derailment, the damage to the railroad's infrastructure, the rebuilding of the right-of-way and the alternative service that was provided until service was restored on May 21. President Permut reported that the railroad would be inspecting track areas similar to the area of the derailment and will be working with a research affiliate of the American Association of Railroads to assess the railroad's track inspection and maintenance programs. President Permut thanked Metro-North's customers, employees, the MTA Police, first responders and localities that assisted following the derailment. President Permut noted that on May 29, Metro-North conducted a full day "safety stand-down" during which all non-essential work was stopped to discuss safety.
- RCM Fleet Maintenance Report – President Permut reported on 2012 accomplishments. He noted that in 2012 Metro-North attained almost 100% consist compliance daily, continued inter-agency fleet maintenance initiatives, had lower than budget labor and material costs associated with equipment maintenance and had savings in overtime spending due to vacation smoothing. President Permut reported on the initiatives being undertaken in 2013, including working with Kawasaki to rectify problems with the M-8 railcars, designing and rebuilding the Harmon EMU shop, continuing work with Connecticut Department of Transportation to ensure new shop facilities can support M-8 fleet maintenance, identifying and acquiring real-time business tools to support cost-effective rolling stock maintenance and working to minimize the impact of the loss of experienced personnel due to attrition.
- Diversity/EE Report – 1<sup>st</sup> Quarter 2013 – President Permut noted the report will be presented at the Diversity Committee meeting.



- Elevator & Escalator Report – 1<sup>st</sup> Quarter 2013 – President Permut reported that state-of-good repair work has been completed on eight escalators; work on the remaining three escalators will be completed by the end of 2013. Metro-North has been working with Long Island Rail Road, the lead agency on a Request for Proposal, for an escalator maintenance contract for both railroads. That contract should go before the Board for a vote at the July 2013 Board Meeting. It is anticipated that Metro-North will begin replacing all 11 escalators with new, heavy-duty models specifically designed to handle high pedestrian traffic in late 2014.
- Grand Central Terminal Centennial Update – Randall Fleischer reported on the Parade of Trains that took place May 11 and 12, 2013, during which 28 historic train cars spanning the heyday of luxury rail travel, as well as the latest in contemporary trains and railroad technology, were on display together for the first time on Tracks 34 – 37 in Grand Central Terminal. He noted that the event brought 60,000 people into the Terminal over the weekend, reinforcing both the successful branding of Grand Central Terminal and Metro-North as the Terminal's steward.

The details of the above items are contained in materials filed with the records of this meeting.

#### **Action Item:**

- Supplemental Agreement between Metro-North and the New York State Department of Transportation (NYSDOT) for the superstructure replacement of the North Barry Avenue Bridge (NH 20.89) in Mamaroneck, Westchester County, New York – President Permut reported Metro-North is requesting MTA Board approval to enter into a funding agreement with NYSDOT for the replacement of the North Barry Avenue overhead vehicular bridge in Mamaroneck on the New Haven Line. NYSDOT will provide 80% of project costs with federal funding; Metro-North's Capital Program will fund the remaining costs. He noted that, following NYSDOT's review and approval of Metro-North's construction bid documents, Metro-North will commence with the procurement of a consultant for construction supervision and inspection services. Metro-North anticipates that advertising of the construction contract will take place in October with construction beginning next spring.

The details of the above item are set forth in the staff summary filed with the records of this meeting.

#### **Procurements:**

There were four procurements.

There was one non-competitive procurement: a three-year maintenance and support contract with NetBoss Network Management System, the OEM original software developer and the sole authorized provider of all NetBoss hardware, software, and associated maintenance and support services. NetBoss provides diagnostic information, fault management and trouble-reporting services for the entire Metro-North network communication system.

There were two competitive procurements: (1) a competitively solicited, three-year miscellaneous service contract with Fred A. Cook, Jr., Inc. to provide clearing and cleaning of storm sewers, sanitary lines and manholes along Metro-North's right-of-way and in Grand Central Terminal and (2) a request for additional funding in the amount of \$75K for the maintenance of various material handling equipment (including propane & electric forklifts, electric pallet jacks, shrink-wrap machines, scissor lifts, man lifts, and all charging station equipment) used in facilities by Metro-North's Maintenance of Equipment Department.

There was one ratification: a competitively, negotiated and awarded purchase contract with Wesco Distribution for the replacement of cable required as a result of a traction power feeder cable failure on January 25, 2013 between New Rochelle and Mt. Vernon.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Details of the above items are set forth in the staff summaries and other materials filed with the records of this meeting.

#### **President's Report:**

President Permut reported on two customer service initiatives: (1) the expansion of the Grand Central Terminal hand-held pilot program, which will now provide customers with printouts of directional information on train service, travel information and translation services and (2) the Grand Central application which integrates real-time Metro-North train status and schedule information with an interactive guide to Grand Central Terminal retail, dining, bargains and events, provides up-to-the-minute Metro-North train updates and provides information about current and future events in Grand Central Terminal.

President Permut announced that on June 6, the Westchester Municipal Planning Federation will present Metro-North and the Town of Cortlandt with the Planning Achievement Award for the station access and parking improvements completed last year at the Cortlandt Station. As a result of the project, Cortlandt Station is now a strategic intermodal facility with of over 1,600 parking spaces and improved access. The work was made possible thanks to the cooperation of a wide array of stakeholders, most notably, the Town of Cortlandt, the Federal Transit Administration, the New York State Department of Transportation, the Veterans Administration Hospital, New York State Department of Environmental Conservation and Metro-North's elected representatives.

President Permut reported that drainage projects are underway on the Hudson Line. The New York City Department of Environmental Protection has started construction at Riverdale station on 254th Street and Metro-North's contractor continues to make improvements to the Sing Sing Creek directly north of the Ossining Station.

President Permut reported that MTA Real Estate will be seeking approval of several agreements at the June Finance and Board meetings, including the leasing of concession space at the White Plains and Bronxville Stations which will provide enhanced customer amenities and additional non-passenger revenue. Tim Horton's will assume both the existing coffee concession and newspaper stands at White Plains Station's main entrance

area and will make significant renovations that will improve the overall station appearance. At Bronxville Station, a new café and a gourmet takeout shop will open in the station building space that has been unoccupied since 2009. The owner is a Bronxville resident who has a well-known Italian restaurant in Manhattan, Via Emilia.

### **Metro-North Reports on: Operations, Safety, Financial, Ridership and the Capital Program:**

#### **Status of Operations Report:**

Mr. Kesich presented a summary of the railroad's performance. He noted that May was an extremely challenging month, from which Metro-North has have worked hard to recover. He stated that Metro-North's success is based on the front line forces working with managers, and that Metro-North needs to make sure that recent negative events do not overshadow all the positive accomplishments of the railroad. Mr. Kesich reported that east of Hudson system wide on-time performance in April 2013 was at 98.1%, the Hudson Line was at 98.3%, the Harlem Line was at 98.5% and the New Haven Line was at 97.8%. Metro-North ran close to 19,000 scheduled passenger trains in April, the highest number of trains operated in any month in Metro-North's history. Metro-North achieved 100% on-time performance on April 11 and April 23. Year-to-date consist compliance is 99.7%. West of Hudson system wide on-time performance in April 2013 was at 98%, both the Pascack Valley Line and the Port Jervis Line ran at 98%. Year-to-date mean distance between failure for all fleets is at or above goal. In response to questions by Board Members Blair and Ballan, Mr. Kesich noted that the April 25 train delay was not caused by an over-speed alert, but by an on-board equipment failure. Board Member Metzger addressed Mr. Kesich's opening comments regarding the challenges faced by Metro-North in May 2013. She stated that the Committee is very proud of the Metro-North staff and thanked all the staff for their work in response to the May 17<sup>th</sup> derailment.

#### **Safety Report:**

Ms. Kirsch gave the safety report through March 2013. She reported that employee injuries were 23.9% higher than the comparable period of 2012 and customer injuries were 30.4% lower. The details of Ms. Kirsch's report are contained in the Safety Report filed with the records of the meeting.

#### **Financial Report:**

Ms. Porcelain presented the financial results through March 31, 2013. She noted that overall financial results through March were favorable to the adopted budget by 10%. Revenues were slightly below budget as a result of the February snowstorm, Hurricane Sandy and lower than projected ridership growth. The year-to-date farebox operating ratio of 65.6% was better than the adopted budget. Expenses were significantly favorable to the budget by 7%. Ms. Porcelain noted that Metro-North is working with MTA Budget to calculate the financial impact of the derailment in the July Financial Plan to be presented in July. The details Ms. Porcelain's report are contained in the financial reports filed with the records of the meeting.

### **Ridership Report:**

Ms. Evans gave the ridership report, noting that the financial district's slow recovery from Hurricane Sandy continues to negatively impact commutation trends, although there was a 1.4% increase in commutation ridership in April. Non-commutation ridership was down in April largely due to dates upon which Easter and Passover fell. The details of Ms. Evans' report are contained in the Monthly Ridership report filed with the records of the meeting.

### **Capital Report:**

Mr. McCarthy gave the Capital Program report. He reported that a retaining wall is being built to help stabilize the slope on the upper Hudson Line at MP 43.8. The project to install piping along the right-of-way in the Bronx that will be connected with the New York City Department of Environmental Protection system is progressing. Construction of the MTA Police Department canine facility in Fishkill, New York is also progressing and will result in a first-class, state of the art, canine training facility.

The details of Mr. McCarthy's report are contained in the Capital Program report filed with the records of the meeting.

### **MTA Police Department**

Chief Coan reported on crime trends in the month of April 2013. Chief Coan reported that one more incident occurred in April 2013 than in April 2012. Year-to-date overall crime decreased by 15%. A cell phone was stolen at Botanical Gardens that has not been recovered, two felony assaults resulted in arrests, there were 10 grand larcenies with no discernible pattern and one automobile was stolen at Mamaroneck and later recovered.

The details of the Chief Coan's report are contained in the MTA Police Department Report filed with the records of this meeting.

### **Adjournment**

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

Respectfully submitted,



Linda Montanino  
Assistant Secretary



## 2013 Metro-North Railroad Committee Work Plan

### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
2013 Committee Work Plan	Committee Chair & Members
Information Items (if any)	
Action Items (if any)	
Procurements	
President's Report	President/Senior Staff
Operations	
Safety	
Financial	
Ridership	
Capital Program	
MTA Police Report	MTA Police

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### July 2013

Environmental Audit	Environmental Compliance
Grand Central Terminal Retail Development	MTA Real Estate

#### September 2013

2013 Final Mid-Year Forecast	Finance
2014 Preliminary Operating Budget	Finance
2013 Fall Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-2 <sup>nd</sup> Quarter 2013	Operations

#### November 2013(Joint Meeting with LIRR)

2014 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Operations Planning & Analysis
Positive Train Control	President

#### December 2013

2014 Final Proposed Budget	Finance
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-3 <sup>rd</sup> Quarter 2013	Operations

#### January 2014

Approval of 2014 Committee Work Plan	Committee Chair & Members
Annual Strategic Investments & Planning Studies	Capital Planning

March 2014

Adopted Budget/Financial Plan 2014	Finance
2013 Annual Operating Results	Operations
Elevator & Escalator Service Report-4 <sup>th</sup> Quarter 2013	Operations
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2013	Diversity/EEO Office
2014 Spring/Summer Schedule Change	Operations Planning & Analysis

April 2014 (Joint Meeting with LIRR)

Final Review of 2013 Operating Budget Results	Finance
Annual Inventory Report	Procurement
2013 Annual Ridership Report	Operations Planning & Analysis

June 2014

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2014	Diversity/EEO Office
Elevator & Escalator Service Report-1 <sup>st</sup> Quarter 2014	Operations

# **METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN**

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## **DETAILED SUMMARY**

### **I. RECURRING AGENDA ITEMS**

#### **Approval of Minutes**

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

#### **2013 Work Plan**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Operations**

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

#### **Safety**

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

#### **Financial**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

#### **Ridership**

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

#### **Capital Program Progress Report**

A monthly report will be provided highlighting significant capital program accomplishments in the month reported.

## **Police Activity Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **Detailed Summary**

#### **JULY 2013**

##### **Environmental Audit**

The Committee will be briefed on the results of the Agency's 2012 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.

##### **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.

#### **SEPTEMBER 2013**

##### **2013 Final Mid-Year Forecast**

Agency will provide the Committee with the 2013 Mid-Year Forecast financial information for revenue and expense by month.

##### **2014 Preliminary Operating Budget**

Agency will present highlights of the 2014 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Operating Budget.

##### **2013 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 2013.

##### **Diversity & EEO Report - 2<sup>nd</sup> Quarter 2013**

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

##### **Elevator & Escalator Service Report- 2<sup>nd</sup> Quarter 2013**

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

#### **NOVEMBER 2013(Joint Meeting with LIRR)**

##### **2014 Preliminary Operating Budget**

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

##### **Annual Committee Charter Review**

The Committee will review and assess the adequacy of the Committee Charter.



#### Holiday Schedule

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

#### Positive Train Control

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

#### **DECEMBER 2012**

##### 2014 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2014.

##### Proposed 2014 Committee Work Plan

The Committee Chair will present a draft Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

##### Diversity & EEO Report - 3<sup>rd</sup> Quarter 2012

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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

##### Elevator & Escalator Service Report- 3<sup>rd</sup> Quarter 2012

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

#### **JANUARY 2014**

The Committee Chairman will approve the Proposed Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

##### 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.

#### **MARCH 2014**

##### Adopted Budget/Financial Plan 2012-2015

A presentation will be provided to the Committee of a revised Agency 2012-2015 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

### 2013 Operating Results

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

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

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

### Diversity & EEO Report– 4<sup>th</sup> Quarter 2013

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

### 2014 Spring/Summer Schedule Change

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

### **APRIL 2014(Joint Meeting with LIRR)**

#### Final Review of 2013 Operating Budget Results

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

#### Annual Inventory Report

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

#### 2013 Annual Ridership Report

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

### **JUNE 2014**

#### RCM Fleet Maintenance

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

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

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

### Elevator & Escalator Service Report– 1<sup>st</sup> Quarter 2014

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



**Metro-North Railroad**

# **Information Items**

## **July 2013**

# Memorandum



**Metro-North Railroad**

**Date:** July 7, 2013

**To:** Members of the Metro-North Railroad Committee

**From:** Howard Permut *HP*

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

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

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

- Conducted audit inspections at various Metro-North properties, including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations; and
- Updated the database for pre-existing violations (there were no new violations identified).

Metro-North's findings identified 8 violations as follows:

- Chemical Spills (1)
- Oil/Petroleum (7)

Of the 8 violations, 3 are attributable to historic railroad operations. One involves a chemical spill that predates Metro-North and the remaining 7 violations involve petroleum spills, 2 of which predate Metro-North. None of the non-compliance violations was ranked as an N1. An N1 ranking indicates an imminent threat to public health and the environment. All 8 Metro-North violations were ranked N3 (poses a discernible, but not substantial, threat to the public health or the environment).

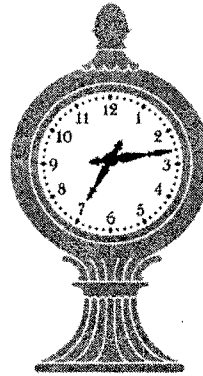
During the past year Metro-North took several steps to protect the environment and conserve resources. Among the agency's major accomplishments are the following:

Metro-North relabeled recycling containers in Grand Central Terminal with clearer designations and encouraged customers to use the containers properly through an article in its seat drop publication.

Metro-North made significant progress in its largest partnership project with the New York Power Authority (NYPA) -- the Grand Central Terminal Energy Conservation Measures project.

Metro-North continued to conduct energy audits at its stations to gain a better understanding of how those facilities use energy. The information gained will be used to identify opportunities for new energy efficiency improvements, and assist in planning and performance tracking of future improvements

Metro-North continued its program of installing auto-shutoff lighting fixtures and low-flow water appliances at select locations.



**GRAND CENTRAL**

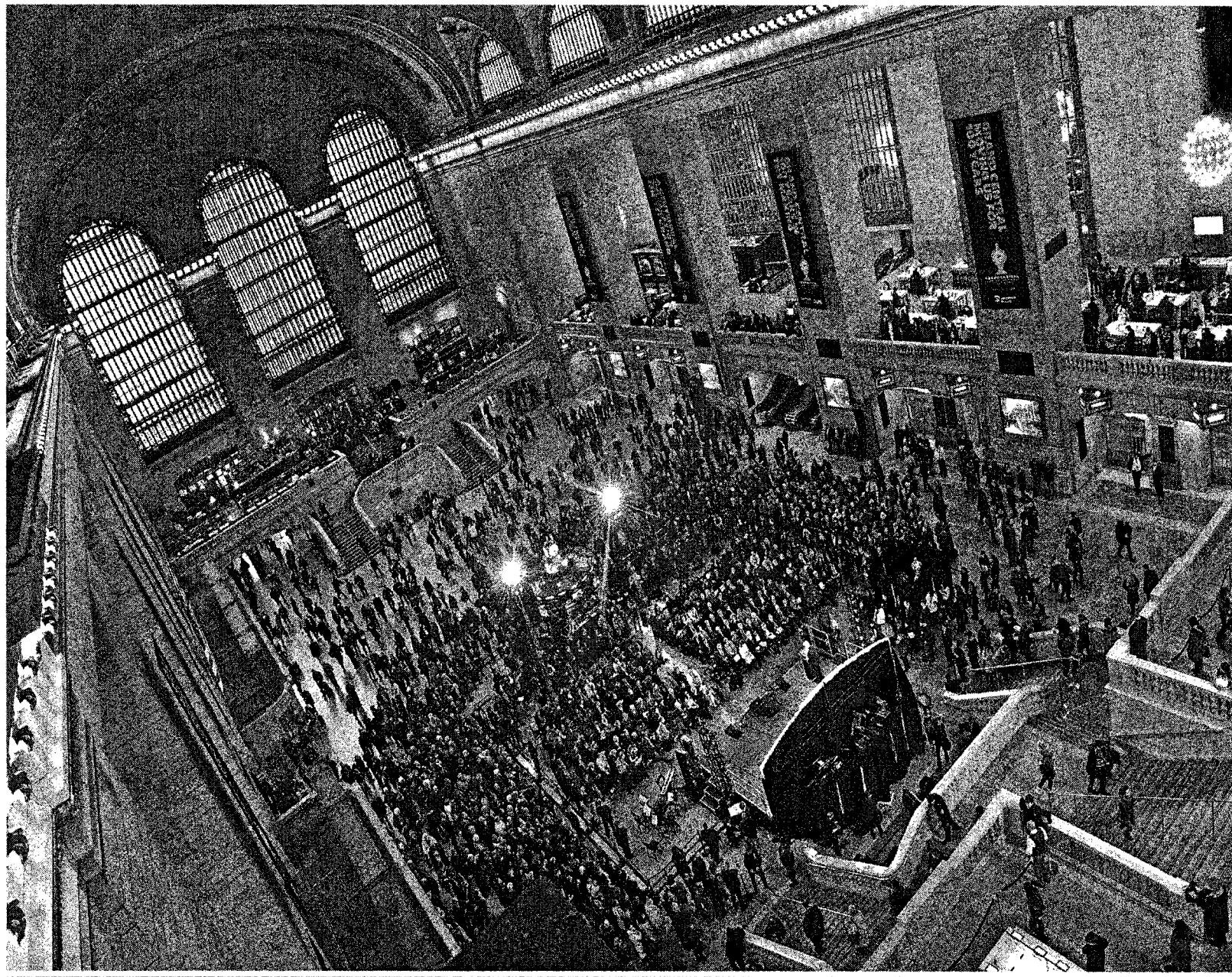
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100 YEARS

**RETAIL DEVELOPMENT  
AT  
GRAND CENTRAL TERMINAL**

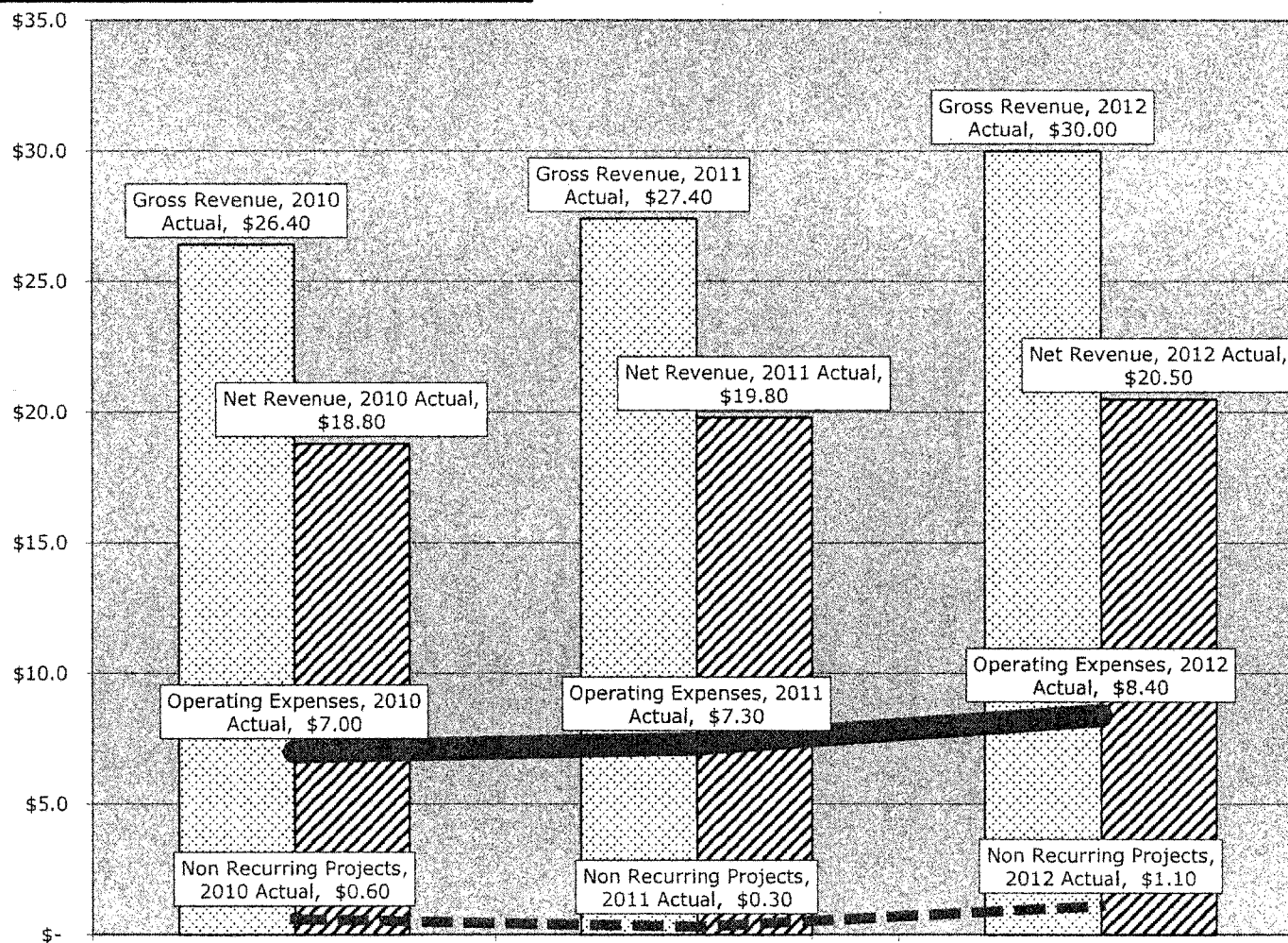
**JULY 2013**







**I. PROPERTY PERFORMANCE (in millions)**



**Financial Summary -- 2010-2013 Income and Expenses**

	Actual 2010	Actual 2011	Nov Plan 2012	Actual 2012	July Plan 2013	Variance					
						Actual 12 v Nov Plan 12		Actual 12 v Actual 11		July Plan 13 v Actual 12	
						Amount	%	Amount	%	Amount	%
Tenant Revenue*	19,684,759	20,799,131	23,703,558	23,759,834	24,681,058	56,276	0%	2,960,703	14%	921,224	4%
Other Income*	6,665,351	6,642,508	6,528,050	6,266,504	6,331,879	(261,546)	-4%	(376,004)	-6%	65,375	1%
<b>Total Revenue</b>	<b>26,350,110</b>	<b>27,441,639</b>	<b>30,231,608</b>	<b>30,026,338</b>	<b>31,012,937</b>	<b>(205,270)</b>	<b>-1%</b>	<b>2,584,699</b>	<b>9%</b>	<b>986,599</b>	<b>3%</b>
Operating Expenses	7,012,571	7,256,122	8,488,092	8,397,698	9,183,434	90,394	1%	(1,141,576)	-16%	(785,736)	-9%
Non-Recurring Projects	633,160	277,677	1,421,367	1,058,253	1,747,926	363,114	26%	(780,576)	-281%	(689,673)	-39%
<b>Total Expenses</b>	<b>7,645,731</b>	<b>7,533,799</b>	<b>9,909,459</b>	<b>9,455,951</b>	<b>10,931,360</b>	<b>453,508</b>	<b>5%</b>	<b>(1,922,152)</b>	<b>-26%</b>	<b>(1,475,409)</b>	<b>-13%</b>
<b>Net Income</b>	<b>18,704,379</b>	<b>19,907,840</b>	<b>20,322,149</b>	<b>20,570,387</b>	<b>20,081,577</b>	<b>248,238</b>	<b>1%</b>	<b>662,547</b>	<b>3%</b>	<b>(488,810)</b>	<b>-2%</b>

\* Tenant Revenue includes minimum, percentage, and storage rent; Other Income includes sponsorships and events, pass-through charges to tenants, etc.

## II. LEASING ACTIVITY

### LEASES SIGNED

42 <sup>nd</sup> Street	Banana Republic
Dining Concourse	Central Market New York Hale and Hearty
Shuttle Passage	Starbucks

### LEASES IN NEGOTIATION

Grand Central Market	Ceriello Fine Foods
Vanderbilt Hall Café/ Shuttle Passage	TBD
North End Passage	The Beverage Bar

### TENANTS IN CONSTRUCTION

Dining Concourse	Shake Shack
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### III. TENANT SALES PERFORMANCE

#### Average Sales Per Square Foot by Retail Area

	2012	2011	Q1 2013	Q1 2012
42 <sup>nd</sup> Street	\$927	\$946	\$226	\$200
Main Concourse	\$2994	\$2944	\$668	\$724
Shuttle Passage	\$1254	\$1078	\$316	\$302
42 <sup>nd</sup> St. Passage	\$2007	\$3357	\$510	\$448
Graybar Passage	\$3377	\$3374	\$852	\$780
Lexington Passage	\$2741	\$2603	\$643	\$617
Grand Central Market	\$3294	\$3050	\$835	\$757
Dining Concourse	\$2569	\$2492	\$649	\$628
Restaurants	\$820	\$744	\$218	\$190
Biltmore Room	\$864	\$825	\$208	\$222
All GCT	\$1528	\$1425	\$389	\$364
All GCT (excluding restaurants)	\$1883	\$1763	\$473	\$449

#### 2012 YEAR END SALES PERFORMANCE

Total reported retail sales for 2012 equaled \$183,977,091, a 3.75% increase from 2011

Total sales for the 75 tenants open for all of 2012 and 2011 increased by 3%

Of these tenants:

48 reported positive comparable sales

5 were flat to last year's sales

22 reported negative comparable sales

Comp sales increased/decreased by retail neighborhood for 2012 as compared to 2011 as follows:

Restaurants	7%
42 <sup>nd</sup> St Passage	5%
Graybar Passage	5%
Biltmore Room	4%
Lexington Passage	4%
Market	3%
Main Concourse	2%
Shuttle Passage	1%
Dining Concourse	0%
42 <sup>nd</sup> Street	-2%

#### 2013 end of Q1 SALES PERFORMANCE

Comp sales for Q1 2013 to Q1 2012 have generally shown a healthy increase by neighborhood

Restaurants	15%
42 <sup>nd</sup> St Passage	14%
42 <sup>nd</sup> Street	13%
Graybar Passage	9%
Market	6%
Shuttle Passage	5%
Lexington Passage	5%
Dining Concourse	2%
Biltmore Room	-7%
Main Concourse	-8%

#### IV. MARKETING

##### Social Media

Number of Facebook friends continues to grow and has increased over 250% to 24,756 strong.

Number of Twitter followers has also grown over 300% standing at 5,327 followers

##### E-Blast

Weekly e-blasts go out each Tuesday relevantly themed to promote GCT tenants and events.

This list has swelled to over 22,134 subscribers.

##### Mobile App

The GCT Mobile App launched May 1<sup>st</sup> for ios and android. This app contains both full retail information as well as real time MNR train information. There are sections included in the app that focus on the history of the Terminal, upcoming events and current retail offers.

##### Website

The website underwent a complete overhaul in 2012. The new site took on the new branding that Pentagram established along with an emerging new technology (Parallax Scrolling). The new website is not only photo driven, to take advantage of our setting, but it contains more details including maps, directories, current events and more.

##### Goodman Media

In 2012 Goodman Media garnered major coverage for the Holiday Fair totaling close to 100 hits, with tens of millions of viewings . In addition to the Holiday Fair, they successfully pitched multiple tenant initiatives and retail offers over the course of the calendar year.

Goodman Media generated well over 1,000 media hits and in the hundreds of millions of views for the February 1<sup>st</sup> Centennial celebration. They continue to garner publicity for Centennial events, retail events, event rentals and promotions. Goodman continues to ride the wave of publicity surrounding the Centennial garnering hits for additional events such as Grand Central Talks and over 80 hits totaling over 50MM viewings for Parade of Trains.

#### Connections Magazine

Two issues of Connections were produced in 2012. May (Spring/Summer) and November (Fall/Winter). Both editions boasted retail promotions and interesting retail driven content. Spring/Summer 2013 edition was seat-dropped on trains in May. The magazine included a Centennial section featuring the Parade of Trains event as well as a variety of tenant offers and gift guides for Mother's Day, Father's Day and Graduates.

#### Retail Promotions

2012 saw the launch of Taste of the Terminal. From May – September, kiosks were positioned in either the Taxi Stand or Vanderbilt Hall for tenant product sampling and handing out of bounce back offers. This was a great opportunity for tenants to expand their footprint beyond their brick and mortar location. The program was so successful it is continuing in 2013. In association with the Centennial, 1913 pricing and 100 free retail promotions have been very successful for the participating tenants increasing their foot traffic and sales. A new retail promotion – Retail Passport – is being developed for September and will include high value giveaways as incentives to shop the entire Terminal.

### **V. EVENTS**

#### GCT Centennial

Grand Central celebrated its 100th year on February 1, 2013. The public Rededication Ceremony on the Main Concourse included Caroline Kennedy, Mayor Michael Bloomberg, and Cynthia Nixon, with a full day of giveaways, special retail "1913" pricing and public performances. The MTA Transit Museum's Grand by Design exhibit in Vanderbilt Hall was a major success.

The Centennial celebration has made substantial impacts on the revenue-generating activity in the Terminal:

- Retailers are reporting a 5.4% increase in comp sales YTD through May 2013, compared to YTD through May 2012. YTD same store revenue was approximately \$73.7M through May 2013, compared to \$69.9 in YTD 2012.
- GCT Audio Tours are up from last year at this time. The Tour broke all records for monthly sales in May, with 3,342 tours sold. In addition, the Municipal Arts Society's docent-guided tours began in February 2013.

In addition to the Centennial celebration itself, Metro-North conceived, planned and coordinated a series of on-going events in the Terminal. These Centennial events included a Grand Central Talks panel discussion held in April 2013, a Sister Station Agreement with Tokyo Station, the Nick Cave Heard NY public performance in Vanderbilt Hall, and various poets & artists featured throughout the Terminal.

Additionally, Metro-North's Parade of Trains event on May 11 & 12, 2013 brought an estimated 60,000 people into the Terminal, making it one of the most widely attended events in Grand Central's history.

Vanderbilt Hall and Taxi Stand gross event revenue in 2012 was \$2.77 MM reflecting a strong in-house sales effort by Jones Lang LaSalle

By the end of May 2013, event contracts totaling \$1,068,000 in revenue have been signed for events throughout 2013. This represents 90% of the 2013 budget of \$1,192,263 for events other than the Holiday Fair.

#### Fashion Week

Jones Lang LaSalle has contracted with Fern Mallis, the creator of New York Fashion Week, to make Grand Central Terminal an official venue for September's Fashion Week 2013. The plan is to bring five high profile fashion shows to Vanderbilt Hall, along with one show highlighting young designers.

## **VI. GCT RETAIL REVENUE FUNDED PROJECTS**

### 89 E. 42<sup>nd</sup> St. Entrance Foyer

Patch, paint ceiling, power wash the floor, clean polish/repair walls, fabricate and replace all (16) wood entrance doors. Also, cleaned and rebuilt the entrance light fixtures, replaced all bulbs, and replaced the diffusers with new custom made reproduction glass diffusers.

### GCT BLOCK RESTORATION

Phase II is ongoing and includes the installation of conduit for future digital advertising/track information on the upper level. New light fixtures and ceiling grids are currently being installed on the upper level and selected areas on the lower level will also be completed.



## **PROJECTS COMPLETED IN 2012**

### **D Hall/A Hall**

Prime and paint the stairwells, ceilings and the entrance lobby ceilings.

### **42<sup>nd</sup> Street Taxi Stand**

Fabricate a new taxi stand booth to replace the existing booth, replace all glass and trim, polish all brass, and paint all steel.

### **Hyatt Passage Ceiling**

Repair the Hyatt Passage way ceiling and paint completely.

### **Canopies**

Strip the lead paint, patch, prime and paint; replace all glass and all bulbs in the 3 steel canopies on Lexington Ave, the one at 105 E 42<sup>nd</sup> Street, and the one at the corner of 42<sup>nd</sup> Street and Vanderbilt Avenue. Also painted the steel lintels over the entrances to the old taxi stand at Vanderbilt Avenue.



**Metro-North Railroad**

# **Procurements July 2013**



**Subject** Request for Authorization to Award Various Procurements

**Department** Procurement and Material Management

**Department Head Name** Anthony J. Bombace, Jr.

**Department Head Signature** *[Signature]*

**Project Manager Name** *[Signature]*

**Date** July 5, 2013

**Vendor Name** Various

**Contract Number** Various

**Contract Manager Name** Various

**Table of Contents Ref #**

Board Action					
Order	To	Date	Approval	Info	Other
1	MNRComm Mtg	7-22-13	X		
2	MTA Board Mtg	7-24-13	X		

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

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

**PURPOSE:**

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

**DISCUSSION:**

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

# of Actions      \$ Amount

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

NONE

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$600,000
• NYS Industries for the Disabled (NYSID) \$600,000		

SUB TOTAL:      1      \$600,000

**MNR proposes to award competitive procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals		1	\$9,685,547
• Brookville Equipment Corporation	\$9,685,547		
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		6	\$2,036,253
• Atlantic Detroit Diesel Allison	\$388,800		
• Sherwood Electromotion	\$425,000		
• Contemporary Machinery, Inc.	\$377,500		
• Jala Equipment Company, Inc.	\$101,783		
• Walco Electric	\$600,000		
• Newmont Elevator Analysts, Inc.	\$143,170		
Schedule I: <u>Modifications to Purchase and Public Work Contracts</u>			
• Georgetown Rail Equipment Company	\$1,335,208	1	\$1,335,208
SUB TOTAL:		8	\$13,057,008

**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		3	\$4,602,907
• Transportation Technology Center, Inc. (TTCI)	\$1,500,000		
• Jacobs Civil Consultants, Inc.	\$2,677,907		
• Railware, Inc.	\$425,000		
<u>Schedules Requiring Majority Vote</u>	NONE		
SUB TOTAL:		3	\$4,602,907
TOTAL:		12	\$18,259,915

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JULY 2013

METRO-NORTH RAILROAD

LIST OF NON-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.)

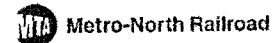
**1. NYS Industries for the Disabled (NYSID) \$600,000 (not-to-exceed) Staff Summary Attached**  
**Document Scanning Services**

Approval is requested for a New York State Preferred Source, miscellaneous service contract with the New York State Industries for the Disabled (NYSID) to perform Document Scanning Services of Metro-North's Plan Room Research Library as part of the Madison Avenue Relocation Project. The term of this contract will be for six months. The scope of services includes scanning and indexing of maps, drawings, and aperture cards that are currently housed in Metro-North's Capital Program Dept.'s Plan Room. The scope also includes indexing and cataloguing of Grand Central Terminal drawings to a database, as well as archiving of these documents. This program will create a digital plan room to have MNR maps and drawings immediately accessible to all project managers and researchers from any MNR location. This program will electronically store and protect original documents from wear and tear, damage or loss, will free up more than one thousand square feet of office space for Metro-North, and will provide a cost-effective method of producing backup copies of records that support mission-critical operations

To advance special social and economic goals, Section 162 of the New York State Finance Law requires that all State agencies, political subdivisions and public benefit corporations obtain commodities and services from "preferred sources" when such commodities and services are on the List of Preferred Source Offerings and when they meet the required form, function and utility. The service requirements must be defined in terms of the minimum essential requirements and every reasonable effort must be made to obtain services through the Preferred Source. The acquisition of document imaging and scanning services is one of the services listed and it is exempted from statutory competitive procurement requirements. The NYS Commissioner of General Services is responsible for reviewing and approving the prices of all services provided by Preferred Sources. In approving the prices, the NYS Office of General Services (OGS) ensures that prices do not exceed 15% of the prevailing market prices among responsive and responsible offers for the same or equivalent services.

The total project cost is not-to-exceed \$600,000 for the six month period. All pricing is deemed within 15% of the prevailing market prices as required by the Preferred Source Law. Services are expected to begin in July 2013. This procurement is funded by the MTAHQ Madison Avenue Relocation Budget.

## Schedule G: Miscellaneous Service Contracts



Item Number: G

<b>Vendor Name (&amp; Location)</b> New York State Industries for the Disabled
<b>Description</b> Document Scanning Services
<b>Contract Term (including Options, if any)</b> Six Months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source

<b>Contract Number</b> 27112	<b>AWO/Modification #</b>
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$ 600,000 (not to exceed)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombardieri	

### Discussion:

Approval is requested for a New York State Preferred Source, miscellaneous service contract with the New York State Industries for the Disabled (NYSID) to perform Document Scanning Services of Metro-North's Plan Room Research Library as part of the Madison Avenue Relocation Project. The term of this contract will be for six months. The scope of services includes scanning and indexing of maps, drawings, and aperture cards that are currently housed in Metro-North's Capital Program Dept.'s Plan Room. The scope also includes indexing and cataloguing of Grand Central Terminal drawings to a database, as well as archiving of these documents. This contract will create a digital plan room to have MNR maps and drawings immediately accessible to all project managers and researchers from any MNR location. This program will electronically store and protect original documents from wear and tear, damage or loss. It will also free up more than one thousand square feet of office space for Metro-North, and will provide a cost-effective method of producing backup copies of records that support mission-critical operations.

To advance special social and economic goals, the NYS Finance Law requires that all State agencies, political subdivisions and public benefit corporations obtain commodities and services from "preferred sources" when such commodities and services are on the List of Preferred Source Offerings and when they meet the required form, function and utility. The service requirements must be defined in terms of the minimum essential requirements and every reasonable effort must be made to obtain services through the Preferred Source. The acquisition of document imaging and scanning services is one of the services listed and it is exempted from statutory competitive procurement requirements. The NYS Commissioner of General Services is responsible for reviewing and approving the prices of all services provided by Preferred Sources. In approving the prices, the NYS Office of General Services ensures that prices do not exceed 15% of the prevailing market prices among responsive and responsible offers for the same or equivalent services.

The total project cost is not-to-exceed \$600,000. A fixed price schedule has been negotiated which includes \$1.00 per image for scanning of large D-size drawings (estimated volume of 28.5K images), \$0.55 per image for scanning aperture cards (estimated volume of 100K), and indexing at \$0.80 per image. All pricing is deemed within 15% of the prevailing market prices as required by the Preferred Source Law. Services are expected to begin in July 2013. This procurement is funded thru the MTA HQ Madison Avenue Relocation Project.

JULY 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval)

**1. Brookville Equipment Corporation      \$9,685,547 (not-to-exceed)      Staff Summary Attached**  
**Overhaul of Seven GP35 Locomotives**

Approval is requested to award a negotiated thirty-two month purchase contract (RFP process, three proposals received, two firms shortlisted) to Brookville Equipment Corporation (Brookville) for the overhaul of seven GP35 Locomotives that are used in support of Metro-North's (MNR) East of Hudson Service. A total of seven MNR locomotives are in need of overhaul and will include: complete electrical system re-wire, overhaul of the diesel engines and all rotating components as well the federally mandated installation of Positive Train Control (PTC). The locomotives are primarily used as work trains when wayside track work is performed, to facilitate movement of equipment in yards and to rescue disabled passenger revenue trains as necessary. The locomotives are over forty-five years old and were last overhauled more than twenty years ago. This overhaul shall extend the service life of these locomotives an additional fifteen years. This is more cost effective than the purchase of new locomotives.

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

The MNR Selection Committee unanimously selected Brookville as the best overall firm to perform the required overhaul. Their Best and Final Offer (BAFO) cost proposal is 3.2% lower than the Engineer's Estimate, 21% less than the other proposer. Their revised price of \$9,685,547 for all seven locomotives is deemed fair and reasonable for the level of effort anticipated for this project.

It is recommended that the MTA Board approve the selection of Brookville Equipment Corporation for the overhaul of seven East of Hudson GP35 Locomotives. This procurement is to be funded by the MNR Operating Budget.



Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

**2. Atlantic Detroit Diesel Allison \$388,800 (not-to-exceed)  
Pick up and Unit Exchange Services (UTEX) for Brookville Locomotive Fuel Injectors**

Approval is requested to award a competitively solicited (one bid received) two year miscellaneous service contract to Atlantic Detroit Diesel Allison to provide pick up and unit exchange services (UTEX) for Brookville Locomotive fuel injectors. As part of the maintenance requirements set by MNR's M of E Dept., the unit exchange of locomotive fuel injectors is planned to coincide with MNR's maintenance requirements for its BL-20 Locomotives. These unit exchanges ensure the efficient, timely, and safe operation of the BL-20 fleet. MNR does not have the equipment or capabilities to perform this work.

In accordance with MNR and MTA procurement guidelines, an advertisement for the UTEX services was placed in the New York State Contract Reporter, New York Post, the minority publications, El Diario and Daily Challenge, and posted on Metro-North Railroad's Website. Further, four vendors were sent the solicitation, with two additional vendors responding to the advertised solicitation. Atlantic Detroit Diesel Allison is the present contractor for this service. Based on the estimated quantities provided with the bid, P&MM compared the previous prices to the proposed prices. Comparing the midpoints of the new contract with the last contract resulted in an increase of approximately 2.7% per year. The all-inclusive unit pricing for the service will remain in effect throughout the new two year contract and it is deemed fair and reasonable. The total award of this contract is not-to-exceed \$388,800. MNR is not obligated for any minimum expenditure in this contract as services are paid when the UTEX replacement is requested and received. This procurement is to be funded by the MNR Operating Budget.

**3. Sherwood Electromotion \$425,000 (not-to-exceed)  
Repair & Return for MNR's M-7 Railcar Propulsion Inverter and Auxiliary Power System (APS)  
Blower Assemblies**

Approval is requested to award a competitively solicited (five bids received) two year miscellaneous service contract to Sherwood Electromotion to provide for the repair and return of Metro-North M-7 Propulsion Inverter and APS Blower Assemblies. This contract is required to maintain MNR's 336 M-7 Rail Cars.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post and the minority publications, El Diario and the Daily Challenge and posted on the Metro-North Railroad Website. Six vendors were sent solicitations with 5 additional vendors expressing interest by responding to the public advertisement. Sherwood was the low bidder.

Based upon the estimated quantities provided with the bid, P&MM compared the pricing from the previous agreement for these services (2008 – 2013) with the new proposed pricing for this five year agreement. That analysis shows an overall decrease of 14%. The pricing will remain fixed for first two year period and contract price adjustments shall be instituted per producer price index per year for the remaining three years of the contract. All pricing received has been deemed fair and reasonable for the level of service to be provided. The total award of this contract is not-to-exceed \$425,000. This procurement is to be funded by the MNR Operating Budget.

4. **Contemporary Machinery, Inc.** **\$377,500 (not-to-exceed)**  
**Preventative Maintenance & Inspection of MNR's Croton Harmon Wheel Shop Axle Lathe**

Approval is requested for a competitively solicited (one bid received), miscellaneous service contract for up to a five year period (2 year base, and 3 one-year options), with the firm Contemporary Machinery, Inc. to provide preventative maintenance and inspection of MNR's Axle Lathe located at the Croton Harmon Wheel Shop. The axle lathe is used to restore wheel and support bearing seats for MNR's railcar fleets. These preventive maintenance and inspection services are necessary to keep the axle lathe in a state of good repair. The wheel lathe was originally manufactured by Contemporary and is over 15 years old. The procurement also requires Contemporary to perform an overhaul to the lathe which would extend its overall service life.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post and the minority publications, El Diario and the Daily Challenge and posted on the Metro-North Railroad Website. Six contractors were sent the solicitation, and two vendors expressed interest by responding to the public advertisement.

The total value of the agreement is not-to-exceed \$377,500 (\$215K is for the maintenance and \$162.5K is for the requested upgrade) and all unit prices are fixed for up to the five year contract term. The all-inclusive pricing for this agreement represents a less than 2% increase in comparison to the prices paid by MNR during the prior contract period (2007-2012). This procurement is to be funded by the MNR Operating Budget.

5. **Jala Equipment Company, Inc.** **\$101,783**  
**Upgrade of Stamford Car Wash System**

Approval is requested for a competitively solicited (one bid received), miscellaneous service contract with Jala Equipment Company (Jala) to perform an upgrade to the MNR Car Wash facility in Stamford, CT. The current car wash configuration does not allow for the new M-8 railcar fleet to receive a complete and thorough wash therefore requiring an upgrade to the facility's brushes, tanks, walls, valves and piping. The workscope under this contract includes, but is not limited to: removal, disposal and reinstallation of two existing 900 gallon Poly storage tanks with two new double-walled acid and Alkaline tanks, removal and disposal of associated containment walls, upgrading the valves and piping and reconfigure and renew the car wash brushes on six brush shafts based on the M-8 body contour.

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

Jala Equipment Company is the Original Equipment Manufacturer (OEM) who provided and installed the existing Stamford Car Wash equipment and has been satisfactorily providing maintenance and repair. Jala has a significant amount of experience related to the maintenance and repair of the MNR car wash as well as other systems throughout the Tri-State area. The total cost of this procurement, \$101,783, is consistent with MNR's internal estimate and is deemed to be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

6. **Walco Electric** **\$600,000 (not-to-exceed)**  
**Repair and Return for Metro-North M-3 Rail Car Motor Alternator**

Approval is requested to award a competitively solicited (two bids received) five year miscellaneous service contract to Walco Electric to provide repair and return for Metro-North's M-3 Railcar's motor alternators.

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

This contract is required to maintain MNR's 140 M-3 Rail Cars. The overhauls will ensure the efficient, timely and safe operations of the M-3 railcar fleet. The recommended award is based on a competitive bid that was issued to a total of seven firms. Two responses were received. Walco Electric's price for this project is 6.3% lower than RAM Motors, the only other bidder.

Pricing will remain fixed for the initial two year period with annual price adjustments subject to the producer price index for the remaining three years of the contract. All pricing received has been deemed fair and reasonable. The total estimated award of this contract is not-to-exceed \$600,000. This procurement is to be funded by the MNR Operating Budget.

7. **Newmont Elevator Analysts, Inc.** **\$143,170 (not-to-exceed)**  
**Third Party Witnessing of Elevator/Escalator Safety Inspection and Testing Services**

Approval is requested to award a competitively solicited (eight bids received), five year miscellaneous services contract to Newmont Elevator Analysts Inc. (Newmont) to provide third party witnessing of the safety inspections and testing services of 112 elevators and two escalators at various MNR stations and employee facilities in New York State and Connecticut. The contractor will also provide consulting services that include: 1) specification writing for modifications to elevators and escalators; 2) a review of current maintenance plans; and 3) accident investigations.

MNR maintains its own elevator equipment throughout its operating territory and has third party elevator inspection services procured under a separate agreement. To comply with current codes and enhance safety, this agreement with Newmont will provide an additional licensed elevator/escalator consultant who will witness the inspections performed by the inspector of record. In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, the minority publications, El Diario, and the Daily Challenge and posted on MNR's website. Twenty-one contractors were sent the solicitation. Eight vendors responded to the solicitation and the remaining vendors did not have sufficient Qualified Elevator Inspectors required to perform the services.

Newmont submitted the lowest bid in the amount of \$143,170, which is 17.8% less than the second lowest bidder and 32.3% less than the third lowest bidder. Newmont's prices are 43.8% (elevator) and 48.2% (escalator) less than unit prices received for the previous 2010 contract, and are deemed to be fair and reasonable. The unit prices are fixed for the full term of the five year contract. The total cost of the five year contract is not-to-exceed \$143,170. This procurement is to be funded by the MNR Operating Budget.

**I. Modifications to Purchase and Public Work Contracts**

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

**8. Georgetown Rail Equipment Company      \$1,335,208 (not-to-exceed)      Staff Summary Attached  
Self-Propelled Slot Train**

Approval is requested to extend an existing (competitively solicited and awarded in February 2013) contract with Georgetown Rail Equipment Company (GREX) who is currently providing Self Propelled Slot Train (SPS) services throughout the MNR Operating Territory. The SPS is an articulated excavator which sits securely on the floor of modified gondola cars and has the freedom to move up and down the entire length of the consist. The SPS is used primarily for tie, rail and other track material pick-up and cleanup along the Right-of-Way. The present work being performed by GREX is on schedule and on budget and the train's functionality in cleaning the MNR Right-of-Way has been very effective. The extension of this program shall provide support to the Bronx infrastructure improvement project as well as future right-of-way cleaning programs.

At this time, a contract change is required to extend MNR's contract with GREX by an additional fifty-six weeks. In consideration of the additional time, GREX reduced their fixed weekly price by 10.5% (\$23,843 per week from \$26,343 per week). The extended duration of the Slot train program was not included under the original competitive solicitation as the need for the Bronx project and an extended right-of-way cleanup program had not yet been identified. As there is limited availability for this type of equipment nationally, MNR has elected to not re-advertise for these services as it believed that it would yield no additional savings or efficiencies to the Railroad. All other contract terms and conditions remain unchanged and in effect. Metro-North reserves the right to cancel this contract at any time. The total cost of this change is not-to-exceed \$1,335,208. This contract change is to be funded by the MNR Operating Budget.

# Staff Summary



Metro-North Railroad

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Item Number C					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Boniface, Jr. <i>AB</i>					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	7-22-13			
2	MTA Board Mtg.	7-24-13			
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Acting Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Brookville Equipment Corporation (Brookville)	Contract Number 8885-A
Description Overhaul of Seven GP35 Locomotives	
Total Amount \$9,685,547.00	
Contract Term (including Options, if any) Thirty-two Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

**I. PURPOSE/RECOMMENDATION:** Approval is requested to award a negotiated thirty-two month purchase contract (RFP process, three proposals received, two firms shortlisted) to Brookville Equipment Corporation (Brookville) for the overhaul of seven GP35 Locomotives that are used in support of Metro-North's East of Hudson Service.

**II. DISCUSSION:** The GP35 Locomotives are over forty-five years old and were last overhauled more than twenty years ago. A total of seven MNR locomotives are in need of overhaul and will include: complete electrical system re-wire, overhaul of the diesel engines and all rotating components as well the federally mandated installation of Positive Train Control (PTC). The locomotives are primarily used as work trains when wayside track work is performed, to facilitate movement of equipment in yards and to rescue disabled passenger revenue trains as necessary. This overhaul shall extend the service life of these locomotives an additional fifteen years. This is more cost effective than the purchase of new Locomotives.

MNR received Board approval to use the Request for Proposal (RFP) process for this procurement during the September 2012 MTA Board session.

On January 25, 2013, RFP No. 8885-A was advertised in the New York State Contract Reporter, Railway Age, Progressive Railroading, the minority publications, El Diario and the Daily Challenge, and on the Metro-North Railroad Website. On March 21, 2013, three technical and cost proposals were received from the firms: Brookville Equipment Corporation, Progressive Rail Services, and Transportation Technology, Inc.

A Selection Committee comprised of six members representing Metro-North's Mechanical, Capital and Procurement & Material Management Departments evaluated the proposals using a two phase approach. The criteria in order of importance for selection established in the RFP are as follows:

### Phase 1: Technical Proposal

1. Demonstrate understanding of the Technical Specification Requirements
2. Past Experience and performance on similar projects
3. Demonstrate capability and financial resources to perform the assigned Scope of Work in the time projected

# Staff Summary



Metro-North Railroad

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## Phase 2: BAFO

1. Cost
2. Technical Merit
3. Schedule (Six (6) GP35 with Alternate)
4. Proposed Alternate

After the Selection Committee's evaluation of all three proposals under Phase 1 which included presentations by each proposer and question and answer session(s), each committee member scored each proposal against the Phase 1 criteria. Based upon numerical overall evaluations of all proposals received, a shortlist was established and two firms, Brookville Equipment Corporation and Progressive Rail Services, were selected for Phase 2 evaluation and asked to provide their Best and Final Offer (BAFO).

As part of their BAFO, each short listed proposer was requested to submit an alternate cost for overhauling an additional GP35 locomotive (a total of seven GP35's), the original scope-of-work called for six GP35s and one GP8 Locomotive.

On May 31, 2013, BAFO proposals were received from both Progress Rail and Brookville. After reviewing the BAFOs, the Selection Committee unanimously agreed that Brookville provided the best overall proposal for the required overhaul. Brookville's cost for all seven GP35 Locomotives was \$369,304 or 21% per unit lower than Progress Rail's. In addition, Brookville's revised their schedule indicating a 2.5 month improvement in the overhaul's program schedule.

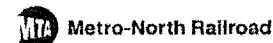
The alternate proposal added a seventh GP35 Locomotive in place of a GP8 Locomotive for which MNR will receive a credit of \$40,000 from Brookville for the GP8's salvage value. It is therefore recommended that the MTA Board approve the selection of Brookville Equipment Corporation for the overhaul of seven GP35 Locomotives. The overhaul of the seven locomotives will begin upon award of the contract and is estimated to be for 32 months.

**III. D/M/WBE INFORMATION:** The MTA Department of Diversity and Civil Rights did not established MBE or WBE goals for this contract.

**IV. IMPACT ON FUNDING:** The total cost for this overhaul effort is not-to-exceed \$9,685,547. This contract will be funded by MNR's Operating budget.

**V. ALTERNATIVES:** None. MNR does not have the manufacturing capability to overhaul these locomotives.

# Schedule I: Modifications to Purchase and Public Works Contracts



Item Number: I

<b>Vendor Name (&amp; Location)</b> Georgetown Rail Equipment Company, Georgetown, TX	
<b>Description</b> Self-Propelled Slot Train	
<b>Contract Term (including Options, if any)</b> April 8, 2013 through May 31, 2013	
<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombardieri. <i>[Signature]</i>	

<b>Contract Number</b> 1-25246	<b>AWO/Modification #</b> 1
<b>Original Amount:</b> \$225,000	
<b>Prior Modifications:</b> \$0.00	
<b>Prior Budgetary Increases:</b> \$0.00	
<b>Current Amount:</b> \$225,000	
<b>This Request:</b> \$1,335,208	
<b>% of This Request to Current Amount:</b> 493%	
<b>% of Modifications (including This Request) to Original Amount:</b> 0%	

## Discussion:

Approval is requested to extend an existing (competitively solicited and awarded in February 2013) contract with Georgetown Rail Equipment Company (GREX) who is currently providing Self Propelled Slot Train (SPS) services throughout the MNR Operating Territory. The SPS is an articulated excavator which sits securely on the floor of modified gondola cars and has the freedom to move up and down the entire length of the consist. The SPS is used primarily for tie, rail and other track material pick-up and cleanup along the Right-of-Way. The present work being performed by GREX is on schedule and on budget and the train's functionality in cleaning the MNR Right-of-Way has been very effective. The extension of this program shall provide support to the Bronx infrastructure improvement project as well as future right-of-way cleaning programs.

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**JULY 2013**

# METRO-NORTH RAILROAD

## LIST OF RATIFICATIONS FOR BOARD APPROVAL

**Schedules Requiring Two-Thirds Vote:**

## **K. Ratification of Completed Procurement Actions**

(Ratifications are to be briefly summarized with Staff Summaries attached only for unusually large or especially significant items)

- |    |  |  |
|----|--|--|
| 1. | Transportation Technology Center, Inc. ( TTCI) | MNR - \$750,000 (not-to-exceed)<br>LIRR- \$750,000 (not-to-exceed) |
|----|--|--|

## **Consulting Services – Review MNR Maint. of Way Depts. Operations, Track Inspection, Maintenance and Replacement Practices**

Ratification is requested of non-competitive, negotiated and awarded personal services contract to Transportation Technology Center, Inc. (TTCI) for consulting services to conduct an expedited review and assessment of MNR's Maintenance of Way Division.

TTCI is a world-class transportation consulting, research and testing organization, providing operations and emerging technology solutions to the railway industry throughout North America and the world. TTCI is headquartered in Pueblo, Colorado and manages extensive track facilities, state-of-the-art laboratory facilities, and a highly experienced and qualified engineering and support staff.

Under the contract, TTCI will review established maintenance and inspection procedures, practices and programs, and include a review of training programs and a Best Practices of M of W methodology, reporting, analysis and quality. This review and assessment is time-critical and a MNR award was expedited with TTCI in June 2013, and it is anticipated to be performed for approximately 3 months (June through August). The cost of the consultant contract for MNR is a total not-to-exceed \$750,000 and is to be funded by Metro-North's Operating Budget.

The contract includes an option for LIRR and NYCT to use TTCI for a similar assessment in accordance with the pricing, terms and conditions of MNR's contract. The LIRR has reviewed a draft scope of work for an assessment and the cost is estimated at a total not-to-exceed \$750K. There is no obligation for any minimum expenditure with TTCI, and services will be paid only if utilized by LIRR and/or NYCT.

- |  |                                    |
|--|------------------------------------|
| <b>2. Jacobs Civil Consultants, Inc.</b> | <b>\$2,677,907 (not-to-exceed)</b> |
|--|------------------------------------|

## Design of Three (3) Substations on the Hudson Line and two (2) AC Substations on the Harlem River Lift Bridge

Ratification of a non-competitive, personal service contract for necessary restoration work as a result of Superstorm Sandy. The storm's flood and tidal surge impacted Metro-North's infrastructure along the Hudson and Harlem Rivers, including flooding the areas under the Harlem River Lift Bridge, which houses power equipment, as well as flooding 30 miles of Metro-North's Hudson Line power and signal infrastructure. The influence of brackish water on the equipment resulted in the immediate failure of



various power components and significantly reduced the life expectancy of the power systems. The damaged Hudson Line substations provide traction power for the Hudson Line trains traveling to and from Grand Central Terminal in Manhattan and the Harlem River Lift Bridge facility houses control the power that operates this vital drawbridge.

As a result of the initial flooding and the subsequent contamination, Metro-North needs to immediately procure engineering design services for the rehabilitation of the two AC facility houses on the Harlem River Lift Bridge and for the replacement of the three traction power substations on the Hudson Line that were damaged by Sandy's flood and tidal surge. Unless these facilities are repaired without delay, power systems will continue to deteriorate and fail which will result in severe impacts to customers, service and safety. In light of this time-sensitive critical need, Metro-North has awarded a non-competitive professional service contract to Jacobs Civil Consultants, Inc. (Jacobs) for engineering design services. This award is based upon the public exigency which will not permit a delay resulting from competitive solicitation. Jacobs is presently under contract (competitively solicited and NYS-funded) with Metro-North to prepare engineering design plans and specifications for 10 Harlem Line substations and circuit breaker houses for the Harlem River Lift Bridge. The designs for these can be easily and quickly modified for the Hudson Line substations and Harlem River Lift Bridge facility houses damaged by Sandy, thus saving Metro-North a substantial amount of time and money in the design work. This would allow the replacement of these critical facilities to proceed faster and more efficiently. The period of performance for this contract will be twenty-four (24) months, which will include five (5) months for initial design and the remainder of the schedule dedicated to construction support services during actual construction. It will also contain an option for an additional 12 months of construction support services.

If Metro-North was to proceed under a new and fully-staged competitive procurement, it would delay this critical repair work by at least a minimum of 4 months. In addition, the duration and cost of the design work would be far longer and more expensive with any design consultant other than Jacobs, as the new consultant would not be able to take advantage of the already-designed plans and specs. Fast tracking the design effort as a non-competitive agreement is the most effective and efficient way to progress this critical repair work, and prevent failure of this vital infrastructure.

A Notice of Award has been issued to Jacobs Civil Consultant, Inc. in the amount of \$2,677,907 to begin work for these services. The period of performance for this work is twenty-four (24) months with an option for an additional 12 months of construction support services. Funding is being provided through the FTA for the relief effort associated with the effects of Superstorm Sandy.

**3. Railware, Inc.**

**\$425,000 (not-to-exceed)**

**Replacement/Upgrade of Track Driver Professional Blocking System Software-C & S Dept.**

Ratification of a non-competitive, negotiated, miscellaneous procurement contract with Railware, Inc. to upgrade the present Track Driver Professional Blocking System Software Module. The Blocking System is an integral component of MNR's Centralized Traffic Control (CTC) system which is critical for the safe and reliable control and monitoring of the signal systems throughout Metro North territories. This Blocking System allows Rail Traffic Controllers (RTC's) to temporarily block tracks from train occupancy due to track or signal maintenance and repairs. This system upgrade will prohibit RTC's from lifting or removing a block without approval or confirmation from roadway workers; thereby enhancing the level of safety for the Railroad. This system upgrade will aid in checking the proper application, removal and management of Blocking Devices which is critical to protecting roadway workers and other MNR field

personnel working on or around the right of way; thereby significantly enhancing the level of safety for the Railroad.

Railware is the Original Equipment Manufacturer (OEM) of the MNR CTC system and the proprietary software developer for this module. Railware is the only authorized source for modifications made to its CTC system and is uniquely qualified to provide expert support for all of the software applications and components installed within the CTC system that are unique to Metro-North.

Negotiations with Railware resulted in a 5.6% or \$25,000 reduction in the original price proposed for the upgrade. The negotiated price of \$425,000 is 5.6% below the engineer's estimate and approximately 30% below the price for other complex software developments similar in nature to the Railware software. The price of the upgrade includes design, implementation, testing, documentation and training for the Blocking Software Module, as well as development of the system and its application. This procurement was funded by MNR's Operating Budget.



**Metro-North Railroad**

**Status of Operations  
Report  
July 2013**

Performance Summary			2013 Data			2012 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>94.6%</b>	<b>96.9%</b>	<b>96.8%</b>	<b>98.1%</b>
		AM Peak	97.0%	92.4%	95.7%	97.1%	98.1%
		AM Reverse Peak	97.6%	97.3%	97.1%	97.7%	98.3%
		PM Peak	98.0%	96.6%	97.1%	95.3%	98.0%
		<b>Total Peak</b>		<b>94.8%</b>	<b>96.5%</b>	<b>96.4%</b>	<b>98.1%</b>
		Off Peak Weekday	97.9%	93.2%	96.7%	96.2%	97.9%
		Weekend	97.9%	96.6%	98.0%	98.8%	98.5%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.1%</b>	<b>98.0%</b>	<b>97.8%</b>	<b>98.5%</b>
		AM Peak	98.0%	97.4%	97.7%	98.4%	99.1%
		AM Reverse Peak	98.5%	100.0%	98.4%	96.2%	98.5%
		PM Peak	98.4%	97.7%	98.1%	97.8%	98.6%
		<b>Total Peak</b>		<b>97.9%</b>	<b>98.0%</b>	<b>97.9%</b>	<b>98.8%</b>
		Off Peak Weekday	98.1%	96.1%	98.0%	97.6%	98.5%
		Weekend	98.2%	97.6%	98.2%	97.8%	98.1%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>96.2%</b>	<b>97.7%</b>	<b>97.8%</b>	<b>98.5%</b>
		AM Peak	98.0%	95.8%	97.1%	98.3%	98.3%
		AM Reverse Peak	98.0%	98.3%	98.2%	98.9%	98.3%
		PM Peak	98.5%	98.5%	97.5%	96.5%	98.9%
		<b>Total Peak</b>		<b>97.2%</b>	<b>97.4%</b>	<b>97.7%</b>	<b>98.5%</b>
		Off Peak Weekday	98.4%	94.4%	97.7%	97.3%	98.3%
		Weekend	98.5%	97.6%	98.5%	99.2%	98.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>91.8%</b>	<b>95.6%</b>	<b>95.5%</b>	<b>97.6%</b>
		AM Peak	95.7%	86.7%	93.5%	95.3%	97.3%
		AM Reverse Peak	96.8%	94.8%	95.5%	97.4%	98.1%
		PM Peak	97.5%	94.5%	96.3%	92.6%	96.9%
		<b>Total Peak</b>		<b>90.9%</b>	<b>94.9%</b>	<b>94.5%</b>	<b>97.3%</b>
		Off Peak Weekday	97.5%	90.5%	95.2%	94.6%	97.3%
		Weekend	97.4%	95.1%	97.4%	99.1%	98.7%
<b>Operating Statistics</b>							
<b>Trains Scheduled</b>				<b>18,529</b>	<b>109,463</b>	<b>17,702</b>	<b>106,361</b>
<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>				11.5	12.7	13.8	14.3
<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>			1,000	139	663	131	476
<b>Trains Canceled</b>			160	4	39	5	81
<b>Trains Terminated</b>			160	20	159	19	103
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.9%	99.8%	99.9%	99.8%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.8%</b>	<b>99.8%</b>	<b>99.8%</b>	<b>99.8%</b>
		AM Peak	99.8%	99.7%	99.5%	99.6%	99.6%
		AM Reverse Peak	99.8%	99.9%	99.9%	99.8%	99.9%
		PM Peak	99.8%	99.7%	99.6%	99.8%	99.8%
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.7%</b>	<b>99.6%</b>	<b>99.7%</b>	<b>99.7%</b>
		Off Peak Weekday	99.8%	99.9%	99.9%	99.9%	99.9%
		Weekend	99.8%	99.9%	99.8%	99.9%	99.8%
	<b>Hudson Line</b>	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.9%
	<b>Harlem Line</b>	AM Peak	99.8%	99.9%	99.9%	99.7%	99.9%
		PM Peak	99.8%	99.7%	99.8%	99.9%	99.9%
	<b>New Haven Line</b>	AM Peak	99.8%	99.4%	98.8%	99.2%	99.2%
		PM Peak	99.8%	99.5%	99.3%	99.5%	99.8%

Categories of Delay		2013 Data			2012 Data	
		May	June	YTD thru June	June	YTD thru June
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	451	1361	2570	236	924
	<b>Capital Projects</b>	5	62	75	37	73
	<b>Maintenance of Equipment</b>	148	256	935	161	656
	<b>Operations Services</b>	55	40	163	35	89
	<b>Police Incidents</b>	28	67	263	64	198
	<b>Other</b>	5	62	75	37	73
	<b>Customers</b>	56	67	281	60	185
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	1	0	2	7	22
	<b>Weather and Environmental</b>	46	20	269	78	171


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

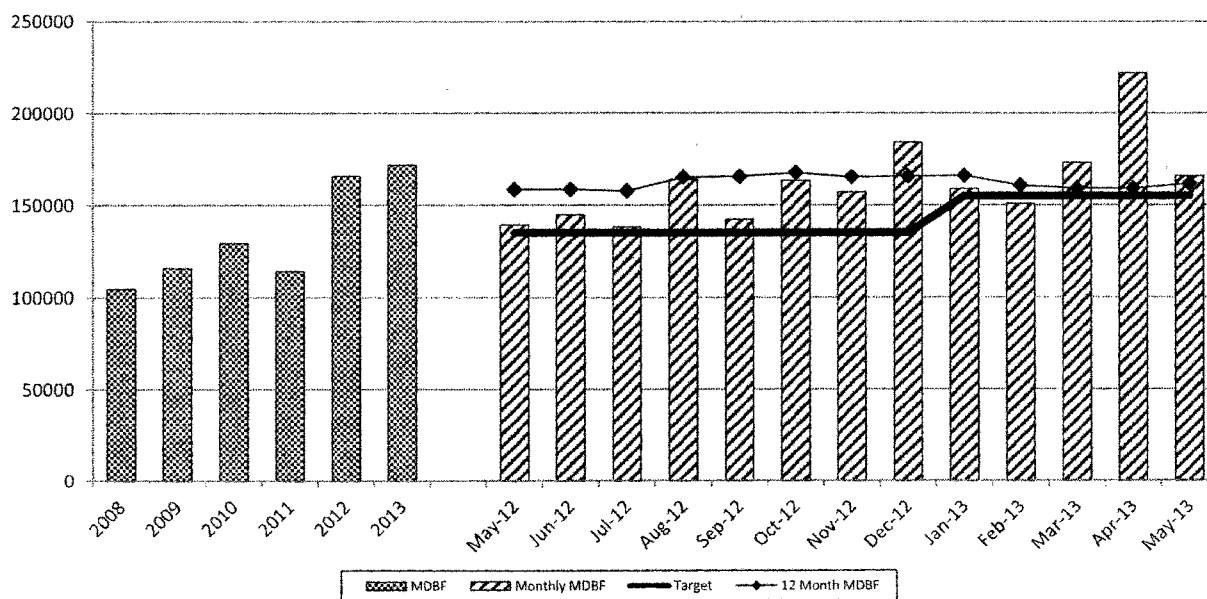
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
06/01	Sat	Various speed restrictions on the New Haven line.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
06/02	Sun	Various speed restrictions affecting service on all 3 lines.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
06/04	Tue	Congestion due to two track circuits down 753BK and 793BK on track 3 at Tremont.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
06/04	Tue	Dogs on track 2 and 4 at Irvington Station, MTAPD requested 3rd Rail Power off, causing delays.	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	10	0	0
06/05	Wed	Various speed restrictions affecting service on all 3 lines.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
06/07	Fri	Various speed restrictions affecting service on all 3 lines.	7	0	0	2	0	0	0	0	0	4	0	0	0	0	0	13	0	0
06/10	Mon	Trains were delayed account CH Track Circuit down at CP1.	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0
06/11	Tue	Various speed restrictions affecting service on all 3 lines.	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	10	0	0
06/12	Wed	CP5 to CP1 signals of trains ahead account EF Track Circuit down.	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0
06/13	Thr	Train 1710 went into emergency at CP112, lined from Harlem track 3 and New Haven track 2, and again on track 4 East of Mt. Vernon, changed equipment at New Rochelle, causing delays.	3	0	0	2	0	0	0	0	0	7	0	0	0	0	0	12	0	0
06/14	Fri	Unable to recover control of Walk Bridge (CP241) after a scheduled bridge opening.	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	40	0	0
06/14	Fri	Train 1935 disabled at Stratford due to equipment fault.	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0
06/17	Mon	Speed restrictions at various locations on all 3 lines due to track conditions.	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	25	0	0
06/17	Mon	Track circuit down, 374BK, on track 4 south of 125th Street, causing congestion.	0	0	0	0	0	0	3	0	0	17	0	0	0	0	0	20	0	0
06/17	Mon	The 12 Switch failed to go normal at CP5 and train 515 disabled equipment on track 3 from CP5 to CP106, causing congestion.	7	0	0	0	0	0	0	0	0	10	0	0	0	0	0	17	0	0
06/18	Tue	Speed restrictions due to MofW activity from CP143 to CP152 and GCT to CP112.	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0
06/18	Tue	Speed restrictions due to various MofW activity on the New Haven line.	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0

06/19	Wed	Speed restrictions on all 3 lines due to MofW activity.	0	0	0	0	0	0	1	0	0	21	0	0	0	0	0	22	0	0
06/19	Wed	Police activity between Darien and South Norwalk, causing delays.	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0
06/20	Thr	Speed restrictions on all 3 lines due to MofW activity.	2	0	0	0	0	0	1	0	0	8	0	0	0	0	0	11	0	0
06/21	Fri	Speed restrictions on all 3 lines due to MofW activity.	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	10	0	0
06/21	Fri	Various MofW activity on the Harlem and New Haven lines.	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	10	0	0
06/24	Mon	Various MofW activity on the New Haven line.	3	0	0	1	0	0	0	0	0	7	0	0	0	0	0	11	0	0
06/25	Tue	Various MofW activity on the Harlem and New Haven lines, including the Track Dept removal of a downed tree branch on track 3 between Botanical Gardens and Williams Bridge.	1	0	0	3	0	0	1	0	0	9	0	0	0	0	0	14	0	0
06/26	Wed	Congestion from CP5 to CP1 due to hanging wire cable just north of YS1 Signal.	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	27	0	0
06/26	Wed	Speed restrictions due to various MofW activity on the New Haven line.	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	0	0
06/26	Wed	MofW activity on track 2 from CP143 - CP152, causing delays.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
06/27	Thr	Speed restrictions due to various MofW activity from MP 21.3 - MP 53.5 on the New Haven line.	1	0	0	0	0	0	1	0	0	11	0	0	0	0	0	13	0	0
06/28	Fri	21 Switch failure at CP 112, causing congestion from CP 112 to CP 1.	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
06/28	Fri	Speed restrictions due to various MofW activity on the Harlem and New Haven lines.	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	10	0	0
06/28	Fri	Speed restrictions due to various MofW activity from MP 21.3 - MP 53.5 on the New Haven line.	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0	0
TOTAL FOR MONTH			124	0	0	10	0	0	36	0	0	272	0	0	20	0	0	462	0	0
			462																	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M2	134	80,000	97,363	6	7	107,929	110,193	105,932	11	128,520
	M4/M6	98	60,000	44,093	6	9	54,944	54,012	107,989	5	103,622
	M8	220	240,000	206,435	6	7	205,002	150,943	119,476	6	177,460
	M3	140	130,000	180,194	2	2	224,167	289,360	272,003	0	1,396,954
	M7	336	450,000	684,130	4	3	859,500	856,353	641,447	3	609,950
	Coach	213	290,000	731,147	5	2	326,493	360,092	355,635	4	401,574
	P-32	31	35,000	34,386	5	6	30,362	32,484	18,376	11	40,691
	BL-20	12	12,000	5,874	3	4	13,115	12,918	4,547	5	9,375
	<b>Fleet</b>	<b>1184</b>	<b>155,000</b>	<b>165,708</b>	<b>37</b>	<b>40</b>	<b>171,763</b>	<b>161,586</b>	<b>139,240</b>	<b>45</b>	<b>183,787</b>
	M2/4/6/8		120,000	109,714	18	23	119,477	103,349	110,093	22	130,345
	M3/7		310,000	482,556	6	5	612,426	677,302	732,114	3	659,158
	Diesel/Coach		120,000	141,009	13	12	128,161	136,052	82,371	20	134,589

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

### ALL FLEETS Mean Distance Between Failures 2008 - 2013





<b>West of Hudson Performance Summary</b>			<b>2013 Data</b>			<b>2012 Data</b>	
			Annual Goal	June	YTD thru June	June	YTD thru June
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>97.0%</b>	<b>97.4%</b>	<b>97.3%</b>	<b>98.3%</b>	<b>97.5%</b>
		AM Peak	97.1%	99.6%	98.3%	98.6%	98.0%
		PM Peak	96.3%	96.5%	97.4%	96.7%	98.5%
		<b>Total Peak</b>		<b>98.1%</b>	<b>97.9%</b>	<b>97.7%</b>	<b>98.2%</b>
		Off Peak Weekday	97.1%	97.4%	97.0%	98.5%	97.4%
		Weekend	97.3%	96.3%	96.8%	98.8%	96.7%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.6%</b>	<b>98.0%</b>	<b>97.7%</b>	<b>98.7%</b>	<b>98.3%</b>
	<b>Valley Line</b>	AM Peak	97.8%	100.0%	98.6%	98.8%	98.7%
		PM Peak	97.3%	98.6%	98.7%	98.6%	98.9%
		<b>Total Peak</b>		<b>99.3%</b>	<b>98.7%</b>	<b>98.7%</b>	<b>98.8%</b>
		Off Peak Weekday	97.5%	97.7%	97.3%	98.1%	98.3%
		Weekend	97.8%	96.7%	97.1%	100.0%	97.8%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>96.2%</b>	<b>96.5%</b>	<b>96.6%</b>	<b>97.6%</b>	<b>96.4%</b>
		AM Peak	96.2%	99.2%	98.0%	98.4%	97.0%
		PM Peak	95.2%	94.2%	95.7%	94.4%	98.1%
		<b>Total Peak</b>		<b>96.7%</b>	<b>96.9%</b>	<b>96.4%</b>	<b>97.6%</b>
		Off Peak Weekday	96.5%	96.8%	96.6%	99.0%	96.2%
		Weekend	96.5%	95.7%	96.4%	96.8%	94.9%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,640</b>	<b>10,024</b>	<b>1,623</b>	<b>9,829</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			28.3	21.6	17.6	20.2
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	18	104	9	90
	<b>Trains Canceled</b>			2	19	0	8
	<b>Trains Terminated</b>			6	24	6	21
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.5%	99.6%	99.6%	99.7%

## JUNE 2013 STANDEE REPORT

### East of Hudson

East of Hudson			JUNE 2012	YTD 2012	JUNE 2012	YTD 2012
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
AM Peak		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	27	7	0	0
Total Standees		27	7	0	0	
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	5	14	18	30
Total Standees		5	14	18	30	
EAST OF HUDSON TOTAL - AM PEAK			32	21	18	30
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
PM Peak		Total Standees	0	0	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	1	1	0	2
Total Standees		1	1	0	2	
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	17	15	8	16
Total Standees		17	15	8	16	
EAST OF HUDSON TOTAL - PM PEAK			18	16	8	19

### West of Hudson

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

### Definitions

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

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

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

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

Performance Summary			2013 Data			2012 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>96.1%</b>	<b>97.4%</b>	<b>97.0%</b>	<b>98.4%</b>
		AM Peak	97.0%	96.5%	96.4%	97.3%	98.3%
		AM Reverse Peak	97.6%	96.7%	97.1%	98.9%	98.4%
		PM Peak	98.0%	95.0%	97.3%	96.5%	98.5%
		<b>Total Peak</b>		<b>95.9%</b>	<b>96.8%</b>	<b>97.2%</b>	<b>98.4%</b>
		Off Peak Weekday	97.9%	95.4%	97.4%	97.1%	98.3%
		Weekend	97.9%	98.0%	98.3%	96.4%	98.5%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.7%</b>	<b>98.2%</b>	<b>97.7%</b>	<b>98.7%</b>
		AM Peak	98.0%	98.7%	97.8%	99.5%	99.2%
		AM Reverse Peak	98.5%	97.3%	98.0%	100.0%	99.0%
		PM Peak	98.4%	96.5%	98.2%	97.3%	98.8%
		<b>Total Peak</b>		<b>97.6%</b>	<b>98.0%</b>	<b>98.6%</b>	<b>99.0%</b>
		Off Peak Weekday	98.1%	97.6%	98.4%	98.0%	98.6%
		Weekend	98.2%	98.1%	98.4%	95.5%	98.1%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>97.4%</b>	<b>98.1%</b>	<b>97.7%</b>	<b>98.6%</b>
		AM Peak	98.0%	97.4%	97.3%	98.6%	98.3%
		AM Reverse Peak	98.0%	98.0%	98.1%	99.7%	98.2%
		PM Peak	98.5%	94.8%	97.3%	98.2%	99.3%
		<b>Total Peak</b>		<b>96.5%</b>	<b>97.4%</b>	<b>98.6%</b>	<b>98.7%</b>
		Off Peak Weekday	98.4%	97.7%	98.3%	97.2%	98.5%
		Weekend	98.5%	98.5%	98.7%	96.8%	98.6%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>94.1%</b>	<b>96.3%</b>	<b>96.1%</b>	<b>98.0%</b>
		AM Peak	95.7%	94.4%	94.7%	94.9%	97.7%
		AM Reverse Peak	96.8%	95.1%	95.7%	97.5%	98.3%
		PM Peak	97.5%	94.1%	96.6%	94.6%	97.8%
		<b>Total Peak</b>		<b>94.4%</b>	<b>95.6%</b>	<b>95.1%</b>	<b>97.8%</b>
		Off Peak Weekday	97.5%	92.4%	96.1%	96.6%	97.9%
		Weekend	97.4%	97.4%	98.0%	96.7%	98.6%
<b>Operating Statistics</b>							
<b>Trains Scheduled</b>				<b>19,483</b>	<b>90,934</b>	<b>18,301</b>	<b>88,659</b>
<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>				13.0	13.2	15.4	14.6
<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>			1,000	148	524	135	345
<b>Trains Canceled</b>			160	12	35	40	76
<b>Trains Terminated</b>			160	61	139	36	84
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.6%	99.8%	99.6%	99.8%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.9%</b>	<b>99.8%</b>
		AM Peak	99.8%	99.5%	99.4%	99.8%	99.6%
		AM Reverse Peak	99.8%	99.8%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.6%	99.6%	99.9%	99.9%
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.8%</b>	<b>99.7%</b>
		Off Peak Weekday	99.8%	99.8%	99.9%	99.9%	99.9%
		Weekend	99.8%	99.6%	99.8%	99.8%	99.8%
	<b>Hudson Line</b>	AM Peak	99.8%	99.9%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.8%	99.9%	100.0%	99.9%
	<b>Harlem Line</b>	AM Peak	99.8%	100.0%	99.9%	99.8%	99.9%
		PM Peak	99.8%	99.6%	99.8%	99.9%	99.9%
	<b>New Haven Line</b>	AM Peak	99.8%	98.9%	98.7%	99.7%	99.0%
		PM Peak	99.8%	99.5%	99.3%	99.8%	99.6%

Categories of Delay		2013 Data			2012 Data	
		April	May	YTD thru May	May	YTD thru May
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	183	451	1209	341	688
	<b>Capital Projects</b>	3	5	13	10	36
	<b>Maintenance of Equipment</b>	119	148	679	152	495
	<b>Operations Services</b>	25	55	123	24	54
	<b>Police Incidents</b>	37	28	196	32	134
	<b>Other</b>	3	5	13	10	36
	<b>Customers</b>	29	56	214	33	125
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	0	1	2	6	15
	<b>Weather and Environmental</b>	17	46	249	31	93

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

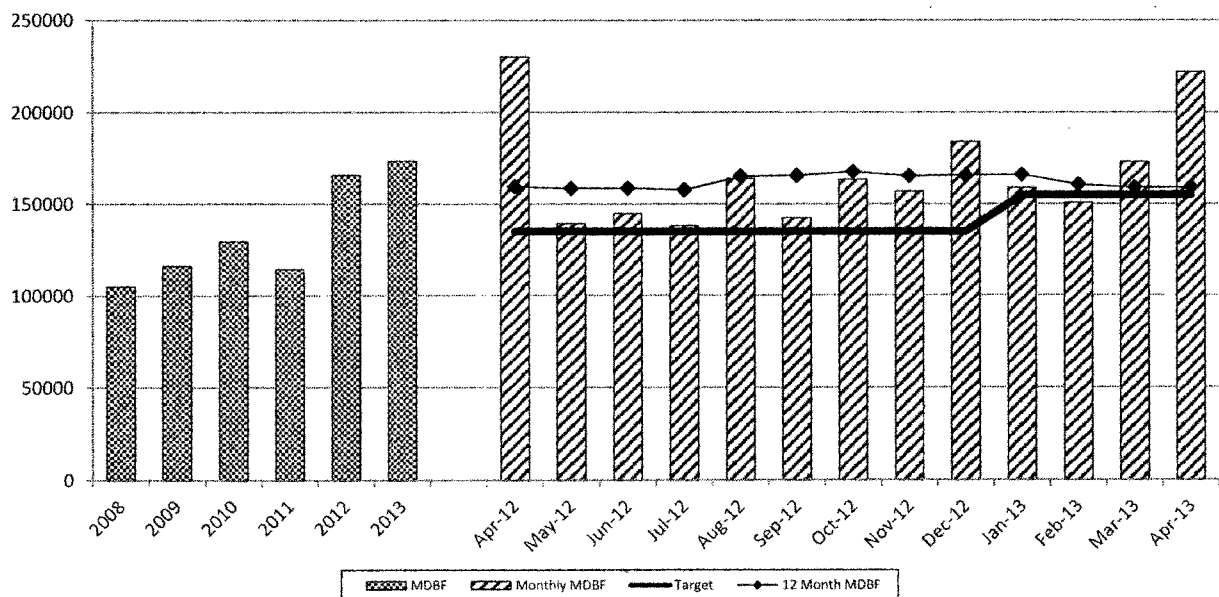
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
05/01	Wed	Due to Brush Fire on track 3 at CP12, MTA Police have a hold on all 4 tracks and rail de-energized.	0	0	0	0	0	0	12	0	0	7	0	0	0	0	0	19	0	0
05/15	Wed	The 24 Switch was struck on center at CP116.	11	0	0	4	0	0	0	0	0	0	0	0	0	0	0	15	0	0
05/16	Thr	Train 1477 was terminated at CP106 due to unable to hold a charge on track 4 north of Melrose Station at MP6.1.	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	10	0	1
05/17	Fri	Train 1548 derailed on track 4 at Cat. 735 and was struck by 1581, causing delays.	0	0	0	0	0	0	8	0	15	12	0	15	0	0	0	20	0	30
05/20	Mon	Residual delays from derailment.	1	0	0	2	0	0	1	0	0	8	0	0	0	0	0	12	0	0
05/20	Mon	Residual delays from collision.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
05/21	Tue	Residual delays from derailment.	4	0	0	3	0	0	0	0	0	9	0	0	0	0	0	16	0	0
05/21	Tue	Residual delays from collision.	0	0	0	0	0	0	4	0	0	5	0	1	0	0	0	9	0	1
05/23	Thr	High water conditions at Lakeview Avenue (MP 26.3) and Commerce Street (MP 26.6) grade crossings in Valhalla, Stop and Warns in effect.	0	0	0	0	0	0	7	0	0	8	0	0	0	0	0	15	0	0
05/28	Tue	A truck accident on I-95 resulted in hitting a light pole that fouled track 3 between Cat. 384 and Cat. 385 (CP 235) took damaged wires on tracks 3 and 5.	12	2	0	4	0	0	0	0	0	6	0	0	0	0	0	22	2	0
05/28	Tue	Train 1559 struck an employee on track 1 at Cat. 1021 (West Haven), causing delays.	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	8	2	1
05/29	Wed	Train 1513 operated as a failed train from Southport to Stamford due to cab signal failure and terminated at Stamford, causing delays.	9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	0	1
05/30	Thr	The 481 track circuit stayed down behind train 833 and a split rail head at 66th Street on track 1, causing delays.	0	0	0	0	0	0	38	0	0	23	0	0	0	0	0	61	0	0
05/31	Fri	Heat kink of running rail on track 3 at 174th Street, forcing speed restrictions between MP 7.0 and Tremont Station.	0	0	0	0	0	0	16	0	0	10	0	0	0	0	0	26	0	0
05/31	Fri	Time lost enroute due to speed restrictions from CP 106 to CP 112, causing delays.	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	12	0	0
<b>TOTAL FOR MONTH</b>			39	2	1	14	0	0	91	0	15	122	2	18	0	0	0	266	4	34
																			<b>304</b>	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
<b>Mean Distance Between Failures</b>	M2	157	80,000	140,264	7	5	110,668	110,632	130,466	9	135,422
	M4/M6	99	60,000	136,427	7	3	58,700	57,915	163,943	3	102,531
	M8	206	240,000	136,444	4	10	204,584	144,152	163,515	4	212,251
	M3	140	130,000	323,468	2	1	241,755	338,393	259,523	0	1,124,251
	M7	336	450,000	1,995,254	4	0	925,263	851,428	612,544	3	602,076
	Coach	213	290,000	708,682	5	2	283,898	343,923	1,355,359	1	415,709
	P-32	31	35,000	29,017	5	7	29,433	30,263	96,034	2	61,146
	BL-20	12	12,000	21,044	3	1	18,907	12,348	5,898	4	11,099
	<b>Fleet</b>	<b>1194</b>	<b>155,000</b>	<b>221,906</b>	<b>37</b>	<b>29</b>	<b>173,493</b>	<b>159,025</b>	<b>230,317</b>	<b>26</b>	<b>200,776</b>
	M2/4/6/8		120,000	137,502	18	18	122,393	103,357	145,005	16	137,096
	M3/7		310,000	2,318,722	6	1	662,376	708,918	699,052	3	642,297
	Diesel/Coach		120,000	164,153	13	10	125,077	128,291	224,431	7	161,368

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

### ALL FLEETS

#### Mean Distance Between Failures 2008 - 2013



<b>West of Hudson Performance Summary</b>			<b>2013 Data</b>			<b>2012 Data</b>	
			Annual Goal	May	YTD thru May	May	YTD thru May
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>97.0%</b>	<b>97.3%</b>	<b>97.2%</b>	<b>97.4%</b>	<b>97.4%</b>
		AM Peak	97.1%	98.1%	98.1%	98.7%	97.8%
		PM Peak	96.3%	95.8%	97.5%	99.3%	98.9%
		<b>Total Peak</b>		<b>97.0%</b>	<b>97.8%</b>	<b>99.0%</b>	<b>98.3%</b>
		Off Peak Weekday	97.1%	97.4%	96.9%	96.3%	97.2%
		Weekend	97.3%	98.0%	96.9%	97.4%	96.3%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.6%</b>	<b>98.7%</b>	<b>97.6%</b>	<b>98.4%</b>	<b>98.3%</b>
	<b>Valley Line</b>	AM Peak	97.8%	97.7%	98.3%	98.9%	98.7%
		PM Peak	97.3%	99.4%	98.8%	98.7%	98.9%
		<b>Total Peak</b>		<b>98.5%</b>	<b>98.5%</b>	<b>98.8%</b>	<b>98.8%</b>
		Off Peak Weekday	97.5%	99.0%	97.2%	97.7%	98.3%
		Weekend	97.8%	98.6%	97.2%	99.1%	97.3%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>96.2%</b>	<b>95.3%</b>	<b>96.7%</b>	<b>96.1%</b>	<b>96.2%</b>
		AM Peak	96.2%	98.5%	97.8%	98.5%	96.7%
		PM Peak	95.2%	91.6%	96.0%	100.0%	98.9%
		<b>Total Peak</b>		<b>95.1%</b>	<b>96.9%</b>	<b>99.2%</b>	<b>97.8%</b>
		Off Peak Weekday	96.5%	94.8%	96.5%	94.2%	95.6%
		Weekend	96.5%	96.9%	96.5%	94.5%	94.5%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,729</b>	<b>8,384</b>	<b>1,686</b>	<b>8,206</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			23.0	20.4	19.4	20.5
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	23	86	17	81
	<b>Trains Canceled</b>			1	17	3	8
	<b>Trains Terminated</b>			4	18	3	15
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.7%	99.6%	99.6%	99.7%

## MAY 2013 STANDEE REPORT

### East of Hudson

East of Hudson			MAY 2012	YTD 2012	MAY 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	12	3	0	0
		Total Standees	12	3	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	4	16	10	32
		Total Standees	4	16	10	32
	EAST OF HUDSON TOTAL - AM PEAK			16	19	10
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	1
		Total Standees	0	0	1	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	3	1	1	3
		Total Standees	3	1	1	3
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	60	15	5	17
		Total Standees	60	15	5	17
	EAST OF HUDSON TOTAL - PM PEAK			63	16	7

### West of Hudson

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

### Definitions

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

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

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

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





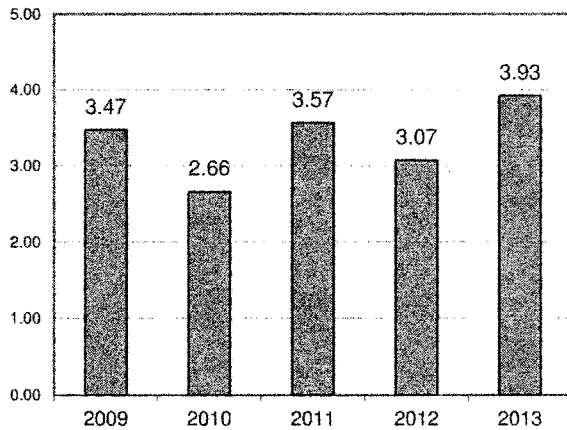
**Metro-North Railroad**

# **Safety Report**

## **July 2013**

## MTA Metro-North Railroad

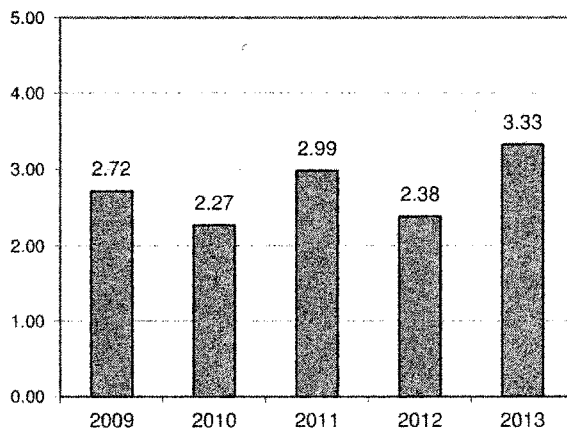
### Summary of Employee Injuries thru May 2013



Total Employee Injuries

Year	Total	Total FI*
2009	92	3.47
2010	68	2.66
2011	92	3.57
2012	80	3.07
2013	105	3.93

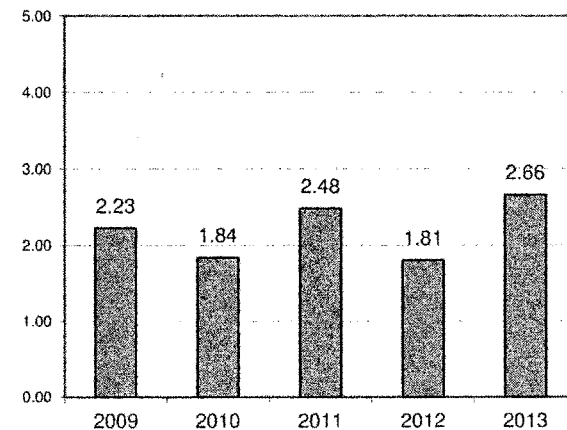
% change from last year: 27.9%  
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	72	2.72
2010	58	2.27
2011	77	2.99
2012	62	2.38
2013	89	3.33

% change from last year: 39.9%  
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

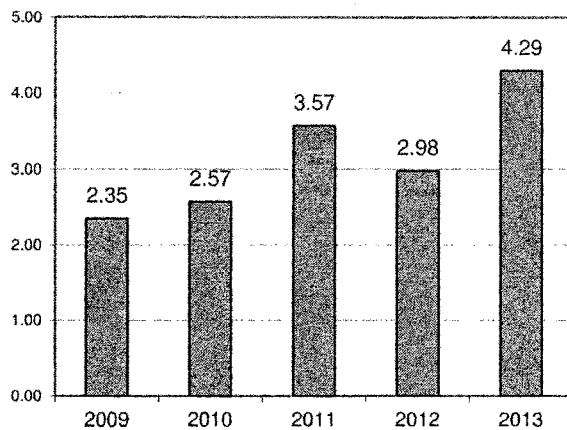
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	54	5	2.04	0.19	2.23
2010	39	8	1.53	0.31	1.84
2011	52	12	2.02	0.47	2.48
2012	45	2	1.73	0.08	1.81
2013	65	6	2.43	0.22	2.66

% change from last year: 47.2%  
2013 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

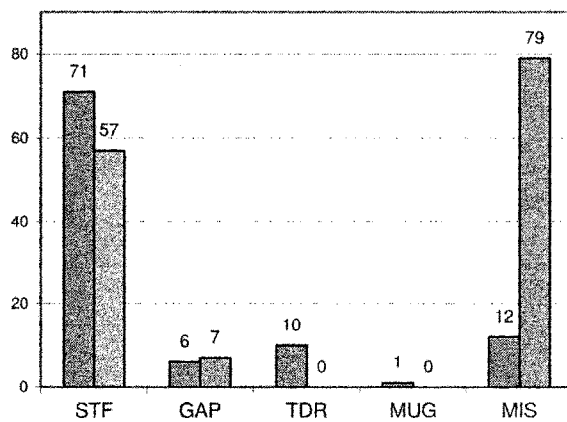
### Summary of Customer/Contractor Injuries thru May 2013



Total Customer Injuries

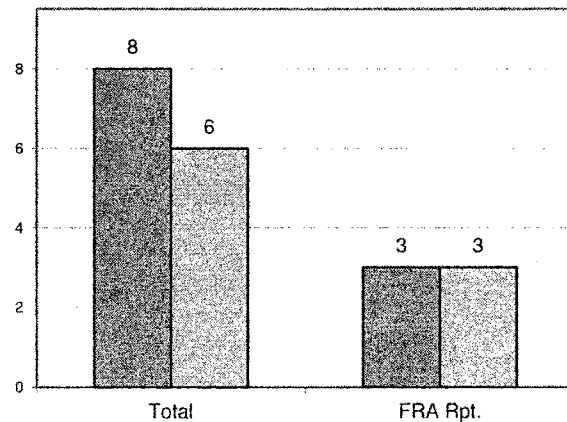
Year	Total	Total FI*
2009	74	2.35
2010	81	2.57
2011	114	3.57
2012	100	2.98
2013	143	4.29

% change from last year: 44.2%  
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	71	6	10	1	12
2013	57	7	0	0	79



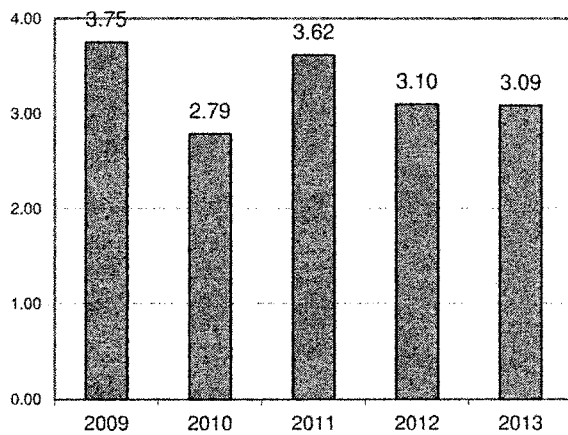
Contractor Injuries

Year	Total	FRA Rpt.
2012	8	3
2013	6	3
% Chg	-25.0%	0.0%

\* - Injuries per 1,000,000 rides

## MTA Metro-North Railroad

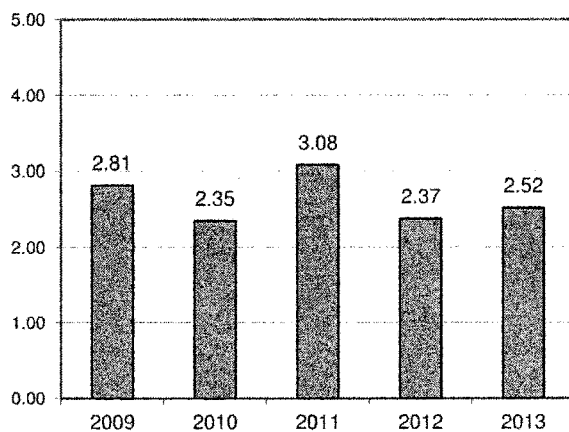
### Summary of Employee Injuries thru April 2013



Total Employee Injuries

Year	Total	Total FI*
2009	80	3.75
2010	57	2.79
2011	74	3.62
2012	64	3.10
2013	65	3.09

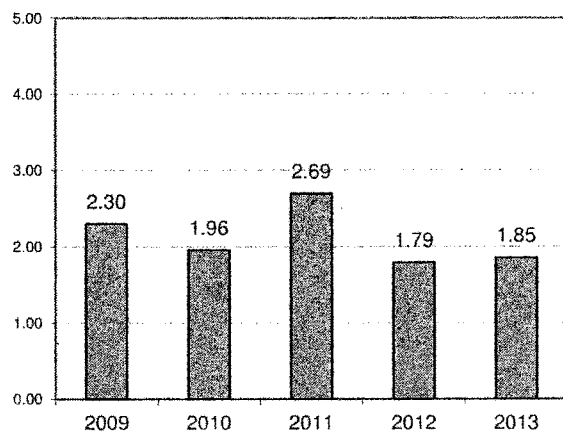
% change from last year: -0.4%  
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	60	2.81
2010	48	2.35
2011	63	3.08
2012	49	2.37
2013	53	2.52

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



Employee Lost Time and Restricted Duty Injuries

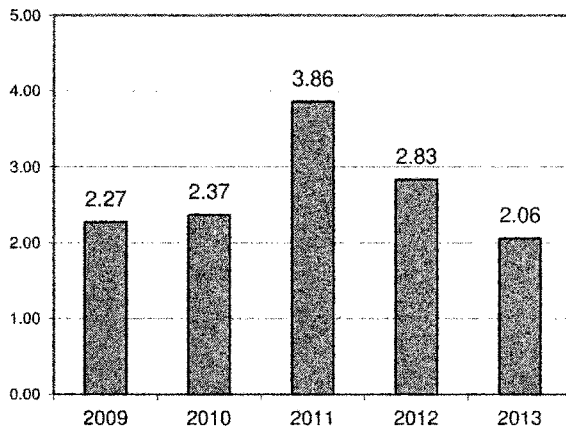
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	44	5	2.06	0.23	2.30
2010	34	6	1.66	0.29	1.96
2011	45	10	2.20	0.49	2.69
2012	35	2	1.69	0.10	1.79
2013	35	4	1.66	0.19	1.85

% change from last year: 3.4%  
2013 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

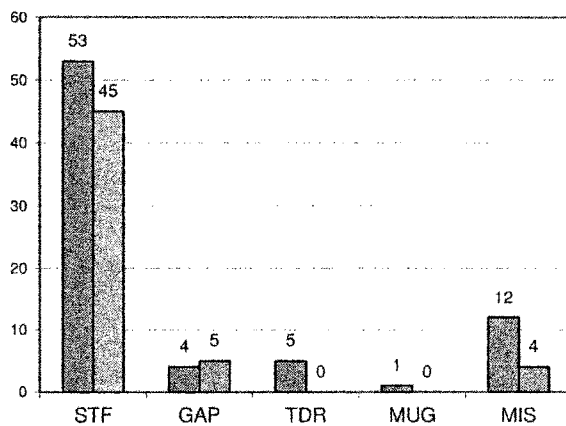
### Summary of Customer/Contractor Injuries thru April 2013



Total Customer Injuries

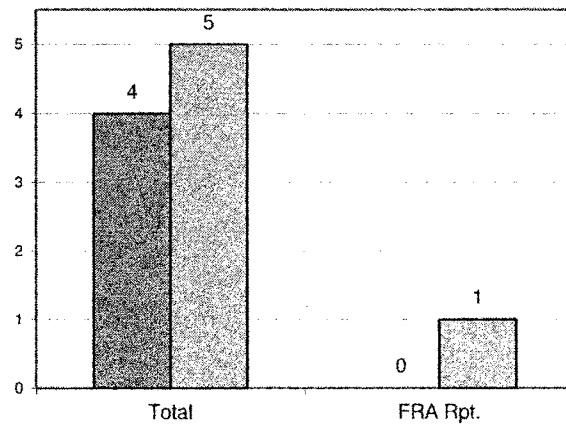
Year	Total	Total FI*
2009	57	2.27
2010	59	2.37
2011	97	3.86
2012	75	2.83
2013	54	2.06

% change from last year: -27.3%  
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	53	4	5	1	12
2013	45	5	0	0	4



Contractor Injuries

Year	Total	FRA Rpt.
2012	4	0
2013	5	1
% Chg	25.0%	0.0%

\* - Injuries per 1,000,000 rides



**Metro-North Railroad**

**Financial Report  
July 2013**

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

The month of May reflects the impact of the May 17<sup>th</sup> derailment and side-swipe of two trains on the New Haven Line. Related costs of \$6.4 million were incurred during the month of which \$1.6 million was for operating expenses related to clean-up, alternate bus service, and infrastructure rebuilding efforts. In addition, a \$4.8 million cost adjustment was recorded to reflect the asset write-down for significantly damaged M-8 cars. Lost farebox revenues are estimated at \$0.5 million resulting from approximately 50,000 fewer New Haven Line riders.

May YTD financial results continue to be favorable with a net operating deficit that is \$25.1 million or 8.4% lower than the Adopted Budget. Principal drivers include an earlier than projected \$11.3 million reimbursement from the FTA in April for Tropical Storm Sandy expenses (budgeted in December). This improvement was offset by lower passenger revenues of \$7.3 million as a result of lower ridership growth rates and the impact of the February snow storm. Overall operating expenses were \$20.9 million lower than the Adopted Budget due to vacant positions as well as timing in several non-payroll categories (Materials, Maintenance & Operating Contracts, and Professional Services) partially offset by costs associated with the NHL derailment (\$6.2 million). Capital program expenditures (and reimbursements) were \$16.6 million lower than Budget also due to revised timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work).

**Ridership**

May YTD ridership of 33.9 million was 2.7% below the Adopted Budget. YTD Ridership was lower than the Adopted Budget on all lines and across all ticket types. These results reflect the February snowstorm, the persistent effect of business office dislocations in lower Manhattan caused by Tropical Storm Sandy, the NHL derailment and slower growth in non-commutation sales than had been projected for 2013.

**East of Hudson**

- May ridership of 7.1 million was 2.2% lower than the Adopted Budget and 0.5% lower than 2012.
- YTD ridership of 33.3 million was 2.5% lower than the Adopted Budget and 0.6% lower than 2012.
- Commutation ridership was 1.1% lower YTD and 0.4% lower for the month vs. the Adopted Budget.
- Non-commutation ridership for May was also lower than the Adopted Budget (4.7% for YTD and 1.5% for the month).

**West of Hudson**

- May YTD ridership was 10.5% lower than the Adopted Budget due to the February snow storm, the impact of Tropical Storm Sandy on lower Manhattan, reduced Port Jervis and Pascack Valley Line service due to the persisting effects of Tropical Storm Irene, combined with the absence of full PATH service between Hoboken and the World Trade Center through January.

**Revenue and Reimbursements**

Total Revenue and Reimbursements of \$340.9 million through May was \$12.4 million, or 3.5% lower than the Adopted Budget:

- Farebox Revenue of \$248.0 million was \$7.3 million lower than Budget due to the lower ridership.
- Other Operating Revenue of \$31.6 million was \$11.5 million above the Adopted Budget due to the receipt of the Tropical Storm Sandy Emergency Relief Grants and GCT Revenue due to lower tenant service costs (timing) and higher event bookings.
- Capital and Other Reimbursements of \$61.2 million was \$16.6 million lower than the Adopted Budget due to scheduling changes in a number of projects.

**Expenses**

Total non-reimbursable and reimbursable expenses of \$613.8 million through May were \$37.5 million (5.8%) lower than the Adopted Budget:

- \$22.1 million was attributable to lower non-labor costs. These were primarily driven by timing of materials and contract service expenditures, lower electric power costs (both cost per kilowatt-hour and consumption), and timing of capital projects partly offset by \$5.8 million in costs related to the NHL derailment (\$4.8 million asset impairment off of two M8 cars and \$0.9 million in MTA Police Services, bus services, and materials and supplies)
- Total Labor costs (operating and capital) were \$7.1 million (2.0%) below the Adopted Budget due to budgeted but unfilled positions, lower healthcare premiums, and minimal employee claims partly offset by \$0.4 million in higher overtime requirements related to the NHL derailment.

**YTD Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 69.2% through May was 4.0 percentage points better than the Adopted Budget primarily due to lower operating expenses.
- Adjusted Cost per Passenger of \$12.40 for the period was \$0.24 lower than the Budget due to the net effect of lower expenses partially offset by lower ridership.
- Revenue per Passenger of \$7.53 for the period was on target to the Budget.



**MTA METRO-NORTH RAILROAD  
MAY 2013 FINANCIAL REPORT  
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

**REVENUE**

**Total Revenue and reimbursements** were \$12.4 million (3.5%) lower than the Adopted Budget through May:

- **Farebox Revenue** – year-to-date and the month were lower than the Adopted Budget by \$7.3 million (2.8%) and \$1.7 million (3.1%), respectively, due to slower than projected ridership growth and ridership losses in February related to the snow storm.
- **Other Operating Revenue** – year-to-date was higher than the Adopted Budget by \$11.5 million mainly due to the receipt of Tropical Storm Sandy Emergency Relief grants (\$11.3 million), favorable GCT revenues from event bookings and the timing of tenant service costs.
- **Capital and Other Reimbursements** – YTD versus the Adopted Budget was \$16.6 million lower, and for the month \$5.7 million lower due to changes in the timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work) which resulted in lower reimbursements.

**EXPENSES**

**Total Expenses** – Year-to-date expenses of \$613.8 million were \$37.5 million (5.8%) lower than the Adopted Budget. For the month, expenses were essentially flat to the Adopted Budget.

**Labor expenses** (including fringes and overhead recoveries) were \$347.8 million YTD. This was \$7.1 million (2.0%) lower than the Adopted Budget primarily due to budgeted but unfilled positions, favorable healthcare premiums and lower employee claim payments partly offset by higher overtime requirements for the NHL derailment and the February snowstorm. For the month, labor expenses were \$0.6 million lower than the Adopted Budget.

**Non-Labor Expenses**

YTD non-labor expenses were \$140.7 million, \$22.1 million lower than the Adopted Budget but \$1.4 million higher for the month:

- **Electric Power** – \$3.6 million lower year-to-date due to both lower rates and consumption. For the month, expenses were \$1.1 million lower than the Adopted Budget.
- **Maintenance & Other Operating Contracts** – \$8.1 million lower than the Adopted Budget primarily due to timing of costs across a variety of operating categories (general repairs, police services, locomotive overhauls and utilities), capitalization of the GCT escalator repairs which had been budgeted as operating, and timing of reimbursable projects. For the month, expenses were \$0.7 million higher than the Adopted Budget due to the 2012 true-up of MTA Police services (\$1.3 million) and \$0.9 million in accruals for MTA Police and bus services related to the NHL derailment partly offset by lower costs for maintenance contracts and GCT utilities.
- **Professional Services** – \$6.5 million below the Adopted Budget primarily due to the timing of expenses for IT related work, legal expenses, and bridge inspections. For the month, expenses were \$1.3 million lower than the Adopted Budget.
- **Materials & Supplies** – year-to-date expenditures were \$8.0 million below the Adopted Budget due to timing differences in the following reimbursable capital projects: NH Yard Component Change-out Shop, Positive Train Control, Mainline and GCT Turnouts, and the Danbury Branch Signal System. For the month, expenses were \$1.6 million lower than the Adopted Budget.
- **Other Business Expenses** – YTD and the month, respectively, were \$4.3 million higher than the Adopted Budget due to the asset impairment off of two M-8 cars destroyed in the New Haven Line derailment.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$125.4 million year-to-date (\$25.6 million for the month), which was \$8.2 million lower than the Adopted Budget due to the timing of recording completed capital projects.

**CASH DEFICIT**

The Cash Deficit through May was \$51.2 million favorable to the Adopted Budget. This was primarily due to the net effect of \$55.7 million in lower actual cash disbursements, the \$11.3 million recovery of Hurricane Sandy expenses from the FTA and \$2.1 million in higher non-passenger revenue receipts partly offset by \$20.0 million in lower passenger revenue and capital project reimbursements.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**May 2013**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$54,310	\$52,631	(\$1,679)	(3.1)	\$0.000	\$0.000	\$0.000	-	\$54,310	\$52,631	(\$1,679)	(3.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.913	3.831	(0.083)	(2.1)	0.000	0.000	0.000	-	3.913	3.831	(0.083)	(2.1)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.958	6.615	(4.343)	(39.6)	10.958	6.615	(4.343)	(39.6)
CDOT	0.000	0.000	0.000	-	5.799	4.875	(0.924)	(15.9)	5.799	4.875	(0.924)	(15.9)
Other	0.000	0.000	0.000	-	1.270	0.849	(0.421)	(33.1)	1.270	0.849	(0.421)	(33.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	18.027	12.339	(5.688)	(31.6)	18.027	12.339	(5.688)	(31.6)
<b>Total Revenue/Receipts</b>	<b>\$58,223</b>	<b>\$56,461</b>	<b>(\$1,762)</b>	<b>(3.0)</b>	<b>\$18,027</b>	<b>\$12,339</b>	<b>(\$5,688)</b>	<b>(31.6)</b>	<b>\$76,250</b>	<b>\$68,801</b>	<b>(\$7,449)</b>	<b>(9.8)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$35,851	\$35,859	(\$0.008)	(0.0)	\$4,170	\$3,140	\$1,030	24.7	\$40,021	\$39,000	\$1,021	2.6
Overtime	4,107	5,500	(1,393)	(33.9)	1,640	1,359	0.281	17.1	5,747	6,859	(1,112)	(19.4)
Health and Welfare	9,018	8,843	0.175	1.9	1,476	1,058	0.419	28.4	10,494	9,900	0.594	5.7
OPEB Current Payment	1,583	1,681	(0.097)	(6.1)	0.000	0.000	0.000	-	1,583	1,681	(0.097)	(6.1)
Pensions	6,286	6,613	(0.328)	(5.2)	0.851	0.659	0.192	22.6	7,137	7,273	(0.136)	(1.9)
Other Fringe Benefits	7,965	7,929	0.036	0.5	0.972	0.766	0.206	21.2	8,937	8,695	0.242	2.7
Reimbursable Overhead	(3,990)	(2,968)	(1,022)	(25.6)	3,947	2,877	1,070	27.1	(0,044)	(0,091)	0.048	*
<b>Total Labor</b>	<b>\$60,819</b>	<b>\$63,457</b>	<b>(\$2,638)</b>	<b>(4.3)</b>	<b>\$13,056</b>	<b>\$9,859</b>	<b>\$3,197</b>	<b>24.5</b>	<b>\$73,875</b>	<b>\$73,316</b>	<b>\$0,559</b>	<b>0.8</b>
<i>Non-Labor:</i>												
Electric Power	\$6,809	\$5,683	\$1,126	16.5	\$0.000	\$0.005	(\$0.005)	-	\$6,809	\$5,687	\$1,121	16.5
Fuel	2,084	2,402	(0.318)	(15.2)	0.000	0.000	(0.000)	-	2,084	2,402	(0.318)	(15.3)
Insurance	1,077	1,242	(0.165)	(15.4)	0.435	0.251	0.183	42.1	1,511	1,493	0.018	1.2
Claims	0.059	0.093	(0.034)	(58.3)	0.000	0.000	0.000	-	0.059	0.093	(0.034)	(58.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7,324	8,037	(0.713)	(9.7)	1,472	1,488	(0.016)	(1.1)	8,796	9,525	(0.729)	(8.3)
Professional Service Contracts	2,567	1,811	0.756	29.5	0.979	0,419	0.560	57.2	3,546	2,230	1,316	37.1
Materials & Supplies	5,328	5,552	(0.225)	(4.2)	2,034	0,254	1,780	87.5	7,362	5,806	1,556	21.1
Other Business Expenses	1,990	6,267	(4,277)	*	0.051	0,062	(0,012)	(23.6)	2,040	6,329	(4,289)	*
<b>Total Non-Labor</b>	<b>\$27,236</b>	<b>\$31,086</b>	<b>(\$3,850)</b>	<b>(14.1)</b>	<b>\$4,971</b>	<b>\$2,480</b>	<b>\$2,491</b>	<b>50.1</b>	<b>\$32,207</b>	<b>\$33,566</b>	<b>(\$1,359)</b>	<b>(4.2)</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$88,055</b>	<b>\$94,543</b>	<b>(\$6,488)</b>	<b>(7.4)</b>	<b>\$18,027</b>	<b>\$12,339</b>	<b>\$5,688</b>	<b>31.6</b>	<b>\$106,082</b>	<b>\$106,882</b>	<b>(\$0.800)</b>	<b>(0.8)</b>
Depreciation	20,182	19,250	0.933	4.6	0.000	0.000	0.000	-	20,182	19,250	0.933	4.6
OPEB Obligation	6,339	6,339	(0.000)	0.0	0.000	0.000	0.000	-	6,339	6,339	(0.000)	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$114,577</b>	<b>\$120,132</b>	<b>(\$5,556)</b>	<b>(4.8)</b>	<b>\$18,027</b>	<b>\$12,339</b>	<b>\$5,688</b>	<b>31.6</b>	<b>\$132,604</b>	<b>\$132,472</b>	<b>\$0.132</b>	<b>0.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$56,353)</b>	<b>(\$63,671)</b>	<b>(\$7,317)</b>	<b>(13.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$56,353)</b>	<b>(\$63,671)</b>	<b>(\$7,317)</b>	<b>(13.0)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20,182	19,250	(0.933)	(4.6)	0.000	0.000	0.000	-	20,182	19,250	(0.933)	(4.6)
Operating/Capital	(2,071)	(2,166)	(0.095)	(4.6)	0.000	0.000	0.000	-	(2,071)	(2,166)	(0.095)	(4.6)
Other Cash Adjustments	0.353	15,246	14,893	*	0.000	0.000	0.000	-	0.353	15,246	14,893	*
<b>Total Cash Conversion Adjustments</b>	<b>\$18,464</b>	<b>\$32,330</b>	<b>\$13,865</b>	<b>75.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$18,464</b>	<b>\$32,330</b>	<b>\$13,865</b>	<b>75.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$37,889)</b>	<b>(\$31,341)</b>	<b>\$6,548</b>	<b>17.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$37,889)</b>	<b>(\$31,341)</b>	<b>\$6,548</b>	<b>17.3</b>

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$255.311	\$248.044	(\$7.266)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$255.311	\$248.044	(\$7.266)	(2.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	20.113	31.624	11.511	57.2	0.000	0.000	0.000	-	20.113	31.624	11.511	57.2
<b>Capital &amp; Other Reimbursements:</b>												
MTA	0.000	0.000	0.000	-	46.754	34.732	(12.022)	(25.7)	46.754	34.732	(12.022)	(25.7)
CDOT	0.000	0.000	0.000	-	26.118	22.941	(3.177)	(12.2)	26.118	22.941	(3.177)	(12.2)
Other	0.000	0.000	0.000	-	4.967	3.562	(1.406)	(28.3)	4.967	3.562	(1.406)	(28.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	77.840	61.235	(16.605)	(21.3)	77.840	61.235	(16.605)	(21.3)
<b>Total Revenue/Receipts</b>	<b>\$275.423</b>	<b>\$279.668</b>	<b>\$4.245</b>	<b>1.5</b>	<b>\$77.840</b>	<b>\$61.235</b>	<b>(\$16.605)</b>	<b>(21.3)</b>	<b>\$353.263</b>	<b>\$340.903</b>	<b>(\$12.360)</b>	<b>(3.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$172.421	\$169.569	\$2.851	1.7	\$17.990	\$15.692	\$2.298	12.8	\$190.410	\$185.261	\$5.149	2.7
Overtime	22.555	24.178	(1.623)	(7.2)	6.585	7.104	(0.519)	(7.9)	29.140	31.282	(2.142)	(7.4)
Health and Welfare	43.893	41.710	1.983	4.5	6.195	5.201	0.994	16.0	49.888	46.911	2.977	6.0
OPEB Current Payment	7.917	8.198	(0.282)	(3.6)	0.000	0.000	0.000	-	7.917	8.198	(0.282)	(3.6)
Pensions	30.509	31.000	(0.492)	(1.6)	3.640	2.888	0.752	20.7	34.148	33.888	0.260	0.8
Other Fringe Benefits	39.495	38.327	1.168	3.0	4.103	4.250	(0.147)	(3.6)	43.598	42.576	1.021	2.3
Reimbursable Overhead	(16.359)	(14.842)	(1.516)	(9.3)	16.150	14.500	1.650	10.2	(0.206)	(0.342)	0.134	64.6
<b>Total Labor</b>	<b>\$300.230</b>	<b>\$298.140</b>	<b>\$2.089</b>	<b>0.7</b>	<b>\$54.663</b>	<b>\$49.635</b>	<b>\$5.028</b>	<b>9.2</b>	<b>\$354.893</b>	<b>\$347.776</b>	<b>\$7.117</b>	<b>2.0</b>
<b>Non-Labor:</b>												
Electric Power	\$36.171	\$32.551	\$3.620	10.0	\$0.000	\$0.021	(\$0.021)	-	\$36.171	\$32.573	\$3.598	9.9
Fuel	12.182	12.593	(0.411)	(3.4)	0.000	0.001	(0.001)	-	12.182	12.595	(0.412)	(3.4)
Insurance	5.036	5.072	(0.036)	(0.7)	1.741	1.278	0.463	26.5	6.777	6.350	0.427	6.3
Claims	0.285	0.023	0.262	91.8	0.000	0.000	0.000	-	0.285	0.023	0.262	91.8
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	39.084	33.235	5.848	15.0	6.738	4.447	2.292	34.0	45.822	37.682	8.140	17.8
Professional Service Contracts	11.107	6.490	4.616	41.6	3.758	1.919	1.839	48.9	14.865	8.410	6.455	43.4
Materials & Supplies	26.078	25.177	0.902	3.5	10.572	3.507	7.065	66.8	36.650	28.683	7.967	21.7
Other Business Expenses	9.667	13.912	(4.245)	(43.9)	0.367	0.426	(0.059)	(16.0)	10.034	14.338	(4.304)	(42.9)
<b>Total Non-Labor</b>	<b>\$139.610</b>	<b>\$129.053</b>	<b>\$10.557</b>	<b>7.6</b>	<b>\$23.176</b>	<b>\$11.599</b>	<b>\$11.577</b>	<b>50.0</b>	<b>\$162.786</b>	<b>\$140.653</b>	<b>\$22.133</b>	<b>13.6</b>
<b>Other Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$439.840</b>	<b>\$427.194</b>	<b>\$12.646</b>	<b>2.9</b>	<b>\$77.840</b>	<b>\$61.235</b>	<b>\$16.605</b>	<b>21.3</b>	<b>\$517.679</b>	<b>\$488.429</b>	<b>\$29.251</b>	<b>5.7</b>
Depreciation	100.912	93.251	7.661	7.6	0.000	0.000	0.000	-	100.912	93.251	7.661	7.6
OPEB Obligation	31.697	31.697	(0.000)	0.0	0.000	0.000	0.000	-	31.697	31.697	(0.000)	0.0
Environmental Remediation	0.989	0.404	0.585	59.2	0.000	0.000	0.000	-	0.989	0.404	0.585	59.2
<b>Total Expenses</b>	<b>\$573.438</b>	<b>\$552.545</b>	<b>\$20.892</b>	<b>3.6</b>	<b>\$77.840</b>	<b>\$61.235</b>	<b>\$16.605</b>	<b>21.3</b>	<b>\$651.277</b>	<b>\$613.780</b>	<b>\$37.497</b>	<b>5.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$298.014)</b>	<b>(\$272.877)</b>	<b>\$25.137</b>	<b>8.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$298.014)</b>	<b>(\$272.877)</b>	<b>\$25.137</b>	<b>8.4</b>
<b>Cash Conversion Adjustments:</b>												
Depreciation	100.912	93.251	(7.661)	(7.6)	0.000	0.000	0.000	-	100.912	93.251	(7.661)	(7.6)
Operating/Capital	(11.093)	(4.744)	6.349	57.2	0.000	0.000	0.000	-	(11.093)	(4.744)	6.349	57.2
Other Cash Adjustments	39.047	66.403	27.355	70.1	0.000	0.000	0.000	-	39.047	66.403	27.355	70.1
<b>Total Cash Conversion Adjustments</b>	<b>\$128.866</b>	<b>\$154.909</b>	<b>\$26.043</b>	<b>20.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$128.866</b>	<b>\$154.909</b>	<b>\$26.043</b>	<b>20.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$169.148)</b>	<b>(\$117.968)</b>	<b>\$51.180</b>	<b>30.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$169.148)</b>	<b>(\$117.968)</b>	<b>\$51.180</b>	<b>30.3</b>

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

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 MAY 2013  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.083)	(2.1%)	Lower Parking revenues and utilities receipts.	\$11.511	57.2%	Primarily reflects Tropical Storm Sandy Emergency Relief Grants (\$11.3 million) and higher net GCT revenues due to favorable event bookings and the timing of tenant service costs.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.688)	(31.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$16.605)	(21.3%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$1.030	24.7%	Reflects lower than projected activity on the Cyclical Track Program, Capital Administration and Signal System Replacement and rescheduling of the following projects: Replace/Repair undergrade Bridge, Positive Train Control, NHL - Bridge Timber Replacement and the Cos Cob West Substation.	\$2.298	12.8%	Reflects lower than projected activity on the 2013 Cyclical Track Program and the M-8 NHL Purchase and the rescheduling of the following projects: NH Rail Yard - Component Change Out Shop, Positive Train Control project, Replace/Repair Undergrade Bridge Project and the Cos Cob West Substation.
OVERTIME	Non-Reimb	(\$1.393)	(33.9%)	Due to increased overtime requirements for the NHL derailment and service coverage	(\$1.623)	(7.2%)	Due to increased overtime requirements for the NHL derailment, service coverage and the February snowstorm.
	Reimb	\$0.281	17.1%	Reflects lower than projected activity on the 2013 Cyclical Track Program.	(\$0.519)	(7.9%)	Reflects higher than projected activity on the Mainline High Speed Turnouts.
HEALTH AND WELFARE	Reimb	\$0.419	28.4%	Reflects lower project activity.	\$0.994	16.0%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.097)	(6.1%)	Additional retiree healthcare premiums	(\$0.282)	(3.6%)	Additional retiree healthcare premiums
PENSIONS	Non-Reimb	(\$0.328)	(5.2%)	Reflects an adjustment due to underaccrual of fringe costs.	(\$0.492)	(1.6%)	
	Reimb	\$0.192	22.6%	Reflects lower project activity.	\$0.752	20.7%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Reimb	\$0.206	21.2%	Reflects rate differentials and project adjustments	(\$0.147)	(3.6%)	Reflects rate differentials and project adjustments

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 MAY 2013  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.022)	(25.6%)	Reflects lower capital project activity for the following projects: Cyclical Track Program, Overhead Bridge Program, and Positive Train Control	(\$1.516)	(9.3%)	Reflects lower capital project activity for the following projects: Cyclical Track Program, NH Rail Yard - Component Change out Shop, NHL Signal System, Overhead Bridge Program, and Positive Train Control
	Reimb	\$1.070	27.1%	Reflects lower project activity.	\$1.650	10.2%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$1.126	16.5%	Primarily due to lower rates and consumption.	\$3.620	10.0%	Primarily due to lower rates and consumption.
FUEL	Non-Reimb	(\$0.318)	(15.2%)	Primarily due to higher heating oil prices.	(\$0.411)	(3.4%)	
INSURANCE	Non-Reimb	(\$0.165)	(15.4%)	Higher liability insurance expense for the month.	(\$0.036)	(0.7%)	
	Reimb	\$0.183	42.1%	Reflects lower project activity.	\$0.463	26.6%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$0.034)	*	Primarily due to the timing of claims expense.	\$0.262	*	Primarily due to the timing of reimbursements for administrative fees from FMTAC.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.713)	(9.7%)	Reflects 2012 true-up expense of \$1.3 million for MTA Police services and \$0.9 million in expense accruals for MTA Police and bus services related to the New Haven Line derailment partly offset by lower costs for maintenance contracts and GCT utilities.	\$5.848	15.0%	Reflects lower costs for maintenance contracts, GCT utilities, timing of Genesis Locomotive overhaul, and the reclassification of GCT escalator repair project to operating capital partly offset by 2012 true-up expense for MTA Police services and expense accruals for the New Haven Line derailment.
	Reimb	(\$0.016)	(1.1%)	Reflects higher activity on the Danbury Branch Signal System and the Cos Cob West Substation partially offset by delay on the Positive Train Control.	\$2.292	34.0%	Reflects timing differences on the Positive Train Control Project partially offset by the higher activity on the Cos Cob West Substation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.756	29.5%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, bridge inspections, and outside training.	\$4.616	41.6%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, temporary services, medical services, and outside training.
	Reimb	\$0.560	57.2%	Reflects rescheduling on Overhead Bridge Program - EofH, Connecting Services - Marketing/Customer Support and the Positive Train Control project.	\$1.839	48.9%	Reflects rescheduling on the Overhead Bridge Program - EofH and the NHL Signal System projects.

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 MAY 2013  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Reimb	\$1.780	87.5%	Reflects delay on the Bronx Stations Capacity, Positive Train Control, PBX Equipment Upgrade and the Mainline/High Speed Turnouts and the timing of expenses on the Cyclical Track Program, C-29 and Cyclical Track Program.	\$7.065	66.8%	Reflects delay on the NHL Rail Yard Component changeout Shop, MainLine High Speed Turnouts, Positive Train Control, Bronx Stations Capacity IMP, PBX Equipment Upgrade, 2013 Cyclical Track Program and the Danbury Branch Signal System and the timing of expenses on the C29 project.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$4.277)	*	Reflects a \$4.8 million loss related to the write off of two M8 cars destroyed in the New Haven Line derailment.	(\$4.245)	(43.9%)	Reflects a \$4.8 million loss related to the write off of two M8 cars destroyed in the New Haven Line derailment.
	Reimb	(\$0.012)	(23.6%)	Reflects insignificant variances on several other projects.	(\$0.059)	(16.0%)	Reflects higher activity on the Tarrytown Station Improvement, West Haven Station and the Monthly Ticket Hologram program.
DEPRECIATION	Non-Reimb	\$0.933	4.6%	Timing of capitalization of assets.	\$7.661	7.6%	Timing of capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$0.585	59.2%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	(\$0.095)	(4.6%)	Reflects higher activity during the period on GCT Escalators Heavy Repair and Maint., Purchase Mobile and Rolling Stock Radios partially offset by lower activity on the GCT Escalator Replacement, Replace Railtop Culverts, Replace Windows & Roof at Fleetwood, Shop Equipment replacement and the Purchase of Snowmelter Cabinets.	\$6.349	57.2%	Reflects lower activity during the period on the Purchase of a Production Switch Tamper, Locomotive Overhaul For 6 GP 35 Locos, Ticket Vending Machines Upgrade projects, Snowmelter Cabinets, GCT Escalator Replacement, Hudson Rail Link Bus Replacement and the Replace Windows & Roof at Fleetwood.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	39,287	\$2.2	52,828	\$2.8	(13,540)	(\$0.6)	184,412	\$10.8	216,777	\$11.3	(22,365)	(\$0.4)
					-34.5%	-25.6%					-11.5%	-4.0%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	15,855	\$0.8	19,001	\$0.9	(3,146)	(\$0.2)	91,419	\$4.3	91,942	\$4.4	(523)	(\$0.1)
					-19.8%	-21.5%					-0.6%	-2.3%
<u>Unscheduled Maintenance</u>	0	\$0.0	6,286	\$0.3	(6,286)	(\$0.3)	0	\$0.0	6,286	\$0.3	(6,286)	(\$0.3)
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	15,396	\$0.7	18,070	\$0.8	(2,674)	(\$0.1)	79,058	\$3.6	77,038	\$3.5	2,020	\$0.0
					-17.4%	-18.3%					2.6%	1.2%
<u>Weather Emergencies</u>	8,038	\$0.4	9,080	\$0.4	(1,042)	(\$0.0)	66,281	\$3.3	75,340	\$3.7	(9,059)	(\$0.4)
					-13.0%	-7.2%					-13.7%	-12.9%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> <sup>4</sup>	1,506	\$0.1	5,601	\$0.3	(4,094)	(\$0.2)	12,811	\$0.5	19,925	\$0.9	(7,115)	(\$0.4)
					-	-					-55.5%	-73.4%
Subtotal	80,082	\$4.1	110,866	\$5.5	(30,783)	(\$1.4)	443,981	\$22.6	487,308	\$24.2	(43,328)	(\$1.6)
					-38.4%	-33.9%					-9.8%	-7.2%
<b>REIMBURSABLE OVERTIME</b>	34,955	\$1.6	28,038	\$1.4	6,917	\$0.3	138,247	\$6.6	145,501	\$7.1	(7,254)	(\$0.5)
					19.8%	17.1%					-5.2%	-7.9%
<b>TOTAL OVERTIME</b>	115,037	\$5.7	138,904	\$6.9	(23,867)	(\$1.1)	582,228	\$29.1	632,809	\$31.3	(50,581)	(\$2.1)
					-20.7%	-19.4%					-8.7%	-7.4%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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

MTA METRO-NORTH RAILROAD  
February Financial Plan - 2013 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(13,540) -34.5%	(\$0.6) -25.6%	New Haven Line derailment service restoration.	(22,365) -11.5%	(\$0.4) -4.0%	New Haven Line derailment service restoration.
<u>Unscheduled Service</u>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Programmatic/Routine Maintenance</u>	(3,146) -19.8%	(\$0.2) -21.5%		(523) -0.6%	(\$0.1) -2.3%	
<u>Unscheduled Maintenance</u>	(6,286) -	(\$0.3) -	New Haven Line derailment cleanup and right-of-way restoration.	(6,286) -	(\$0.3) -	New Haven Line derailment cleanup and right-of-way restoration.
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(2,674) -17.4%	(\$0.1) -18.3%		2,020 2.6%	\$0.0 1.2%	
<u>Weather Emergencies</u>	(1,042) -13.0%	(\$0.0) -7.2%		(9,059) -13.7%	(\$0.4) -12.9%	Snowstorm Nemo cleanup and repair of facilities to restore service.
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Other</u> <sup>4</sup>	(4,094) *	(\$0.2) *	Reflects timing differences related to payroll and calendar cutoff dates.	(7,115) -55.5%	(\$0.4) -73.4%	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>(30,783) -38.4%</b>	<b>(\$1.4) -33.9%</b>		<b>(43,328) -9.8%</b>	<b>(\$1.6) -7.2%</b>	
<b>REIMBURSABLE OVERTIME</b>	6,917 19.8%	\$0.3 17.1%	Lower activity on 2013 Cyclical Track Program.	(7,254) -5.2%	(\$0.5) -7.9%	Reflects track availability constraints for turnout replacement/upgrades in GCT and on the main lines in New York, and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.
<b>TOTAL OVERTIME</b>	<b>(23,867)</b>	<b>(\$1.1)</b>		<b>(50,581)</b>	<b>(\$2.1)</b>	

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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



MTA METRO-NORTH RAILROAD  
2013 Overtime Report  
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	May 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$54.968	\$55.017	\$0.049	0.1	\$258.552	\$254.170	(\$4.382)	(1.7)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.159	5.571	0.412	8.0	26.502	39.917	13.415	50.6
<b>Capital &amp; Other Reimbursements:</b>								
MTA	8.666	5.846	(2.820)	(32.5)	45.793	29.261	(16.532)	(36.1)
CDOT	6.117	2.465	(3.652)	(59.7)	26.199	18.278	(7.921)	(30.2)
Other	1.004	1.648	0.644	64.1	4.265	13.139	8.874	*
Total Capital and Other Reimbursements	15.787	9.959	(5.828)	(36.9)	76.257	60.678	(15.579)	(20.4)
<b>Total Receipts</b>	<b>\$75.914</b>	<b>\$70.547</b>	<b>(\$5.367)</b>	<b>(7.1)</b>	<b>\$361.311</b>	<b>\$354.765</b>	<b>(\$6.546)</b>	<b>(1.8)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$43.506	\$40.742	\$2.764	6.4	\$193.391	\$185.774	\$7.617	3.9
Overtime	6.540	7.411	(0.871)	(13.3)	29.777	32.314	(2.537)	(8.5)
Health and Welfare	10.293	6.501	3.792	36.8	51.606	40.055	11.551	22.4
OPEB Current Payment	1.583	1.464	0.119	7.5	7.917	7.802	0.115	1.4
Pensions	6.893	7.028	(0.135)	(2.0)	17.572	18.288	(0.726)	(4.1)
Other Fringe Benefits	10.274	10.048	0.226	2.2	46.943	45.834	1.109	2.4
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$79.089</b>	<b>\$73.194</b>	<b>\$5.895</b>	<b>7.5</b>	<b>\$347.206</b>	<b>\$330.077</b>	<b>\$17.129</b>	<b>4.9</b>
<b>Non-Labor:</b>								
Electric Power	\$6.991	\$5.311	\$1.680	24.0	\$37.091	\$28.233	\$8.858	23.9
Fuel	1.784	2.257	(0.473)	(26.5)	10.683	10.513	0.170	1.6
Insurance	1.640	0.026	1.614	98.4	6.318	4.705	1.613	25.5
Claims	0.057	0.154	(0.097)	*	0.285	0.455	(0.170)	(59.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.223	7.924	0.299	3.6	49.578	34.712	14.866	30.0
Professional Service Contracts	3.222	2.490	0.732	22.7	14.300	10.325	3.975	27.8
Materials & Supplies	8.069	8.135	(0.066)	(0.8)	41.099	34.756	6.343	15.4
Other Business Expenditures	4.428	2.397	2.031	45.9	22.399	18.957	3.442	15.4
<b>Total Non-Labor</b>	<b>\$34.414</b>	<b>\$28.694</b>	<b>\$5.720</b>	<b>16.6</b>	<b>\$181.753</b>	<b>\$142.656</b>	<b>\$39.097</b>	<b>21.5</b>
<b>Other Adjustments:</b>								
Other	0.300	0.000	0.300	100.0	1.500	0.000	1.500	100.0
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.300</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>\$1.500</b>	<b>\$0.000</b>	<b>\$1.500</b>	<b>100.0</b>
<b>Total Expenditures</b>	<b>\$113.803</b>	<b>\$101.888</b>	<b>\$11.915</b>	<b>10.5</b>	<b>\$530.459</b>	<b>\$472.733</b>	<b>\$57.726</b>	<b>10.9</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$37.889)</b>	<b>(\$31.341)</b>	<b>\$6.548</b>	<b>17.3</b>	<b>(\$169.148)</b>	<b>(\$117.968)</b>	<b>\$51.180</b>	<b>30.3</b>
<b>Subsidies</b>								
MTA	30.270	3.685	(26.585)	(87.8)	126.616	86.165	(40.451)	(31.9)
CDOT	7.619	1.965	(5.654)	(74.2)	42.532	30.943	(11.589)	(27.2)
<b>Total Subsidies</b>	<b>\$37.889</b>	<b>\$5.650</b>	<b>(\$32.239)</b>	<b>(85.1)</b>	<b>\$169.148</b>	<b>\$117.108</b>	<b>(\$52.040)</b>	<b>(30.8)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$4.121</b>	<b>\$4.121</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.777</b>	<b>\$0.777</b>	<b>-</b>

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

MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2013 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

Generic Receipt or Expense Category	May, 2013			Year-To-Date as of May 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	0.412	8.0%	Primarily net timing differences for parking receipts and miscellaneous receipts, partially offset by higher GCT LaSalle payments.	13.415	50.6%	Recovery for Tropical Storm Sandy, as well as a higher parking revenues, and net GCT revenues, partially offset by lower advertising and miscellaneous receipts in the period.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2.820)	(32.5%)	Lower project activity, and timing difference in receipts.	(16.532)	(36.1%)	Lower project activity for the period, as well as receipt timing differences.
CDOT	(3.652)	(59.7%)	Receipt timing difference, as well as lower activity.	(7.921)	(30.2%)	Timing difference in receipts, as well as lower project activity.
OTHER	0.644	64.1%	Primarily due to receipt timing difference for prior period activity (GCT Vault).	8.874	*	Primarily due to cash timing difference for prior period activity (Primarily GCT Vault), as well as higher advances for Tappan Zee Bridge project.
PAYROLL	2.764	6.4%	Primarily due to lower capital project activity, higher vacancies, as well as payment timing for employee taxes.	7.617	3.9%	Primarily due to higher vacancies, and lower capital project activity, as well as payment timing for employee taxes.
OVERTIME	(0.871)	(13.3%)	Higher overtime requirements primarily due to emergency coverage on the NHL.	(2.537)	(8.5%)	Higher overtime requirements primarily due to increase level of weather emergency coverage, other emergency needs, as well as higher capital project activity.
HEALTH & WELFARE	3.792	36.8%	Timing for NYSHIP/Empire Plan payments, as well as payment timing for dental/vision care.	11.551	22.4%	Timing for NYSHIP/Empire Plan dental/vision care payments for the period (changed from monthly to quarterly payment cycle) as well as lower than projected premiums.
OPEB CURRENT PAYMENT	0.119	7.5%	Lower payment in the month			
ELECTRIC POWER	1.680	24.0%	Primarily due to lower rates on both HH and NH Lines, lower consumption on the NHL, and payment timing for NHL power.	8.858	23.9%	Payment timing to New York Power Authority and NHL power, and lower rates on both Harlem/Hudson and New Haven lines.

MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2013 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

Generic Receipt or Expense Category	May, 2013			Year-To-Date as of May 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	(0.473)	(26.5%)	Primarily higher payments in the month for non-revenue Fuel (Gasoline and Heating Fuel).			
INSURANCE	1.614	98.4%	Payment timing for station liability and automobile premiums.	1.613	25.5%	Payment timing for all agency and excess liability, and automobile premiums.
CLAIMS	0.097	*	Nothing material to report.	(0.170)	(59.6%)	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS				14.866	30.0%	Timing in payments for capital project activity (Danbury Branch Signal, Positive Train Control, purchase of Production Switch Tamper, GP35 Locomotive Overhaul, NHL relay protection, GCT escalator replacement, and others), as well as lower facility maintenance costs, telephone/wireless services, and lower miscellaneous contractual services.
PROFESSIONAL SERVICE CONTRACTS	0.732	22.7%	Timing difference for IT hardware, engineering services, as well as lower capital project expenditures (NHL Overhead Bridge Program), partially offset by higher advertising/marketing payments in the month.	3.975	27.8%	Timing difference for BSC payments, I.T. hardware, engineering services, legal fees, data services, and capital project expenditures.
MATERIALS & SUPPLIES				6.343	15.4%	Payment timing difference for capital projects (NHL Rail Yard Component Change Out Shop, Positive Train Control, Turnouts: Mainline/Highspeed, Other Track Programs, Bronx Station Capacity Improvements, PBX equipment upgrade, and others), as well as propulsion/power material, carbody material, cab/signal, and various other material purchases.
OTHER BUSINESS EXPENSES	2.031	45.9%	Primarily due to a payment timing difference for NJT subsidy.	3.442	15.4%	Payment timing on capital projects (TVMs), and NJT subsidy payments, and lower Metro-Card pass-through payments.
MTA SUBSIDY RECEIPTS	(26.585)	(87.8%)	Lower subsidy draw due a lower net cash deficit in the month, and by the change in available bank balance, partially offset by lower CDOT subsidy payments.	(40.451)	(31.9%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	(5.654)	(74.2%)	Payment timing differences and by a credit for actual to estimate billing for the month of March.	(11.589)	(27.2%)	Lower payments primarily due to lower operating deficit.
TOTAL SUBSIDY RECEIPTS	(32.239)	(85.1%)		(52.040)	(30.8%)	

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	May 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.658	\$2.386	\$1.728	*	\$3.241	\$6.126	\$2.884	89.0
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.246	1.740	0.495	39.7	6.389	8.293	1.904	29.8
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(2.292)	(0.769)	1.523	66.4	(0.961)	(5.471)	(4.510)	*
CDOT	0.318	(2.410)	(2.728)	*	0.081	(4.863)	(4.744)	*
Other	(0.266)	0.799	1.065	*	(0.702)	9.577	10.280	*
Total Capital and Other Reimbursements	(2.240)	(2.380)	(0.140)	(6.3)	(1.583)	(0.557)	1.026	64.8
<b>Total Revenue/Receipts</b>	<b>(\$0.336)</b>	<b>\$1.746</b>	<b>\$2.082</b>	<b>*</b>	<b>\$8.048</b>	<b>\$13.862</b>	<b>\$5.814</b>	<b>72.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$3.485)	(\$1.742)	\$1.743	50.0	(\$2.981)	(\$0.513)	\$2.468	82.8
Overtime	(0.793)	(0.552)	0.241	30.4	(0.637)	(1.032)	(0.395)	(61.9)
Health and Welfare	0.201	3.399	3.198	*	(1.718)	6.856	8.575	*
OPEB Current Payment	0.000	0.217	0.000	-	0.000	0.396	0.396	-
Pensions	0.244	0.245	0.001	0.3	16.576	15.590	(0.986)	(5.9)
Other Fringe Benefits	(1.337)	(1.353)	(0.016)	(1.2)	(3.345)	(3.258)	0.088	2.6
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.044)	(0.091)	(0.048)	*	(0.208)	(0.342)	(0.134)	(64.6)
<b>Total Labor</b>	<b>(\$5.214)</b>	<b>\$0.122</b>	<b>\$5.336</b>	<b>*</b>	<b>\$7.687</b>	<b>\$17.699</b>	<b>\$10.012</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.182)	\$0.376	\$0.559	*	(\$0.920)	\$4.340	\$5.260	*
Fuel	\$0.300	\$0.145	(\$0.155)	(51.7)	\$1.499	\$2.082	\$0.582	38.8
Insurance	(0.129)	1.467	1.596	*	0.459	1.645	1.186	*
Claims	0.002	(0.061)	(0.063)	*	0.000	(0.432)	(0.432)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.573	1.601	1.028	*	(3.756)	2.970	6.726	*
Professional Service Contracts	0.324	(0.280)	(0.584)	*	0.565	(1.915)	(2.480)	*
Materials & Supplies	(0.707)	(2.329)	(1.622)	*	(4.449)	(6.073)	(1.624)	(36.5)
Other Business Expenses	(2.388)	3.932	6.320	*	(12.365)	(4.619)	7.746	62.6
<b>Total Non-Labor</b>	<b>(\$2.207)</b>	<b>\$4.872</b>	<b>\$7.079</b>	<b>*</b>	<b>(\$18.967)</b>	<b>(\$2.003)</b>	<b>\$16.964</b>	<b>89.4</b>
<i>Other Adjustments:</i>								
Other	(0.300)	0.000	0.300	100.0	(1.500)	0.000	1.500	100.0
<b>Total Other Adjustments</b>	<b>(\$0.300)</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>(\$1.500)</b>	<b>\$0.000</b>	<b>\$1.500</b>	<b>100.0</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$7.721)</b>	<b>\$4.994</b>	<b>\$12.715</b>	<b>*</b>	<b>(\$12.780)</b>	<b>\$15.696</b>	<b>\$28.475</b>	<b>*</b>
Depreciation	20.182	19.250	(0.933)	(4.6)	100.912	93.251	(7.661)	(7.6)
OPEB Obligation	6.339	6.339	0.000	0.0	31.697	31.697	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.989	0.404	(0.585)	59.2
<b>Total Expenditures Adjustments</b>	<b>\$18.801</b>	<b>\$30.584</b>	<b>\$11.783</b>	<b>62.7</b>	<b>\$120.818</b>	<b>\$141.047</b>	<b>\$20.229</b>	<b>16.7</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$18.464</b>	<b>\$32.330</b>	<b>\$13.865</b>	<b>75.1</b>	<b>\$128.866</b>	<b>\$154.909</b>	<b>\$26.043</b>	<b>20.2</b>

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**UTILIZATION**  
(In millions)

	Month of May		Variance		Year-to-Date May		Variance	
	Budget	Actual	Fav (Unfav) Amount	%	Budget	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.331	\$16.011	(\$0.320)	-2.0	\$76.761	\$74.815	(\$1.947)	-2.5
Hudson Line	\$12.074	\$11.793	(\$0.281)	-2.3	\$55.472	\$54.125	(\$1.347)	-2.4
New Haven Line	\$25.854	\$24.789	(\$1.065)	-4.1	\$122.816	\$118.912	(\$3.904)	-3.2
Total Farebox Revenue	\$54.258	\$52.592 <sup>(1)</sup>	(\$1.666)	-3.1	\$255.049	\$247.851 <sup>(1)</sup>	(\$7.198)	-2.8
<u>Ridership</u>								
Harlem Line	2.366	2.327	(0.039)	-1.7	11.302	11.038	(0.264)	-2.3
Hudson Line	1.421	1.397	(0.025)	-1.7	6.622	6.470	(0.152)	-2.3
New Haven Line	3.435	3.338	(0.098)	-2.8	16.253	15.797	(0.455)	-2.8
Total Ridership East of Hudson	7.222	7.061	(0.161)	-2.2	34.176	33.306	(0.871)	-2.5
West of Hudson	0.150	0.137	(0.013)	-8.4	0.708	0.634	(0.074)	-10.5
Total Ridership	7.372	7.198	(0.174)	-2.4	34.884	33.939	(0.945)	-2.7

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.038 million for the month and \$0.193 million year-to-date.

**East of Hudson:**

Year-to-date ridership was 33.3 million, 2.5% lower than Budget and 0.6% lower than 2012 reflecting the impact of the February snowstorm, business office dislocations in lower Manhattan caused by Tropical Storm Sandy, as well as a slower than projected growth in non-commutation ridership. For the month, ridership of 7.1 million was 2.2% lower than budget and 0.5% lower than May 2012.

Commutation ridership was 1.1% lower year-to-date and 0.4% lower for the month vs. budget. Compared to 2012, May year-to-date commutation ridership was 0.1 higher. Non-commutation ridership was 4.7% below budget year-to-date and 1.6% lower than 2012. For the month, non-commutation ridership was 4.7% lower than budget and 1.8% worse than 2012.

**West of Hudson:**

West of Hudson ridership was 8.4% lower for the month and 10.5% lower year-to-date vs. 2013 Adopted Budget reflecting the impact of the February snowstorm, as well as the residual impact of Tropical Storm Sandy on both lower Manhattan employment and the absence of full of PATH service between Hoboken and the World Trade Center until the end of January.

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**May 31, 2013**

<u>Department</u>	<u>2013 Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	8	1
Safety	22	18	4
COS/Corporate & Public Affairs	16	15	1
Legal	18	17	1
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	0
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	30	32	(2)
Training	47	44	3
Employee Relations & Diversity	4	4	-
VP Planning	2	1	1
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	15	13	2
Business Development, Facilities & Mktg (1)	22	21	1
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller	78	78	(0)
Information Technology & Project Mgmt	96	80	16
Budget	20	19	1
Customer Service (2) (3)	45	41	4
Procurement & Material Mgmt (4)	40	29	11
<b>Total Administration</b>	<b>521</b>	<b>473</b>	<b>48</b>
<b>Operations</b>			
Operations Administration	60	45	15
Operations Services	1,796	1,747	49
Customer Service (2) (3)	233	229	4
Business Development, Facilities & Mktg (1)	38	35	3
Metro-North West	26	35	(9)
<b>Total Operations</b>	<b>2,153</b>	<b>2,091</b>	<b>62</b>
<b>Maintenance</b>			
GCT	370	356	14
Maintenance of Equipment	1,301	1,263	37
Maintenance of Way	1,651	1,634	16
Procurement & Material Mgmt (4)	120	125	(5)
<b>Total Maintenance</b>	<b>3,441</b>	<b>3,379</b>	<b>62</b>
<b>Engineering/Capital</b>			
Construction Management	40	35	5
Engineering & Design	60	57	3
<b>Total Engineering/Capital</b>	<b>100</b>	<b>92</b>	<b>8</b>
<b>Total Positions</b>	<b>6,215</b>	<b>6,034</b>	<b>180</b>
<b>Non-Reimbursable</b>	<b>5,481</b>	<b>5,535</b>	<b>(54)</b>
<b>Reimbursable</b>	<b>734</b>	<b>500</b>	<b>234</b>
<b>Total Full-Time</b>	<b>6,214</b>	<b>6,033</b>	<b>180</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>-</b>
<b>(of part-time positions)</b>			

(1) Business Development, Facilities and Marketing includes administrative positions and operations positions for Commissary services.

(2) Customer Service positions includes administrative positions for Customer Info. Center and operations positions for Ticket Selling & Station Cleaning functions.

(3) Includes 2 part-time positions equal to 1 FTE.

(4) Procurement & Material Management positions includes maintenance positions for material distribution/storeroom functions and administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

MTA METRO-NORTH RAILROAD  
2013 ADOPTED BUDGET VS. ACTUALS  
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
May 31, 2013

FUNCTION/OCCUPATION	2013 Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	184	165	19
Professional, Technical, Clerical	337	308	29
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>521</b>	<b>473</b>	<b>48</b>
<b>Operations (1)</b>			
Managers/Supervisors	155	135	20
Professional, Technical, Clerical	232	226	6
Operational Hourlies	1,766	1,730	36
<b>Total Operations</b>	<b>2,153</b>	<b>2,091</b>	<b>62</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	512	485	28
Professional, Technical, Clerical	477	479	(1)
Operational Hourlies	2,451	2,415	36
<b>Total Maintenance</b>	<b>3,441</b>	<b>3,379</b>	<b>62</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	48	35	13
Professional, Technical, Clerical	52	57	(4)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>92</b>	<b>8</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	899	820	79
Professional, Technical, Clerical	1,098	1,069	29
Operational Hourlies	4,217	4,145	72
<b>Total Positions</b>	<b>6,215</b>	<b>6,034</b>	<b>180</b>

**Notes**

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



**MTA METRO-NORTH RAILROAD  
2013 ADOPTED BUDGET VS. ACTUALS**

May 31, 2013

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>2013 Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations (1)	2,153	2,091	62	Reflects vacancies in operation and customer services staffing (Ticket Sellers and Service Attendant positions)
Maintenance (1)	3,441	3,379	62	Reflects vacancies in Maintenance of Way positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces) and Maintenance of Equipment carmen and electricians.
Administration (1)	521	473	48	Reflects timing differences in hiring IT, and Procurement personnel.
Engineering / Capital	100	92	8	
<b>Total Agency-wide Headcount</b>	<b>6,215</b>	<b>6,034</b>	<b>180</b>	
Non-Reimbursable	5,481	5,535	(54)	
Reimbursable	734	500	234	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS \***  
**MAY 2013**

	MONTH			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	57.4%	62.6%	60.6%	-5.2%	-3.2%
Adjusted <sup>(2)</sup>	63.8%	69.5%	67.8%	-5.7%	-4.0%
Cost per Passenger					
Standard <sup>(1)</sup>	\$13.14	\$12.15	\$11.68	(\$0.99)	(\$1.46)
Adjusted <sup>(2)</sup>	\$12.96	\$11.98	\$11.50	(\$0.98)	(\$1.46)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.55	\$7.61	\$7.08	(\$0.06)	\$0.47
	YEAR-TO-DATE			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	59.8%	58.9%	61.0%	0.9%	-1.2%
Adjusted <sup>(2) (4)</sup>	69.2%	65.2%	68.0%	4.0%	1.2%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.60	\$12.83	\$11.77	\$0.23	(\$0.83)
Adjusted <sup>(2)</sup>	\$12.40	\$12.64	\$11.59	\$0.24	(\$0.81)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.53	\$7.56	\$7.18	(\$0.03)	\$0.35

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

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

(3) Includes Bar Car Services.

(4) Actuals for the Adjusted Performance Indicator calculation include \$11.3 million in Hurricane Sandy revenue recoveries from the FTA that were budgeted later in the year. Excluding this adjustment the adjusted FOR would be 66.5% year-to-date..

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

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

Overall financial results through April 2013 continue to be favorable with a net operating deficit that is \$32.5 million lower than the Adopted Budget. Principal drivers include revenues that were \$6 million higher than projected primarily due to the earlier than projected \$11.3 million reimbursement from the FTA in April for Tropical Storm Sandy expenses (budgeted in December). This improvement was offset by lower passenger revenues of \$5.6 million as a result of lower ridership growth rates and the impact of the February snow storm. Overall operating expenses were 7.3% lower than the Adopted Budget due to vacant positions as well as timing in several non-payroll categories (Materials, Maintenance & Operating Contracts, and Professional Services). Capital program expenditures (and reimbursements) were \$10.9 million lower than Budget also due to revised timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work).

**Ridership**

April YTD ridership of 26.7 million was 1.1% lower than 2012 and 2.8% below the Adopted Budget. YTD Ridership was lower than the Adopted Budget on all lines and across all ticket types. These results reflect the February snowstorm, the persistent effect of business office dislocations in lower Manhattan caused by Tropical Storm Sandy, and slower growth in non-commutation sales than had been projected for 2013.

**East of Hudson**

- April ridership of 7.0 million was 2.3% lower than the Adopted Budget and 0.5% lower than 2012.
- YTD ridership of 26.2 million was 2.6% lower than the Adopted Budget and 0.6% lower than 2012.
- Commutation ridership was 1.2% lower YTD but 0.7% higher for the month vs. the Adopted Budget.
- Non-commutation ridership for April was also lower than the Adopted Budget (4.7% YTD and 1.5% for the month).

**West of Hudson**

- April YTD ridership was 11.0% lower than the Adopted Budget due to the February snow storm, the impact of Tropical Storm Sandy on lower Manhattan, reduced Port Jervis and Pascack Valley Line service due to the persisting effects of Tropical Storm Irene, combined with the absence of full PATH service between Hoboken and the World Trade Center through January.

**Revenue and Reimbursements**

Total Revenue and Reimbursements of \$272.1 million through April was \$4.9 million, or 1.8% lower than the Adopted Budget:

- Farebox Revenue of \$195.4 million was \$5.6 million lower than Budget due to the lower ridership.
- Other Operating Revenue of \$27.8 million was \$11.6 million above the Adopted Budget due to the receipt of the Tropical Storm Sandy Emergency Relief Grants and \$0.3 million in GCT Revenue due to lower tenant service costs (timing) and higher event bookings.
- Capital and Other Reimbursements of \$48.9 million was \$10.9 million lower than the Adopted Budget due to scheduling changes in a number of projects.

**Expenses**

Total non-reimbursable and reimbursable expenses of \$481.3 million through April were \$37.4 million (7.2%) lower than the Adopted Budget:

- \$23.5 million was attributable to lower non-labor costs. These were primarily driven by timing of materials and contract service expenditures, lower electric power costs (both rate paid and consumption), and timing of capital projects.
- Total Labor costs (operating and capital) were \$6.6 million (2.3%) below the Adopted Budget due to vacancies, lower healthcare premiums, and minimal employee claims.

**YTD Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 70.7% through April was 6.6 percentage points better than the Adopted Budget primarily due to lower operating expenses.
- Adjusted Cost per Passenger of \$12.24 for the period was \$0.57 lower than the Budget due to the net effect of lower expenses partially offset by lower ridership.
- Revenue per Passenger of \$7.53 for the period was on target to the Budget.

**MTA METRO-NORTH RAILROAD  
APRIL 2013 FINANCIAL REPORT  
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

**REVENUE**

**Total Revenue and reimbursements** were \$4.9 million (1.8%) lower than the Adopted Budget through April:

- **Farebox Revenue** – year-to-date and the month were lower than the Adopted Budget by \$5.6 million (2.8%) and \$1.7 million (3.1%) respectively due to slower than projected ridership growth and ridership losses in February related to the snow storm.
- **Other Operating Revenue** – year-to-date and the month were higher than the Adopted Budget (\$11.6 million and \$11 million respectively) mainly due to the receipt of Tropical Storm Sandy Emergency Relief grants (\$11.3 million) and favorable GCT revenues from event bookings and the timing of tenant service costs.
- **Capital and Other Reimbursements** – YTD versus the Adopted Budget was \$10.9 million lower, and for the month \$0.7 million lower due to changes in the timing of several projects (NH Shop Complex, Positive Train Control, and Track Program work) which resulted in lower reimbursements.

**EXPENSES**

**Total Expenses** – Year-to-date expenses of \$481.3 million were \$37.4 million (7.2%) lower than the Adopted Budget. For the month, expenses were \$4.2 million (3.3%) lower than Budget.

**Labor expenses** (including fringes and overhead recoveries) were \$274.5 million YTD. This was \$6.6 million (2.3%) lower than the Adopted Budget primarily due to vacancies, favorable healthcare premiums and lower employee claim payments to date. For the month, labor expenses were \$1.9 million higher than the Adopted Budget due mainly to pension cost timing, Capital project timing, and overtime costs related to Sandy repair work that had been delayed until springtime.

**Non-Labor Expenses**

YTD non-labor expenses were \$107.1 million, \$23.5 million lower than the Adopted Budget and \$4.5 million lower for the month.

- **Electric Power** – \$2.5 million lower year-to-date due to both lower rates and consumption. For the month, expenses were \$0.6 million lower than the Adopted Budget.
- **Maintenance & Other Operating Contracts** – \$8.9 million lower than the Adopted Budget primarily due to timing of costs across a variety of operating categories (general repairs, police services, locomotive overhauls and utilities); capitalization of the GCT escalator repairs which had been budgeted as operating, and timing of reimbursable projects. For the month, expenses were \$1.3 million lower than the Adopted Budget.
- **Professional Services** – \$5.1 million below the Adopted Budget primarily due to the timing of expenses for IT related work, legal expenses, and bridge inspections. For the month, expenses were \$1.9 million lower than the Adopted Budget.
- **Materials & Supplies** – year-to-date expenditures were \$6.4 million below the Adopted Budget due to timing differences in the following reimbursable capital projects: NH Yard Component Change-out Shop, Positive Train Control, Mainline and GCT Turnouts, and the Danbury Branch Signal System. For the month, expenses were \$1.7 million lower than the Adopted Budget.
- **Other Business Expenses** – year-to-date expenses were on target to the Adopted Budget. For the month, expenses were \$0.5 million higher than the Adopted Budget primarily due to accounting adjustments and timing of CDOT capital project expenditures.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$99.8 million year-to-date (\$24.8 million for the month) which was \$7.3 million lower than the Adopted Budget due to the timing of recording completed capital projects.

**CASH DEFICIT**

The Cash Deficit through April was \$44.6 million favorable to the Adopted Budget. This was primarily due to the net effect of \$45.8 million in lower actual cash disbursements, the \$11.3 million recovery of Hurricane Sandy expenses from the FTA and \$1.7 million in higher non-passenger revenue receipts, partly offset by \$ 14.2 million in lower passenger revenue and capital project reimbursements.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**April 2013**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$53.371	\$51.702	(\$1.670)	(3.1)	\$0.000	\$0.000	\$0.000	-	\$53.371	\$51.702	(\$1.670)	(3.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.956	14.945	10.989	*	0.000	0.000	0.000	-	3.956	14.945	10.989	*
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.408	9.357	(1.051)	(10.1)	10.408	9.357	(1.051)	(10.1)
CDOT	0.000	0.000	0.000	-	5.665	6.183	0.518	9.1	5.665	6.183	0.518	9.1
Other	0.000	0.000	0.000	-	1.146	1.028	(0.118)	(10.3)	1.146	1.028	(0.118)	(10.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	17.220	16.568	(0.652)	(3.8)	17.220	16.568	(0.652)	(3.8)
<b>Total Revenue/Receipts</b>	<b>\$57.327</b>	<b>\$66.647</b>	<b>\$9.320</b>	<b>16.3</b>	<b>\$17.220</b>	<b>\$16.568</b>	<b>(\$0.652)</b>	<b>(3.8)</b>	<b>\$74.547</b>	<b>\$83.215</b>	<b>\$8.668</b>	<b>11.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$33.585	\$32.804	\$0.781	2.3	\$3.987	\$4.004	(\$0.017)	(0.4)	\$37.573	\$36.808	\$0.765	2.0
Overtime	3.933	4.528	(0.594)	(15.1)	1.560	2.106	(0.546)	(35.0)	5.493	6.634	(1.140)	(20.8)
Health and Welfare	8.422	8.936	(0.514)	(6.1)	1.411	1.430	(0.019)	(1.3)	9.833	10.366	(0.533)	(5.4)
OPEB Current Payment	1.583	1.798	(0.215)	(13.6)	0.000	0.000	0.000	-	1.583	1.798	(0.215)	(13.6)
Pensions	5.885	6.598	(0.713)	(12.1)	0.813	0.763	0.050	6.2	6.698	7.361	(0.663)	(9.9)
Other Fringe Benefits	7.607	7.537	0.070	0.9	0.928	1.140	(0.212)	(22.9)	8.535	8.677	(0.142)	(1.7)
Reimbursable Overhead	(3.820)	(4.017)	0.197	5.2	3.778	3.981	(0.204)	(5.4)	(0.042)	(0.036)	(0.006)	(14.7)
<b>Total Labor</b>	<b>\$57.196</b>	<b>\$58.184</b>	<b>(\$0.988)</b>	<b>(1.7)</b>	<b>\$12.477</b>	<b>\$13.424</b>	<b>(\$0.947)</b>	<b>(7.6)</b>	<b>\$69.673</b>	<b>\$71.608</b>	<b>(\$1.935)</b>	<b>(2.8)</b>
<i>Non-Labor:</i>												
Electric Power	\$6.786	\$6.146	\$0.639	9.4	\$0.000	\$0.006	(\$0.006)	-	\$6.786	\$6.152	\$0.634	9.3
Fuel	2.160	2.942	(0.782)	(36.2)	0.000	0.000	(0.000)	-	2.160	2.943	(0.782)	(36.2)
Insurance	0.997	0.979	0.018	1.8	0.423	0.345	0.078	18.5	1.420	1.323	0.096	6.8
Claims	0.054	(0.108)	0.162	*	0.000	0.000	0.000	-	0.054	(0.108)	0.162	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.628	6.756	0.873	11.4	1.385	0.987	0.397	28.7	9.013	7.743	1.270	14.1
Professional Service Contracts	2.372	1.341	1.031	43.5	0.934	0.059	0.875	93.7	3.306	1.399	1.907	57.7
Materials & Supplies	5.574	4.116	1.457	26.1	1.899	1.679	0.220	11.6	7.472	5.795	1.677	22.4
Other Business Expenses	1.825	2.323	(0.498)	(27.3)	0.102	0.068	0.034	33.3	1.927	2.392	(0.464)	(24.1)
<b>Total Non-Labor</b>	<b>\$27.395</b>	<b>\$24.495</b>	<b>\$2.900</b>	<b>10.6</b>	<b>\$4.743</b>	<b>\$3.144</b>	<b>\$1.599</b>	<b>33.7</b>	<b>\$32.138</b>	<b>\$27.639</b>	<b>\$4.499</b>	<b>14.0</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$84.591</b>	<b>\$82.679</b>	<b>\$1.912</b>	<b>2.3</b>	<b>\$17.220</b>	<b>\$16.568</b>	<b>\$0.652</b>	<b>3.8</b>	<b>\$101.811</b>	<b>\$99.247</b>	<b>\$2.564</b>	<b>2.5</b>
Depreciation	20.182	18.500	1.682	8.3	0.000	0.000	0.000	-	20.182	18.500	1.682	8.3
OPEB Obligation	6.339	6.339	(0.000)	0.0	0.000	0.000	0.000	-	6.339	6.339	(0.000)	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$111.113</b>	<b>\$107.519</b>	<b>\$3.594</b>	<b>3.2</b>	<b>\$17.220</b>	<b>\$16.568</b>	<b>\$0.652</b>	<b>3.8</b>	<b>\$128.333</b>	<b>\$124.087</b>	<b>\$4.246</b>	<b>3.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$53.786)</b>	<b>(\$40.872)</b>	<b>\$12.914</b>	<b>24.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$53.786)</b>	<b>(\$40.872)</b>	<b>\$12.914</b>	<b>24.0</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	18.500	(1.682)	(8.3)	0.000	0.000	0.000	-	20.182	18.500	(1.682)	(8.3)
Operating/Capital	(2.446)	(0.225)	2.221	90.8	0.000	0.000	0.000	-	(2.446)	(0.225)	2.221	90.8
Other Cash Adjustments	7.042	14.468	7.426	*	0.000	0.000	0.000	-	7.042	14.468	7.426	*
<b>Total Cash Conversion Adjustments</b>	<b>\$24.778</b>	<b>\$32.743</b>	<b>\$7.965</b>	<b>32.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.778</b>	<b>\$32.743</b>	<b>\$7.965</b>	<b>32.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.008)</b>	<b>(\$8.129)</b>	<b>\$20.879</b>	<b>72.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$29.008)</b>	<b>(\$8.129)</b>	<b>\$20.879</b>	<b>72.0</b>

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**April Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$201.001	\$195.414	(\$5.587)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$201.001	\$195.414	(\$5.587)	(2.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.199	27.793	11.594	71.6	0.000	0.000	0.000	-	16.199	27.793	11.594	71.6
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	35.796	28.117	(7.680)	(21.5)	35.796	28.117	(7.680)	(21.5)
CDOT	0.000	0.000	0.000	-	20.319	18.067	(2.253)	(11.1)	20.319	18.067	(2.253)	(11.1)
Other	0.000	0.000	0.000	-	3.697	2.712	(0.985)	(26.6)	3.697	2.712	(0.985)	(26.6)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	59.812	48.895	(10.917)	(18.3)	59.812	48.895	(10.917)	(18.3)
<b>Total Revenue/Receipts</b>	<b>\$217.200</b>	<b>\$223.207</b>	<b>\$6.006</b>	<b>2.8</b>	<b>\$59.812</b>	<b>\$48.895</b>	<b>(\$10.917)</b>	<b>(18.3)</b>	<b>\$277.012</b>	<b>\$272.102</b>	<b>(\$4.910)</b>	<b>(1.8)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$136.570	\$133.710	\$2.860	2.1	\$13.820	\$12.551	\$1.269	9.2	\$150.390	\$146.262	\$4.128	2.7
Overtime	18.448	18.678	(0.230)	(1.2)	4.945	5.745	(0.800)	(16.2)	23.393	24.423	(1.030)	(4.4)
Health and Welfare	34.675	32.868	1.807	5.2	4.719	4.144	0.575	12.2	39.394	37.011	2.383	6.0
OPEB Current Payment	6.333	6.518	(0.184)	(2.9)	0.000	0.000	0.000	-	6.333	6.518	(0.184)	(2.9)
Pensions	24.223	24.387	(0.164)	(0.7)	2.788	2.229	0.559	20.1	27.011	26.615	0.396	1.5
Other Fringe Benefits	31.529	30.397	1.132	3.6	3.132	3.484	(0.352)	(11.3)	34.661	33.881	0.780	2.2
Reimbursable Overhead	(12.368)	(11.874)	(0.493)	(4.0)	12.204	11.624	0.580	4.8	(0.164)	(0.251)	0.087	52.8
<b>Total Labor</b>	<b>\$239.411</b>	<b>\$234.683</b>	<b>\$4.728</b>	<b>2.0</b>	<b>\$41.607</b>	<b>\$39.776</b>	<b>\$1.831</b>	<b>4.4</b>	<b>\$281.018</b>	<b>\$274.460</b>	<b>\$6.558</b>	<b>2.3</b>
<i>Non-Labor:</i>												
Electric Power	\$29.362	\$26.869	\$2.494	8.5	\$0.000	\$0.017	(\$0.017)	-	\$29.362	\$26.885	\$2.477	8.4
Fuel	10.098	10.192	(0.093)	(0.9)	0.000	0.001	(0.001)	-	10.098	10.193	(0.094)	(0.9)
Insurance	3.960	3.830	0.130	3.3	1.307	1.027	0.280	21.4	5.266	4.857	0.409	7.8
Claims	0.227	(0.069)	0.296	*	0.000	0.000	0.000	-	0.227	(0.069)	0.296	*
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	31.760	25.199	6.561	20.7	5.266	2.958	2.307	43.8	37.025	28.157	8.868	24.0
Professional Service Contracts	8.539	4.679	3.860	45.2	2.779	1.500	1.279	46.0	11.318	6.179	5.139	45.4
Materials & Supplies	20.751	19.624	1.126	5.4	8.538	3.253	5.285	61.8	29.288	22.877	6.411	21.9
Other Business Expenses	7.677	7.645	0.032	0.4	0.317	0.363	(0.047)	(14.8)	7.994	8.009	(0.015)	(0.2)
<b>Total Non-Labor</b>	<b>\$112.374</b>	<b>\$97.968</b>	<b>\$14.407</b>	<b>12.8</b>	<b>\$18.205</b>	<b>\$9.119</b>	<b>\$9.086</b>	<b>49.9</b>	<b>\$130.579</b>	<b>\$107.087</b>	<b>\$23.493</b>	<b>18.0</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adj.</b>	<b>\$351.785</b>	<b>\$332.651</b>	<b>\$19.134</b>	<b>5.4</b>	<b>\$59.812</b>	<b>\$48.895</b>	<b>\$10.917</b>	<b>18.3</b>	<b>\$411.597</b>	<b>\$381.546</b>	<b>\$30.051</b>	<b>7.3</b>
Depreciation	80.730	74.001	6.729	8.3	0.000	0.000	0.000	-	80.730	74.001	6.729	8.3
OPEB Obligation	25.358	25.358	(0.000)	0.0	0.000	0.000	0.000	-	25.358	25.358	(0.000)	0.0
Environmental Remediation	0.989	0.404	0.585	59.2	0.000	0.000	0.000	-	0.989	0.404	0.585	59.2
<b>Total Expenses</b>	<b>\$458.861</b>	<b>\$432.413</b>	<b>\$26.448</b>	<b>5.8</b>	<b>\$59.812</b>	<b>\$48.895</b>	<b>\$10.917</b>	<b>18.3</b>	<b>\$518.673</b>	<b>\$481.309</b>	<b>\$37.365</b>	<b>7.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$241.661)</b>	<b>(\$209.207)</b>	<b>\$32.454</b>	<b>13.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$241.661)</b>	<b>(\$209.207)</b>	<b>\$32.454</b>	<b>13.4</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	80.730	74.001	(6.729)	(8.3)	0.000	0.000	0.000	-	80.730	74.001	(6.729)	(8.3)
Operating/Capital	(9.022)	(2.578)	6.444	71.4	0.000	0.000	0.000	-	(9.022)	(2.578)	6.444	71.4
Other Cash Adjustments	38.694	51.156	12.462	32.2	0.000	0.000	0.000	-	38.694	51.156	12.462	32.2
<b>Total Cash Conversion Adjustments</b>	<b>\$110.402</b>	<b>\$122.580</b>	<b>\$12.178</b>	<b>11.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$110.402</b>	<b>\$122.580</b>	<b>\$12.178</b>	<b>11.0</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$131.259)</b>	<b>(\$86.627)</b>	<b>\$44.632</b>	<b>34.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$131.259)</b>	<b>(\$86.627)</b>	<b>\$44.632</b>	<b>34.0</b>

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

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 APRIL 2013  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$10.989	-	Primarily reflects Tropical Storm Sandy Emergency Relief Grants (\$11.3 million), partly offset by seasonal timing differences in advertising revenue.	\$11.594	71.6%	Primarily reflects Tropical Storm Sandy Emergency Relief Grants (\$11.3 million) and higher net GCT revenues due to favorable event bookings partly offset by seasonal timing differences in advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$0.652)	(3.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$10.917)	(18.3%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	(\$0.017)	(0.4%)	Reflects higher than projected activity on the Cyclical Track Program partially offset by the delay of Cos Cob West Substation.	\$1.268	9.2%	Reflects delays on the NH Rail Yard - Component Change Out Shop, Positive Train Control project, H & H Lines Power Improvements, Cos Cob West Substation and the CDOT Bridge & Catenary project and lower than projected activity on the M-8 NHL Purchase.
OVERTIME	Non-Reimb	(\$0.594)	(15.1%)	Increase reflects overtime requirements for service coverage.	(\$0.230)	(1.2%)	Reflects higher than projected activity on the Mainline High Speed Turnouts and the GCT T.O. /Switch Renewal.
	Reimb	(\$0.546)	(35.0%)	Reflects higher than projected activity on the Mainline High Speed Turnouts, C-29 project, Replace Timbers Undergrade Br., Danbury Branch Signal System and the GCT Emergency Generator.	(\$0.800)	(16.2%)	
HEALTH AND WELFARE	Non-Reimb	(\$0.514)	(6.1%)	Reflects an adjustment due to underaccrual of fringe costs.	\$1.807	5.2%	Primarily lower than projected premiums.
	Reimb	(\$0.019)	(1.3%)	Reflects higher project activity.	\$0.575	12.2%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.215)	(13.6%)	Reflects an adjustment due to underaccrual of fringe costs.	(\$0.184)	(2.9%)	
PENSIONS	Non-Reimb	(\$0.713)	(12.1%)	Reflects an adjustment due to underaccrual of fringe costs.	(\$0.164)	(0.7%)	Reflects lower project activity.
	Reimb	\$0.050	6.2%	Reflects lower project activity.	\$0.560	20.1%	
OTHER FRINGE BENEFITS	Reimb	(\$0.212)	(22.9%)	Reflects rate differentials and project adjustments	(\$0.352)	(11.3%)	Reflects rate differentials and project adjustments

MTA METRO-NORTH RAILROAD  
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
APRIL 2013  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.197	5.2%	Reflects higher capital project activity for the following projects: Cyclical Track Program, Main Line High Speed Turnouts and NH Rail Yard - Component Change out Shop.	(\$0.493)	(4.0%)	
	Reimb	(\$0.204)	(5.4%)	Reflects higher project activity.	\$0.580	4.8%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$0.639	9.4%	Primarily due to lower rates and consumption.	\$2.494	8.5%	Primarily due to lower rates and consumption.
FUEL	Non-Reim	(\$0.782)	(36.2%)	Primarily due to higher heating oil prices.	(\$0.001)	-	
INSURANCE	Reimb	\$0.078	18.5%	Reflects lower project activity.	\$0.280	21.4%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.162	*	Primarily due to the timing of reimbursements for administrative fees from FMTAC.	\$0.296	*	Primarily due to the timing of reimbursements for administrative fees from FMTAC.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.873	11.4%	Reflects lower costs for maintenance contracts, GCT utilities, waste removal services and safety equipment and supplies.	\$6.561	20.7%	Reflects lower costs for maintenance contracts, GCT utilities, revenue vehicle repairs and MTA Police and the reclassification of GCT escalator repair project to operating capital.
	Reimb	\$0.397	28.7%	Reflects delay on the Positive Train Control partially offset by higher activity on the NHL- Tree Removal Program	\$2.307	43.8%	Reflects delay on the Positive Train Control Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.031	43.5%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, bridge inspections, and outside training.	\$3.860	45.2%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, temporary services, medical services, and outside training.
	Reimb	\$0.875	93.7%	Reflects delays on Overhead Bridge Program - EOFH, NHL - EMU Fleet Replacement, NHL Signal System and the Replacement of Anchor Bridge Substations.	\$1.279	46.0%	Reflects delay on the NHL Signal System, Overhead Bridge Program - EOFH, partially offset by higher activity on the Positive Train Control, Design Guard Booths at Stamford and East Bridgeport Yard and the Environmental Remediation.



MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 APRIL 2013  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$1.457	26.1%	Favorable variance reflects the timing differences in the purchase of GCT elevator and escalator monitoring equipment and lower usage of rolling stock parts and supplies.	\$1.126	5.4%	Favorable variance reflects the timing differences in the purchase of GCT elevator and escalator monitoring equipment and lower usage of rolling stock parts and supplies.
	Reimb	\$0.220	11.6%	Reflects delay on the Bronx Stations Capacity and the Positive Train Control and the timing of expenses on the Cyclical Track Program, C-28 and C-29 projects.	\$5.285	61.9%	Reflects delay on the NHL Rail Yard Component changeout Shop, MainLine High Speed Turnouts, Positive Train Control, PBX Equipment Upgrade, Bronx Stations Capacity IMP, Danbury Branch Signal System, Replace Repair Undergrade Bridge program and the 2013 Cyclical Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.498)	(27.3%)	Primarily due to account receivable write-offs for CDOT capital project activity.	\$0.032	0.4%	
	Reimb	\$0.034	33.3%	Reflects insignificant variances on several other projects.	(\$0.047)	(14.8%)	Reflects higher activity on the Tarrytown Station Improvement and Monthly Ticket Hologram program.
DEPRECIATION	Non-Reimb	\$1.682	8.3%	Timing of capitalization of assets.	\$6.729	8.3%	Timing of capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$0.585	59.2%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$2.221	90.8%	Reflects lower activity during the period on the Locomotive Overhaul for 6 GP 35 Locos, Hudson Rail Link Bus Replacement, Repair Boring Machines - Harmon, Replace Windows & Roof @ Fleetwood, Ticket Vending Machines Upgrade and the NYPA Improvement Support program.	\$6.444	71.4%	Reflects lower activity during the period on the Purchase of a Production Switch Tamper, Locomotive Overhaul For 6 GP 35 Locos, Ticket Vending Machines Upgrade projects, Snowmelt Cabinets, Hudson Rail Link Bus Replacement, Repair Boring Machines - Harmon Shop, Vehicle Replacement - 2012 and the Replace Windows & Roof at Fleetwood.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

NON-REIMBURSABLE OVERTIME	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service <sup>1</sup>	32,249	\$1.8	46,341	\$2.4	(14,092)	(\$0.6)	156,161	\$8.7	163,950	\$8.5	(7,789)	\$0.2
					-43.7%	-33.8%					-5.0%	2.1%
Unscheduled Service	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
Programmatic/Routine Maintenance	19,329	\$0.9	15,892	\$0.7	3,438	\$0.1	78,586	\$3.6	72,941	\$3.4	5,646	\$0.2
					17.8%	16.2%					7.2%	5.5%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
Vacancy/Absentee Coverage <sup>2</sup>	17,135	\$0.7	15,660	\$0.7	1,475	\$0.1	66,209	\$2.9	58,968	\$2.6	7,241	\$0.3
					8.6%	7.6%					10.9%	9.5%
Weather Emergencies	8,727	\$0.4	10,825	\$0.5	(2,098)	(\$0.1)	60,573	\$2.9	66,260	\$3.1	(5,687)	(\$0.3)
					-24.0%	-22.1%					-9.4%	-9.3%
Safety/Security/Law Enforcement <sup>3</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
Other <sup>4</sup>	2,108	\$0.1	4,009	\$0.2	(1,901)	(\$0.1)	11,304	\$0.5	24,153	\$1.1	(12,849)	(\$0.6)
					-90.2%	*					-	-
Subtotal	79,548	\$3.9	92,726	\$4.5	(13,178)	(\$0.6)	372,833	\$18.4	386,271	\$18.7	(13,438)	(\$0.2)
					-16.6%	-15.1%					-3.6%	-1.2%
REIMBURSABLE OVERTIME	32,340	\$1.6	43,391	\$2.1	(11,051)	(\$0.5)	103,292	\$4.9	117,463	\$5.7	(14,170)	(\$0.8)
					-34.2%	-35.0%					-13.7%	-16.2%
TOTAL OVERTIME	111,888	\$5.5	136,117	\$6.6	(24,229)	(\$1.1)	476,126	\$23.4	503,734	\$24.4	(27,608)	(\$1.0)
					-21.7%	-20.8%					-5.8%	-4.4%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(14,092)	(\$0.6)	Increased overtime required for service coverage partly offset by lower than budgeted train and engine crew overtime rates.	(7,789)	\$0.2	Increased overtime required for service coverage partly offset by lower than budgeted train and engine crew overtime rates.
	-43.7%	-33.8%		-5.0%	2.1%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
<u>Programmatic/Routine Maintenance</u>	3,438	\$0.1		5,646	\$0.2	Better than anticipated rolling stock performance resulted in lower overtime requirements for car fleet maintenance (fewer traction motor failures due to a modification to component parts, change in maintenance cycle for older NHL car fleet and mild March weather). Also, fewer right-of-way maintenance needs led to favorable results.
	17.8%	16.2%		7.2%	5.5%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	1,475	\$0.1		7,241	\$0.3	
	8.6%	7.6%		10.9%	9.5%	
<u>Weather Emergencies</u>	(2,098)	(\$0.1)		(5,687)	(\$0.3)	
	-24.0%	-22.1%		-9.4%	-9.3%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0		0	\$0.0	
<u>Other</u> <sup>4</sup>	(1,901)	(\$0.1)	Reflects timing differences related to payroll and calendar cutoff dates.	(12,849)	(\$0.6)	Reflects timing differences related to payroll and calendar cutoff dates.
	-90.2%	*		*	*	
<b>Subtotal</b>	<b>(13,178)</b>	<b>(\$0.6)</b>		<b>(13,438)</b>	<b>(\$0.2)</b>	
	-16.6%	-15.1%		-3.6%	-1.2%	
<b>REIMBURSABLE OVERTIME</b>						
	(11,051)	(\$0.5)	Reflects track availability constraints for turnout replacement/upgrades on the main lines in New York and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.	(14,170)	(\$0.8)	Reflects track availability constraints for turnout replacement/upgrades in GCT and on the main lines in New York, and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.
	-34.2%	-35.0%		-13.7%	-16.2%	
<b>TOTAL OVERTIME</b>	<b>(24,229)</b>	<b>(\$1.1)</b>		<b>(27,608)</b>	<b>(\$1.0)</b>	

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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

MTA METRO-NORTH RAILROAD  
2013 Overtime Report  
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

**SCHEDULE III**

	April 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$54.047	\$53.579	(\$0.468)	(0.9)	\$203.584	\$199.153	(\$4.431)	(2.2)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.297	18.471	13.174	*	21.343	34.346	13.003	60.9
<i>Capital &amp; Other Reimbursements:</i>								
MTA	7.937	6.839	(1.098)	(13.8)	37.127	23.415	(13.712)	(36.9)
CDOT	5.491	2.948	(2.543)	(46.3)	20.082	15.813	(4.269)	(21.3)
Other	1.009	5.363	4.354	*	3.261	11.491	8.230	*
Total Capital and Other Reimbursements	14.437	15.150	0.713	4.9	60.470	50.719	(9.751)	(16.1)
<b>Total Receipts</b>	<b>\$73.781</b>	<b>\$87.200</b>	<b>\$13.419</b>	<b>18.2</b>	<b>\$285.397</b>	<b>\$284.218</b>	<b>(\$1.179)</b>	<b>(0.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$34.974	\$36.137	(\$1.163)	(3.3)	\$149.885	\$145.032	\$4.853	3.2
Overtime	5.581	5.659	(0.078)	(1.4)	23.237	24.903	(1.666)	(7.2)
Health and Welfare	10.293	6.441	3.852	37.4	41.314	33.554	7.760	18.8
OPEB Current Payment	1.583	1.619	(0.036)	(2.3)	6.333	6.338	(0.005)	(0.1)
Pensions	6.837	6.975	(0.138)	(2.0)	10.679	11.270	(0.591)	(5.5)
Other Fringe Benefits	8.678	8.315	0.363	4.2	36.669	35.786	0.883	2.4
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$67.946</b>	<b>\$65.146</b>	<b>\$2.800</b>	<b>4.1</b>	<b>\$268.117</b>	<b>\$256.883</b>	<b>\$11.234</b>	<b>4.2</b>
<i>Non-Labor:</i>								
Electric Power	\$6.969	\$6.574	\$0.395	5.7	\$30.100	\$22.922	\$7.178	23.8
Fuel	1.860	2.295	(0.435)	(23.4)	8.899	8.256	0.643	7.2
Insurance	0.000	1.353	(1.353)	-	4.678	4.679	(0.001)	(0.0)
Claims	0.057	0.077	(0.020)	(35.1)	0.228	0.301	(0.073)	(32.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.909	6.554	3.355	33.9	41.355	26.788	14.567	35.2
Professional Service Contracts	2.980	1.478	1.502	50.4	11.078	7.835	3.243	29.3
Materials & Supplies	8.155	7.549	0.606	7.4	33.030	26.621	6.409	19.4
Other Business Expenditures	4.613	4.303	0.310	6.7	17.971	16.560	1.411	7.9
<b>Total Non-Labor</b>	<b>\$34.543</b>	<b>\$30.183</b>	<b>\$4.360</b>	<b>12.6</b>	<b>\$147.339</b>	<b>\$113.962</b>	<b>\$33.377</b>	<b>22.7</b>
<i>Other Adjustments:</i>								
Other	0.300	0.000	0.300	100.0	1.200	0.000	1.200	100.0
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.300</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>\$1.200</b>	<b>\$0.000</b>	<b>\$1.200</b>	<b>100.0</b>
<b>Total Expenditures</b>	<b>\$102.789</b>	<b>\$95.329</b>	<b>\$7.460</b>	<b>7.3</b>	<b>\$416.656</b>	<b>\$370.845</b>	<b>\$45.811</b>	<b>11.0</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$29.008)</b>	<b>(\$8.129)</b>	<b>\$20.879</b>	<b>72.0</b>	<b>(\$131.259)</b>	<b>(\$86.627)</b>	<b>\$44.632</b>	<b>34.0</b>
<b>Subsidies</b>								
MTA	22.343	9.155	(13.188)	(59.0)	96.346	82.480	(13.866)	(14.4)
CDOT	6.665	21.265	14.600	*	34.913	28.978	(5.935)	(17.0)
<b>Total Subsidies</b>	<b>\$29.008</b>	<b>\$30.420</b>	<b>\$1.412</b>	<b>4.9</b>	<b>\$131.259</b>	<b>\$111.458</b>	<b>(\$19.801)</b>	<b>(15.1)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$0.721)</b>	<b>(\$0.721)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$3.344)</b>	<b>(\$3.344)</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2013 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

Generic Receipt or Expense Category	April, 2013			Year-To-Date as of April 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	13.174	*	Recovery for Tropical Storm Sandy, as well as a timing difference for Amtrak receipts, and higher net GCT LaSalle retail revenues.	13.003	60.9%	Recovery for Tropical Storm Sandy, as well as a higher net GCT revenues mostly due to payment timing differences for MTA-LaSalle expenses, partially offset by lower parking, advertising, and miscellaneous receipts in the period.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.098)	(13.8%)	Lower project activity, partially offset by a timing difference in receipts.	(13.712)	(36.9%)	Lower project activity for the period.
CDOT	(2.543)	(46.3%)	Receipt timing difference.	(4.269)	(21.3%)	Lower project activity, as well as timing difference in receipts.
OTHER	4.354	*	Primarily due to higher advances for Tappan Zee Bridge project and other advances.	8.230	*	Primarily due to cash timing difference for prior period activity (Primarily GCT Vault), as well as higher advances for Tappan Zee Bridge project.
PAYROLL	(1.163)	(3.3%)	Payment timing difference.	4.853	3.2%	Primarily due to higher vacancies and lower capital project activity.
OVERTIME				(1.666)	(7.2%)	Higher overtime requirements primarily due to increase level of weather emergency coverage, as well as higher capital project activity.
HEALTH & WELFARE	3.852	37.4%	Lower NYSHIP/Empire Plan payments, as well as payment timing for dental/vision care.	7.760	18.8%	Lower NYSHIP/Empire Plan payments for the period.
PENSIONS				(0.591)	(5.5%)	Higher pension contribution for the period.
ELECTRIC POWER	0.395	5.7%	Primarily due to net payment timing differences for Traction and Non Traction Power.	7.178	23.8%	Payment timing to New York Power Authority, as well as lower usage and price on both Harlem/Hudson and New Haven lines.
FUEL	(0.435)	(23.4%)	Higher payments in the month for both Revenue Vehicle Diesel Fuel and Non-Revenue Fuel (Gasoline and Heating Fuel).	0.643	7.2%	Lower payments for Revenue Vehicle Diesel Fuel due to lower usage and timing difference in payment, partially offset by higher Non-Revenue Fuel payments.

MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2013 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

Generic Receipt or Expense Category	April, 2013			Year-To-Date as of April 30, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(1.353)	-	Payment timing for station liability and automobile premiums.			
CLAIMS	(0.020)	(35.1%)	Nothing material to report.	(0.073)	(32.0%)	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS	3.355	33.9%	Lower capital project activity (Positive Train Control, GP35 Locomotive Overhauls, Hudson Rail Link Bus Replacement, Harmon Shop Boring Machine Repair) as well as payment timing for real estate rentals, and other maintenance services, partially offset by higher payments in the month for escalator/elevator maintenance, steam utility, non-revenue vehicle repairs, ferry service, and facility maintenance & repairs.	14.567	35.2%	Timing in payments for capital project activity (Danbury Branch Signal, Positive Train Control, purchase of Production Tamper, GP35 Locomotive Overhaul, NHL relay protection, and various others), as well as lower occupancy costs, and lower miscellaneous contractual services.
PROFESSIONAL SERVICE CONTRACTS	1.502	50.4%	Timing difference for IT hardware and consulting services, engineering services, as well as lower capital project expenditures (Overhead Bridge Programs, NHL MU Fleet Replacement, NHL Signal System, and others).	3.243	29.3%	Timing difference for BSC payments, engineering services, legal fees, I.T. hardware, data services, advertising, and capital project expenditures.
MATERIALS & SUPPLIES	0.606	7.4%	Lower escalator repair components, lower propulsion, carbody, cab signal/ATC components, and various other.	6.409	19.4%	Payment timing difference for capital projects (Positive Train Control, Bronx Station Capacity Improvements, PBX equipment upgrade, snow melter cabinets, and others), as well as propulsion/power material, carbody material, and various other material purchases.
OTHER BUSINESS EXPENSES	0.310	6.7%	Primarily due to lower capital project activity, and lower NJT subsidy payments.	1.411	7.9%	Primarily lower spending (timing) on capital projects, as well as lower metro-card pass-through payments.
MTA SUBSIDY RECEIPTS	(13.188)	(59.0%)	Lower subsidy draw due a lower net cash deficit in the month and higher CDOT subsidy payments (timing), partially offset by the change in available bank balance.	(13.866)	(14.4%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by the change in available bank balance, and lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	14.600	*	Payment timing differences.	(5.935)	(17.0%)	Lower payments primarily due to credits for actual to estimate billing for the period.
TOTAL SUBSIDY RECEIPTS	1.412	4.9%		(19.801)	(15.1%)	

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	April 2013				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.676	\$1.877	\$1.202	*	\$2.583	\$3.739	\$1.156	44.8
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.341	3.526	2.185	*	5.144	6.553	1.409	27.4
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(2.471)	(2.518)	(0.047)	(1.9)	1.331	(4.702)	(6.032)	*
CDOT	(0.174)	(3.235)	(3.061)	*	(0.237)	(2.254)	(2.016)	*
Other	(0.137)	4.335	4.472	*	(0.436)	8.779	9.215	*
Total Capital and Other Reimbursements	(2.783)	(1.418)	1.365	49.0	0.658	1.824	1.166	*
<b>Total Revenue/Receipts</b>	<b>(\$0.766)</b>	<b>\$3.985</b>	<b>\$4.751</b>	<b>*</b>	<b>\$8.385</b>	<b>\$12.116</b>	<b>\$3.731</b>	<b>44.5</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$2.599	\$0.671	(\$1.928)	(74.2)	\$0.505	\$1.230	\$0.725	*
Overtime	(0.088)	0.975	1.062	*	0.156	(0.480)	(0.636)	*
Health and Welfare	(0.460)	3.925	4.385	*	(1.920)	3.457	5.377	*
OPEB Current Payment	0.000	0.179	0.000		0.000	0.180	0.180	-
Pensions	(0.139)	0.386	0.525	*	16.332	15.345	(0.987)	(6.0)
Other Fringe Benefits	(0.143)	0.362	0.505	*	(2.008)	(1.905)	0.103	5.1
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.042)	(0.036)	0.006	14.7	(0.164)	(0.251)	(0.087)	(52.8)
<b>Total Labor</b>	<b>\$1.727</b>	<b>\$6.462</b>	<b>\$4.735</b>	<b>*</b>	<b>\$12.901</b>	<b>\$17.577</b>	<b>\$4.676</b>	<b>36.2</b>
<b>Non-Labor:</b>								
Electric Power	(\$0.183)	(\$0.422)	(\$0.239)	*	(\$0.738)	\$3.963	\$4.701	*
Fuel	0.300	0.648	0.347	*	1.199	1.937	0.737	61.5
Insurance	1.420	(0.030)	(1.449)	*	0.588	0.178	(0.410)	(69.8)
Claims	(0.003)	(0.185)	(0.182)	*	(0.001)	(0.370)	(0.369)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.896)	1.189	2.085	*	(4.330)	1.369	5.698	*
Professional Service Contracts	0.326	(0.079)	(0.405)	*	0.240	(1.656)	(1.896)	*
Materials & Supplies	(0.683)	(1.754)	(1.071)	*	(3.742)	(3.744)	(0.002)	0.0
Other Business Expenses	(2.686)	(1.911)	0.774	28.8	(9.977)	(8.551)	1.426	14.3
<b>Total Non-Labor</b>	<b>(\$2.405)</b>	<b>(\$2.544)</b>	<b>(\$0.139)</b>	<b>(5.8)</b>	<b>(\$16.760)</b>	<b>(\$6.875)</b>	<b>\$9.884</b>	<b>59.0</b>
<b>Other Adjustments:</b>								
Other	(0.300)	0.000	0.300	100.0	(1.200)	0.000	1.200	100.0
<b>Total Other Adjustments</b>	<b>(\$0.300)</b>	<b>\$0.000</b>	<b>\$0.300</b>	<b>100.0</b>	<b>(\$1.200)</b>	<b>\$0.000</b>	<b>\$1.200</b>	<b>100.0</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$0.978)</b>	<b>\$3.918</b>	<b>\$4.896</b>	<b>*</b>	<b>(\$5.059)</b>	<b>\$10.701</b>	<b>\$15.760</b>	<b>*</b>
Depreciation	20.182	18.500	(1.682)	(8.3)	80.730	74.001	(6.729)	(8.3)
OPEB Obligation	6.339	6.339	0.000	0.0	25.358	25.358	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.989	0.404	(0.585)	59.2
<b>Total Expenditures Adjustments</b>	<b>\$25.544</b>	<b>\$28.758</b>	<b>\$3.214</b>	<b>12.6</b>	<b>\$102.017</b>	<b>\$110.464</b>	<b>\$8.446</b>	<b>8.3</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$24.778</b>	<b>\$32.743</b>	<b>\$7.965</b>	<b>32.1</b>	<b>\$110.402</b>	<b>\$122.580</b>	<b>\$12.178</b>	<b>11.0</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.



**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**UTILIZATION**  
(in millions)

	Month of April		Variance		Year-to-Date April		Variance	
	Budget	Actual	Fav (Unfav) Amount	%	Budget	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$16.070	\$15.507	(\$0.563)	-3.5	\$60.431	\$58.804	(\$1.627)	-2.7
Hudson Line	\$11.783	\$11.381	(\$0.402)	-3.4	\$43.398	\$42.332	(\$1.066)	-2.5
New Haven Line	\$25.467	\$24.774	(\$0.693)	-2.7	\$96.962	\$94.123	(\$2.839)	-2.9
Total Farebox Revenue	\$53.320	\$51.662 <sup>(1)</sup>	(\$1.659)	-3.1	\$200.791	\$195.259 <sup>(1)</sup>	(\$5.532)	-2.8
<u>Ridership</u>								
Harlem Line	2.341	2.287	(0.054)	-2.3	8.936	8.711	(0.225)	-2.5
Hudson Line	1.394	1.355	(0.039)	-2.8	5.201	5.074	(0.127)	-2.4
New Haven Line	3.402	3.332	(0.071)	-2.1	12.817	12.460	(0.358)	-2.8
Total Ridership East of Hudson	7.137	6.973	(0.164)	-2.3	26.954	26.244	(0.710)	-2.6
West of Hudson	0.145	0.133	(0.012)	-8.5	0.558	0.496	(0.062)	-11.0
Total Ridership	7.282	7.106	(0.176)	-2.4	27.512	26.741	(0.771)	-2.8

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.040 million for the month and \$0.155 million year-to-date.

**East of Hudson:**

Year-to-date ridership was 26.2 million, 2.6% lower than Budget and 0.6% lower than 2012 reflecting the impact of the February snowstorm, business office dislocations in lower Manhattan caused by Tropical Storm Sandy, as well as a slower than projected growth in non-commutation sales. For the month, ridership of 7.0 million was 2.3% lower than budget and 0.5% lower than April 2012.

Commutation ridership was 1.2% lower year-to-date and 0.7% higher for the month vs. budget. Compared to 2012, April year-to-date commutation ridership was flat. Non-commutation ridership was 4.7% below budget year-to-date and 1.5% lower than 2012. For the month, non-commutation ridership was 6.5% lower than budget and 3.5% worse than 2012.

**West of Hudson:**

West of Hudson ridership was 8.5% lower for the month and 11.0% lower year-to-date vs. 2013 Adopted Budget reflecting the impact of the February snowstorm, as well as the residual impact of Tropical Storm Sandy on both lower Manhattan employment Port Jervis and Pascack Valley Line service levels, and the absence of full of PATH service between Hoboken and the World Trade Center until the end of January.

**MTA METRO-NORTH RAILROAD**  
**2013 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**April 30, 2013**

<u>Department</u>	<u>2013 Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	7	2
Safety	22	18	4
COS/Corporate & Public Affairs	16	15	1
Legal	18	16	2
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	0
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	30	31	(1)
Training	47	43	4
Employee Relations & Diversity	4	4	-
VP Planning	2	2	-
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	15	13	2
Business Development, Facilities & Mktg (1)	22	21	1
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller	78	78	0
Information Technology & Project Mgmt	96	80	16
Budget	20	19	1
Customer Service (2) (3)	45	41	4
Procurement & Material Mgmt (4)	40	29	11
<b>Total Administration</b>	<b>521</b>	<b>470</b>	<b>51</b>
<b>Operations</b>			
Operations Administration	60	47	13
Operations Services	1,792	1,764	28
Customer Service (2) (3)	233	226	7
Business Development, Facilities & Mktg (1)	38	36	2
Metro-North West	26	30	(4)
<b>Total Operations</b>	<b>2,149</b>	<b>2,103</b>	<b>46</b>
<b>Maintenance</b>			
GCT	370	359	11
Maintenance of Equipment	1,301	1,276	25
Maintenance of Way	1,654	1,637	17
Procurement & Material Mgmt (4)	120	126	(6)
<b>Total Maintenance</b>	<b>3,444</b>	<b>3,397</b>	<b>47</b>
<b>Engineering/Capital</b>			
Construction Management	40	35	5
Engineering & Design	60	57	3
<b>Total Engineering/Capital</b>	<b>100</b>	<b>92</b>	<b>8</b>
<b>Total Positions</b>	<b>6,214</b>	<b>6,062</b>	<b>151</b>
<b>Non-Reimbursable</b>	<b>5,502</b>	<b>5,590</b>	<b>(88)</b>
<b>Reimbursable</b>	<b>712</b>	<b>472</b>	<b>240</b>
<b>Total Full-Time</b>	<b>6,213</b>	<b>6,061</b>	<b>151</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Business Development, Facilities and Marketing includes administrative positions and operations positions for Commissary services.

(2) Customer Service positions includes administrative positions for Customer Info. Center and operations positions for Ticket Selling & Station Cleaning functions.

(3) Includes 2 part-time positions equal to 1 FTE.

(4) Procurement & Material Management positions includes maintenance positions for material distribution/storeroom functions and administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

MTA METRO-NORTH RAILROAD  
2013 ADOPTED BUDGET VS. ACTUALS  
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
April 30, 2013

FUNCTION/OCCUPATION	2013 Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	184	161	23
Professional, Technical, Clerical	337	309	28
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>521</b>	<b>470</b>	<b>51</b>
<b>Operations (1)</b>			
Managers/Supervisors	155	137	18
Professional, Technical, Clerical	231	225	7
Operational Hourlies	1,763	1,741	21
<b>Total Operations</b>	<b>2,149</b>	<b>2,103</b>	<b>46</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	513	484	29
Professional, Technical, Clerical	478	484	(7)
Operational Hourlies	2,453	2,429	24
<b>Total Maintenance</b>	<b>3,444</b>	<b>3,397</b>	<b>47</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	48	37	11
Professional, Technical, Clerical	52	55	(3)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>92</b>	<b>8</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	900	819	81
Professional, Technical, Clerical	1,098	1,073	25
Operational Hourlies	4,216	4,170	46
<b>Total Positions</b>	<b>6,214</b>	<b>6,062</b>	<b>152</b>

**Notes**

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

**MTA METRO-NORTH RAILROAD  
2013 ADOPTED BUDGET VS. ACTUALS**

April 30, 2013

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2013 Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,149	2,103	46	Reflects vacancies in operation and customer services staffing (Ticket Sellers and Service Attendant positions)
Maintenance (1)	3,444	3,397	47	Reflects vacancies in Maintenance of Way positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces) and Maintenance of Equipment carmen and electricians.
Administration (1)	521	470	51	Reflects timing differences in hiring IT, and Procurement personnel.
Engineering / Capital	100	92	8	
<b>Total Agency-wide Headcount</b>	<b>6,214</b>	<b>6,062</b>	<b>151</b>	
Non-Reimbursable	5,502	5,590	(88)	
Reimbursable	712	472	240	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS \***  
**APRIL 2013**

	MONTH			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	64.9%	63.8%	64.8%	1.1%	0.1%
Adjusted <sup>(2) (4)</sup>	86.3%	71.0%	72.4%	15.3%	13.9%
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.57	\$11.86	\$11.09	\$0.29	(\$0.48)
Adjusted <sup>(2)</sup>	\$11.36	\$11.69	\$10.91	\$0.33	(\$0.45)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.50	\$7.56	\$7.19	(\$0.06)	\$0.31
	YEAR-TO-DATE			VARIANCE	
	2013	BUDGET	2012	BUDGET	2012
Farebox Operating Ratio					
Standard <sup>(1)</sup>	60.5%	58.0%	61.1%	2.5%	-0.6%
Adjusted <sup>(2) (4)</sup>	70.7%	64.1%	68.1%	6.6%	2.6%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.46	\$13.01	\$11.79	\$0.55	(\$0.67)
Adjusted <sup>(2)</sup>	\$12.24	\$12.81	\$11.61	\$0.57	(\$0.63)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.53	\$7.54	\$7.21	(\$0.01)	\$0.32

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

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

(3) Includes Bar Car Services.

(4) Actuals for the Adjusted Performance Indicator calculation include \$11.3 million in Hurricane Sandy revenue recoveries from the FTA that were budgeted later in the year. Excluding this adjustment the adjusted FOR would be 72.3% in April and the 67.3% year-to-date..

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



**Metro-North Railroad**

**Ridership Report  
July 2013**

# MAY 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### May

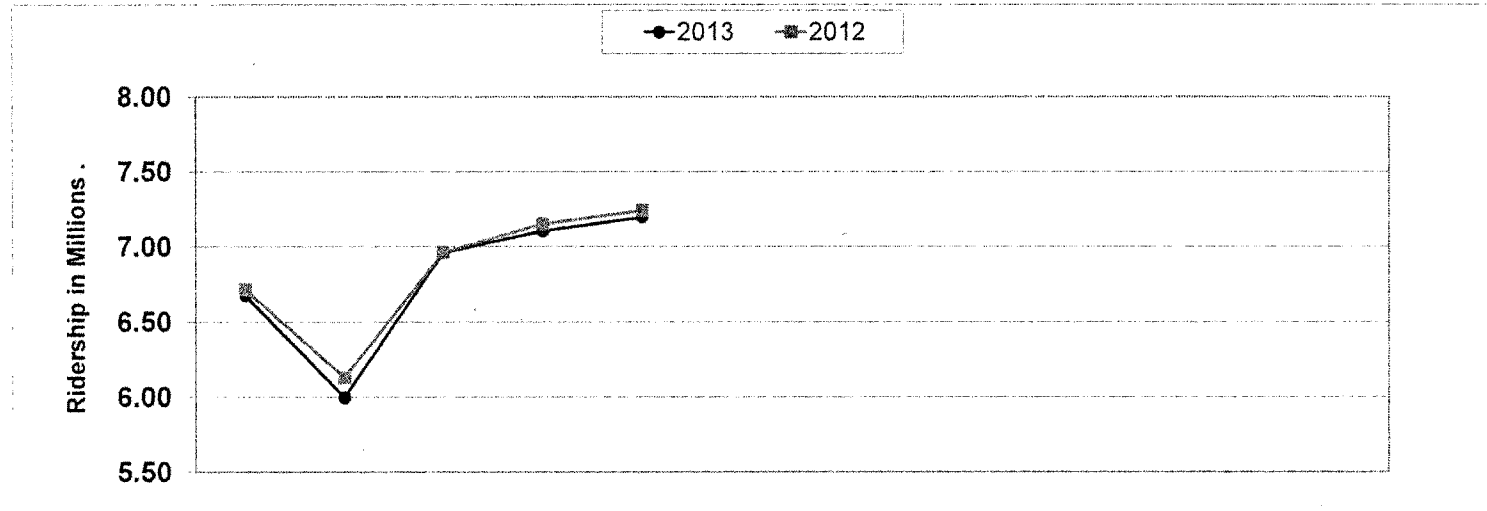
- May 2013 **Total MNR System Ridership** was 7.247 million vs. 7.293 million in May 2012, a decrease of 46,243 passengers (-0.6%).
- May 2013 **Total Rail Ridership** was 7.198 million vs. 7.243 million in May 2012, a decrease of 44,699 passengers (0.6%).
  - **Rail Commutation Ridership** was +0.2% vs. 2012
  - **Rail Non-commutation Ridership** was -1.8% vs. 2012
- May 2013 **East of Hudson Ridership** was 7.061 million vs. 7.094 million in May 2012, a decrease of 33,216 passengers (-0.5%).
- May 2013 **West of Hudson Ridership** was 0.137 million vs. 0.149 million in May 2012, a decrease of 11,483 passengers (-7.7%).
- May 2013 **Connecting Services Ridership** was 0.048 million vs. 0.050 million in May 2012, a decrease of 1,544 passengers (-3.1%).
- May 2013 **Rail Revenue** was \$53.7 million vs. \$50.7 million in May 2012, an increase of \$3,041,913 (+6.0%).

### Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.8% below 2012 and 2.7% below budget.
- 2013 YTD **Total Rail Ridership** was 0.8% below 2012 and 2.7% below budget.
- 2013 YTD **East of Hudson Ridership** was 0.6% below 2012 and 2.5% below budget.
- 2013 YTD **West of Hudson ridership** was 9.4% below 2012 and 10.5% below budget.
- 2013 YTD **Connecting Services Ridership** was 3.6% below 2012 and 6.4% below budget.
- 2013 YTD **Rail Revenue** was 3.9% above 2012 and 3.0% below budget.

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

- MAY's Total Rail Ridership was 0.6% below 2012 and 2.4% below budget.



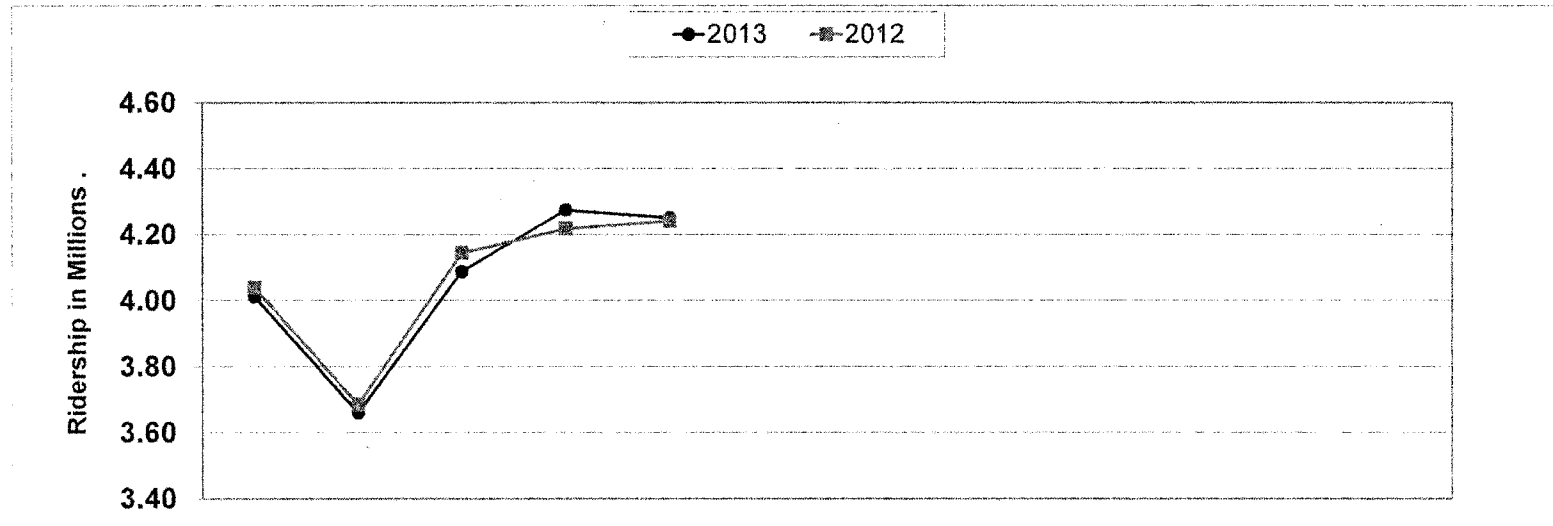
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20								33.94
2012	6.72	6.13	6.96	7.15	7.24								34.20
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%								-0.8%

1) Includes East and West of Hudson



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

- MAY's Rail Commutation Ridership was 0.2% above 2012 and 0.7% below budget.

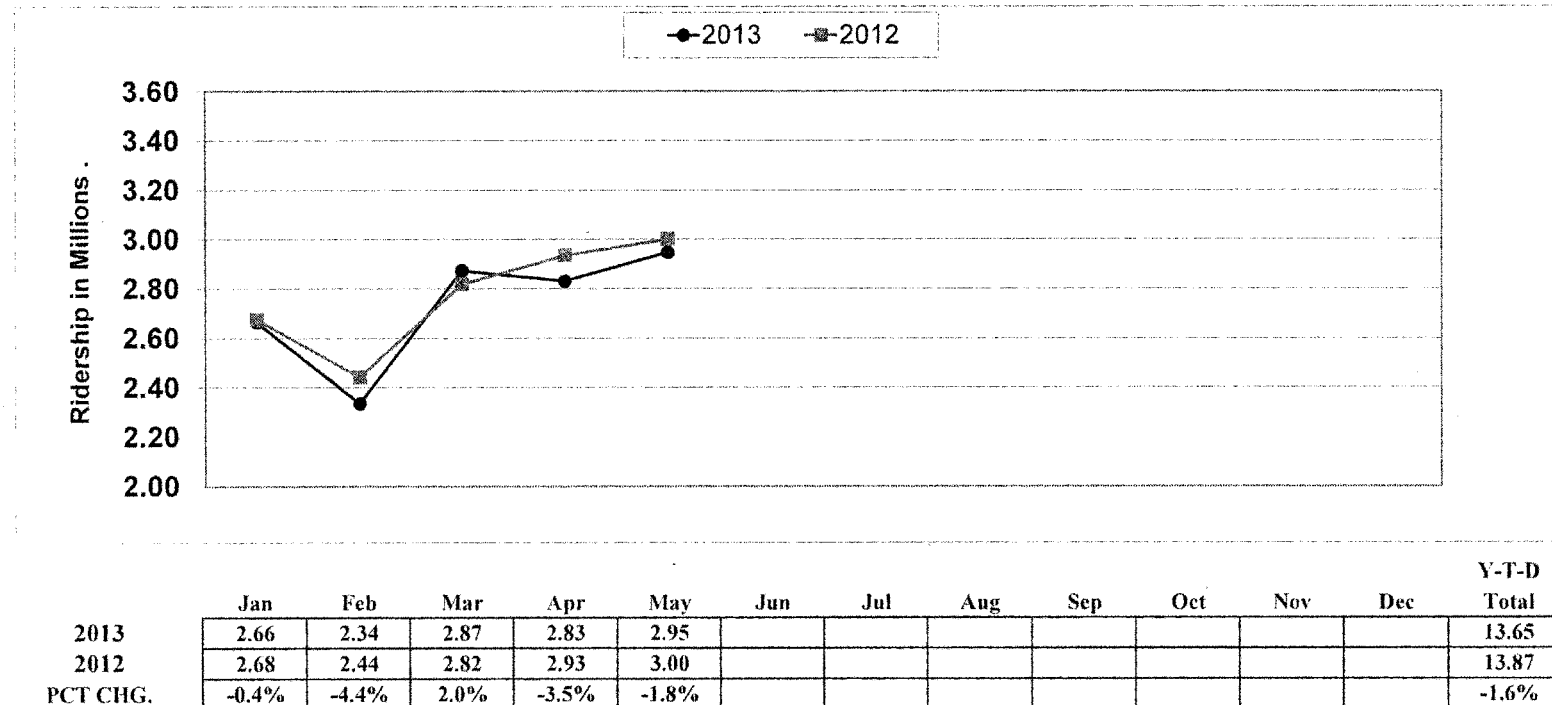


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25								20.29
2012	4.04	3.68	4.14	4.22	4.24								20.33
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%								-0.2%

1) Includes East and West of Hudson.

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

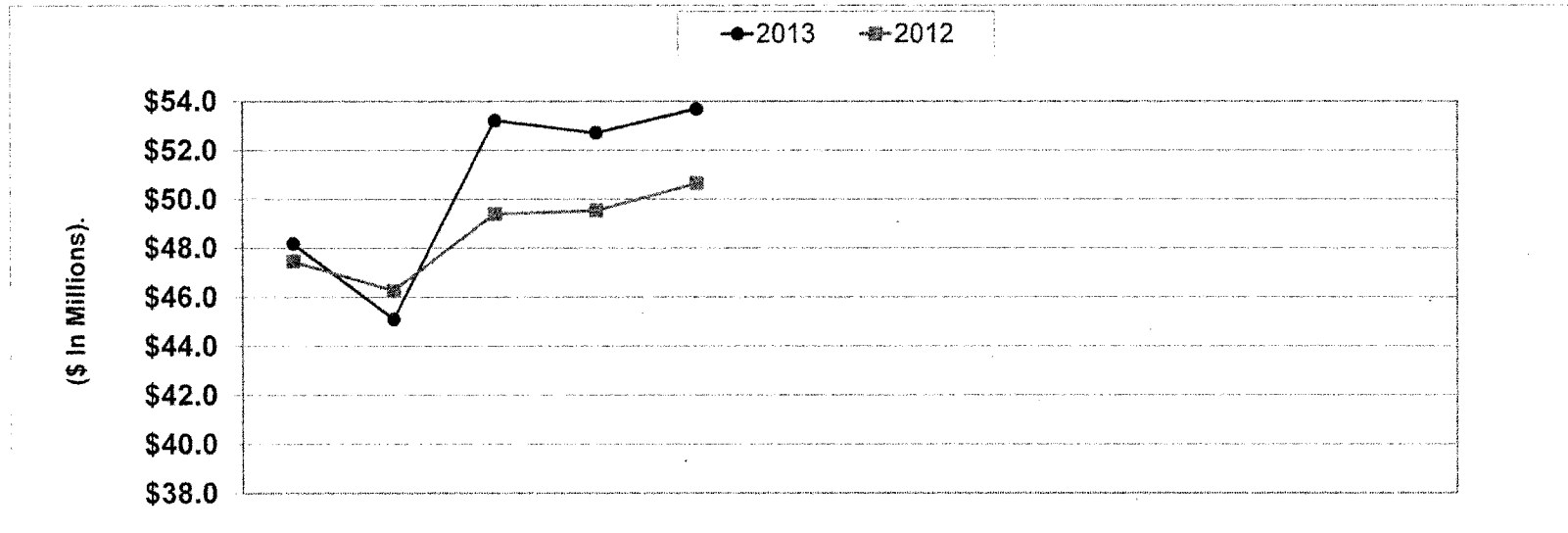
- MAY's Rail Non-Commutation Ridership was 1.8% below 2012 and 4.7% below budget.



1) Includes East and West of Hudson

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

- MAY's Total Rail Revenue was 6.0% above 2012 and 3.2% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7								\$252.9
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7								\$243.3
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%								3.9%

1) Includes East and West of Hudson

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

TICKET TYPE/SERVICE	MAY 2013	MAY 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	4,170,957	4,150,466	20,491	0.5%
West of Hudson	79,615	91,061	(11,446)	-12.6%
<b>Total Rail Commutation Ridership</b>	<b>4,250,572</b>	<b>4,241,527</b>	<b>9,045</b>	<b>0.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	2,890,109	2,943,816	(53,707)	-1.8%
West of Hudson	57,618	57,655	(37)	-0.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,947,727</b>	<b>3,001,471</b>	<b>(53,744)</b>	<b>-1.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	7,061,066	7,094,282	(33,216)	-0.5%
West of Hudson	137,233	148,716	(11,483)	-7.7%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,198,299</b>	<b>7,242,998</b>	<b>(44,699)</b>	<b>-0.6%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>48,348</b>	<b>49,892</b>	<b>(1,544)</b>	<b>-3.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,246,647</b>	<b>7,292,890</b>	<b>(46,243)</b>	<b>-0.6%</b>

Notes:

- 1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership.  
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD	2012 YTD (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	19,912,454	19,898,080	14,374	0.1%
West of Hudson	373,608	430,633	(57,025)	-13.2%
<b>Total Rail Commutation Ridership</b>	<b>20,286,062</b>	<b>20,328,713</b>	<b>(42,651)</b>	<b>-0.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	13,393,068	13,604,459	(211,391)	-1.6%
West of Hudson	259,911	268,567	(8,656)	-3.2%
<b>Total Rail Non-Commutation Ridership</b>	<b>13,652,979</b>	<b>13,873,026</b>	<b>(220,047)</b>	<b>-1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	33,305,522	33,502,539	(197,017)	-0.6%
West of Hudson	633,519	699,200	(65,681)	-9.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>33,939,041</b>	<b>34,201,739</b>	<b>(262,698)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>229,013</b>	<b>237,506</b>	<b>(8,493)</b>	<b>-3.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>34,168,054</b>	<b>34,439,245</b>	<b>(271,191)</b>	<b>-0.8%</b>

Notes:

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

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

**MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
MAY 2013**

LINE	MAY 2013 ACTUAL	MAY 2013 BUDGET	VARIANCE VS. BUDGET		MAY 2012 RESTATE <sup>(1)</sup>	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,326,618	2,365,839	(39,221)	-1.7%	2,318,904	7,714	0.3%
Hudson Line	1,396,805	1,421,395	(24,590)	-1.7%	1,399,291	(2,486)	-0.2%
New Haven Line	3,337,643	3,435,195	(97,552)	-2.8%	3,376,087	(38,444)	-1.1%
<b>Total East of Hudson</b>	<b>7,061,066</b>	<b>7,222,429</b>	<b>(161,363)</b>	<b>-2.2%</b>	<b>7,094,282</b>	<b>(33,216)</b>	<b>-0.5%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	85,089	94,307	(9,218)	-9.8%	93,989	(8,900)	-9.5%
Pascack Valley Line	52,144	55,507	(3,363)	-6.1%	54,727	(2,583)	-4.7%
<b>Total West of Hudson</b>	<b>137,233</b>	<b>149,814</b>	<b>(12,581)</b>	<b>-8.4%</b>	<b>148,716</b>	<b>(11,483)</b>	<b>-7.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,198,299</b>	<b>7,372,243</b>	<b>(173,944)</b>	<b>-2.4%</b>	<b>7,242,998</b>	<b>(44,699)</b>	<b>-0.6%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	31,202	33,406	(2,204)	-6.6%	32,433	(1,231)	-3.8%
Haverstraw-Ossining Ferry	11,171	10,554	617	5.8%	10,247	924	9.0%
Newburgh-Beacon Ferry	5,975	7,428	(1,453)	-19.6%	7,212	(1,237)	-17.2%
<b>Total Connecting Services</b>	<b>48,348</b>	<b>51,388</b>	<b>(3,040)</b>	<b>-5.9%</b>	<b>49,892</b>	<b>(1,544)</b>	<b>-3.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,246,647</b>	<b>7,423,631</b>	<b>(176,984)</b>	<b>-2.4%</b>	<b>7,292,890</b>	<b>(46,243)</b>	<b>-0.6%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2013 YTD ACTUAL	2013 YTD BUDGET	VARIANCE VS. BUDGET		2012 YTD RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	11,037,976	11,302,000	(264,024)	-2.3%	11,048,718	(10,742)	-0.1%
Hudson Line	6,470,376	6,621,970	(151,594)	-2.3%	6,490,448	(20,072)	-0.3%
New Haven Line	15,797,170	16,252,503	(455,333)	-2.8%	15,963,373	(166,203)	-1.0%
<b>Total East of Hudson</b>	<b>33,305,522</b>	<b>34,176,473</b>	<b>(870,951)</b>	<b>-2.5%</b>	<b>33,502,539</b>	<b>(197,017)</b>	<b>-0.6%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	393,238	442,099	(48,861)	-11.1%	438,599	(45,361)	-10.3%
Pascack Valley Line	240,281	265,604	(25,323)	-9.5%	260,601	(20,320)	-7.8%
<b>Total West of Hudson</b>	<b>633,519</b>	<b>707,703</b>	<b>(74,184)</b>	<b>-10.5%</b>	<b>699,200</b>	<b>(65,681)</b>	<b>-9.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>33,939,041</b>	<b>34,884,176</b>	<b>(945,135)</b>	<b>-2.7%</b>	<b>34,201,739</b>	<b>(262,698)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	149,617	157,530	(7,913)	-5.0%	152,941	(3,324)	-2.2%
Haverstraw-Ossining Ferry	52,412	51,864	548	1.1%	50,354	2,058	4.1%
Newburgh-Beacon Ferry	26,984	35,236	(8,252)	-23.4%	34,211	(7,227)	-21.1%
<b>Total Connecting Services</b>	<b>229,013</b>	<b>244,630</b>	<b>(15,617)</b>	<b>-6.4%</b>	<b>237,506</b>	<b>(8,493)</b>	<b>-3.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>34,168,054</b>	<b>35,128,806</b>	<b>(960,752)</b>	<b>-2.7%</b>	<b>34,439,245</b>	<b>(271,191)</b>	<b>-0.8%</b>

Notes:

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

# APRIL 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### April

- April 2013 **Total MNR System Ridership** was 7.155 million vs. 7.202 million in April 2012, a decrease of 46,706 passengers (-0.6%).
- April 2013 **Total Rail Ridership** was 7.106 million vs. 7.153 million in April 2012, a decrease of 46,578 passengers (0.7%).
  - **Rail Commutation Ridership** was +1.4% vs. 2012
  - **Rail Non-commutation Ridership** was -3.5% vs. 2012
- April 2013 **East of Hudson Ridership** was 6.973 million vs. 7.007 million in April 2012, a decrease of 33,588 passengers (-0.5%).
- April 2013 **West of Hudson Ridership** was 0.133 million vs. 0.146 million in April 2012, a decrease of 13,020 passengers (-8.9%).
- April 2013 **Connecting Services Ridership** was 0.049 million vs. 0.049 million in April 2012, a decrease of 128 passengers (-0.3%).
- April 2013 **Rail Revenue** was \$52.7 million vs. \$49.5 million in April 2012, an increase of \$3,178,632 (+6.4%).

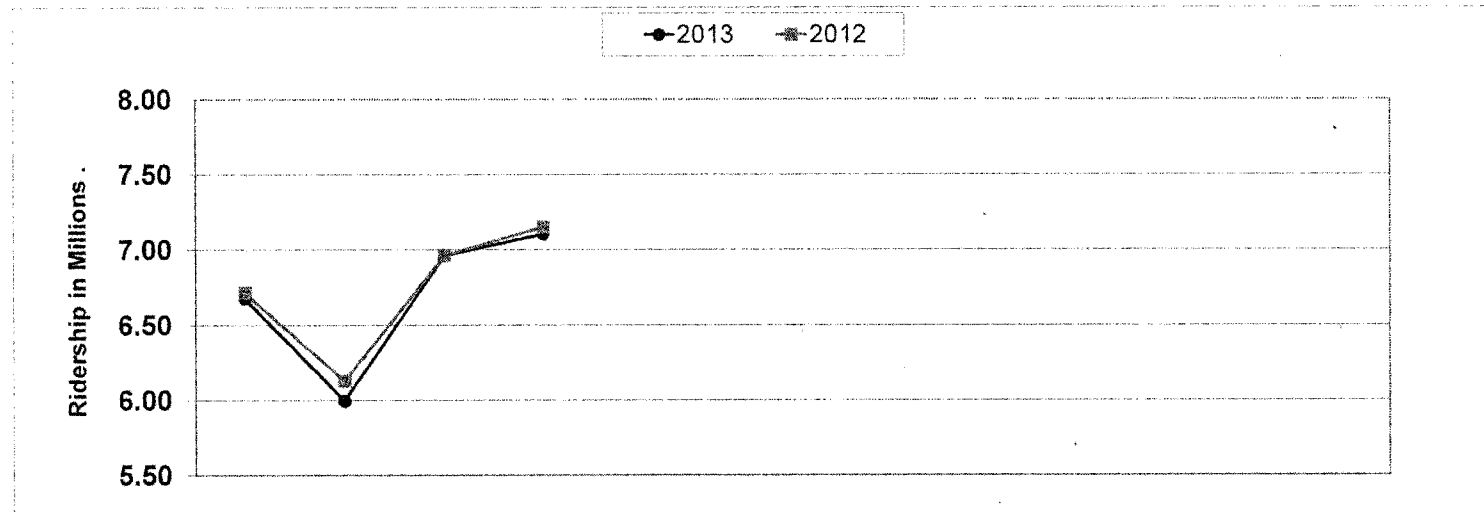
### Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.8% below 2012 and 2.8% below budget.
- 2013 YTD **Total Rail Ridership** was 0.8% below 2012 and 2.8% below budget.
- 2013 YTD **East of Hudson Ridership** was 0.6% below 2012 and 2.6% below budget.
- 2013 YTD **West of Hudson ridership** was 9.8% below 2012 and 11.0% below budget.
- 2013 YTD **Connecting Services Ridership** was 3.7% below 2012 and 6.5% below budget.
- 2013 YTD **Rail Revenue** was 3.4% above 2012 and 2.9% below budget.



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

- APRIL's Total Rail Ridership was 0.7% below 2012 and 2.4% below budget.

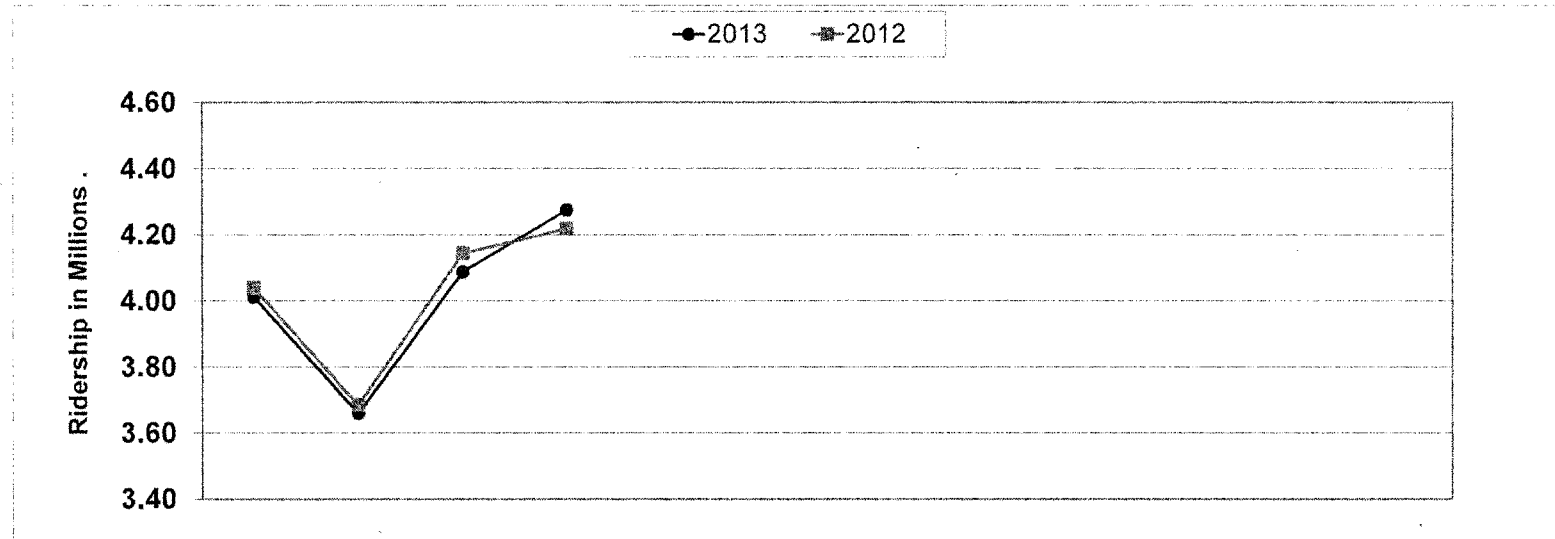


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11									26.74
2012	6.72	6.13	6.96	7.15									26.96
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%									-0.8%

1) Includes East and West of Hudson

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

- APRIL's Rail Commutation Ridership was 1.4% above 2012 and 0.4% above budget.

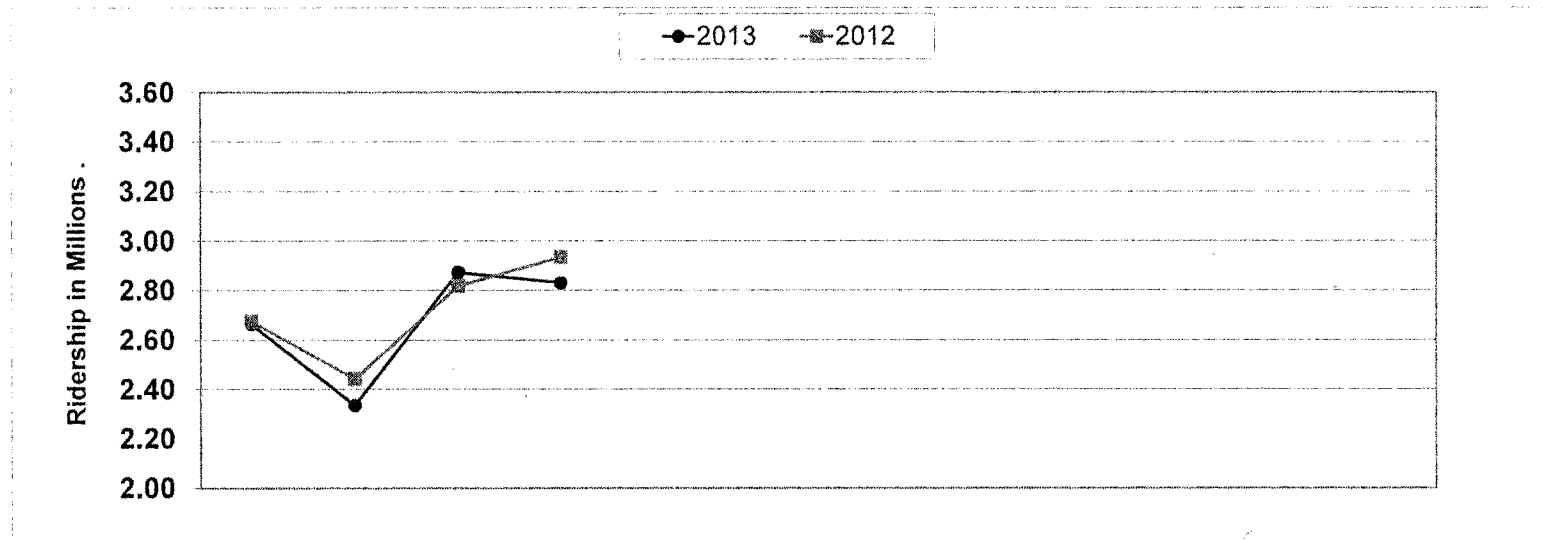


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27									16.04
2012	4.04	3.68	4.14	4.22									16.09
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%									-0.3%

1) Includes East and West of Hudson

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

- APRIL's Rail Non-Commutation Ridership was 3.5% below 2012 and 6.4% below budget.

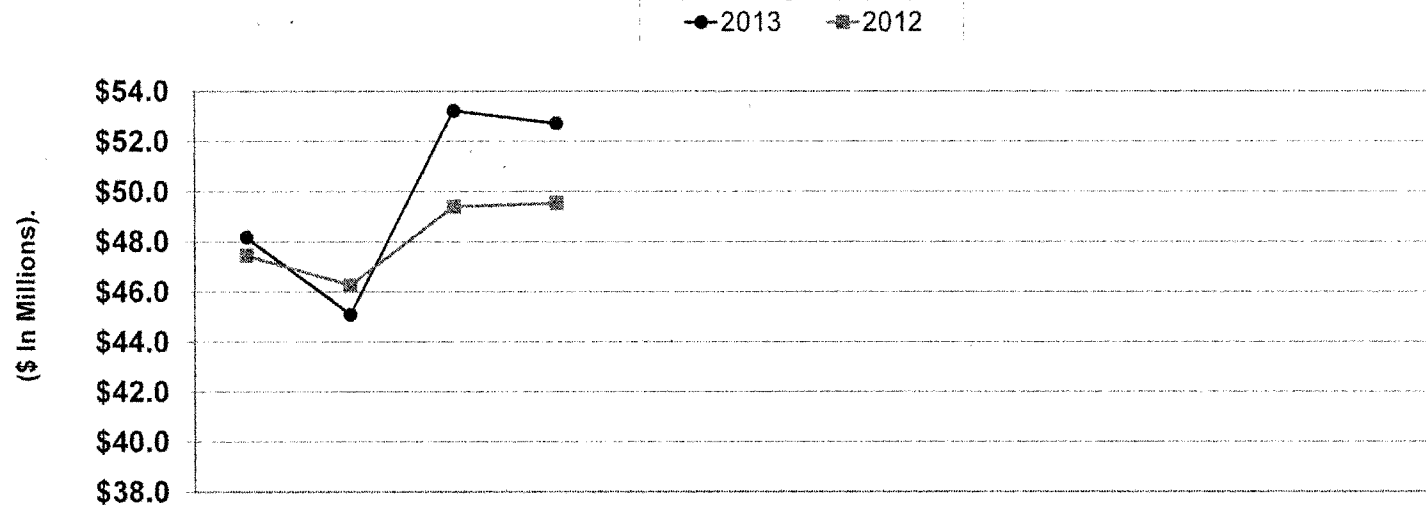


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83									10.71
2012	2.68	2.44	2.82	2.93									10.87
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%									-1.5%

1) Includes East and West of Hudson.

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

- APRIL's Total Rail Revenue was 6.4% above 2012 and 3.2% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2	\$52.7									\$199.2
2012	\$47.5	\$46.3	\$49.4	\$49.5									\$192.7
PCT CHG.	1.5%	-2.5%	7.7%	6.4%									3.4%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	APRIL 2013	APRIL 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	4,193,907	4,128,099	65,808	1.6%
West of Hudson	81,013	89,772	(8,759)	-9.8%
<b>Total Rail Commutation Ridership</b>	<b>4,274,920</b>	<b>4,217,871</b>	<b>57,049</b>	<b>1.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	2,779,439	2,878,805	(99,366)	-3.5%
West of Hudson	51,870	56,131	(4,261)	-7.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,831,309</b>	<b>2,934,936</b>	<b>(103,627)</b>	<b>-3.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	6,973,346	7,006,904	(33,558)	-0.5%
West of Hudson	132,883	145,903	(13,020)	-8.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,106,229</b>	<b>7,152,807</b>	<b>(46,578)</b>	<b>-0.7%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>48,748</b>	<b>48,876</b>	<b>(128)</b>	<b>-0.3%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,154,977</b>	<b>7,201,683</b>	<b>(46,706)</b>	<b>-0.6%</b>

Notes:

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

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

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD	2012 YTD <sup>(1)</sup>	CHANGE VS. 2012	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	15,741,497	15,747,614	(6,117)	0.0%
West of Hudson	293,993	339,572	(45,579)	-13.4%
<b>Total Rail Commutation Ridership</b>	<b>16,035,490</b>	<b>16,087,186</b>	<b>(51,696)</b>	<b>-0.3%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	10,502,959	10,660,643	(157,684)	-1.5%
West of Hudson	202,293	210,912	(8,619)	-4.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>10,705,252</b>	<b>10,871,555</b>	<b>(166,303)</b>	<b>-1.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	26,244,456	26,408,257	(163,801)	-0.6%
West of Hudson	496,286	550,484	(54,198)	-9.8%
<b>TOTAL RAIL RIDERSHIP</b>	<b>26,740,742</b>	<b>26,958,741</b>	<b>(217,999)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>180,665</b>	<b>187,614</b>	<b>(6,949)</b>	<b>-3.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>26,921,407</b>	<b>27,146,355</b>	<b>(224,948)</b>	<b>-0.8%</b>

Notes.

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

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

**MTA METRO-NORTH RAILROAD**  
**RIDERSHIP BY LINE**  
**APRIL 2013**

LINE	APRIL 2013 ACTUAL	APRIL 2013 BUDGET	VARIANCE VS. BUDGET		APRIL 2012 RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,286,516	2,340,838	(54,322)	-2.3%	2,294,179	(7,663)	-0.3%
Hudson Line	1,355,099	1,393,806	(38,707)	-2.8%	1,369,008	(13,909)	-1.0%
New Haven Line	3,331,732	3,402,459	(70,727)	-2.1%	3,343,717	(11,985)	-0.4%
<b>Total East of Hudson</b>	<b>6,973,346</b>	<b>7,137,103</b>	<b>(163,757)</b>	<b>-2.3%</b>	<b>7,006,904</b>	<b>(33,558)</b>	<b>-0.5%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	82,564	91,731	(9,167)	-10.0%	92,407	(9,843)	-10.7%
Pascack Valley Line	50,319	53,489	(3,170)	-5.9%	53,496	(3,177)	-5.9%
<b>Total West of Hudson</b>	<b>132,883</b>	<b>145,220</b>	<b>(12,337)</b>	<b>-8.5%</b>	<b>145,903</b>	<b>(13,020)</b>	<b>-8.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,106,229</b>	<b>7,282,323</b>	<b>(176,094)</b>	<b>-2.4%</b>	<b>7,152,807</b>	<b>(46,578)</b>	<b>-0.7%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	31,263	31,227	36	0.1%	30,317	946	3.1%
Haverstraw-Ossining Ferry	11,434	11,647	(213)	-1.8%	11,308	126	1.1%
Newburgh-Beacon Ferry	6,051	7,468	(1,417)	-19.0%	7,251	(1,200)	-16.5%
<b>Total Connecting Services</b>	<b>48,748</b>	<b>50,342</b>	<b>(1,594)</b>	<b>-3.2%</b>	<b>48,876</b>	<b>(128)</b>	<b>-0.3%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,154,977</b>	<b>7,332,665</b>	<b>(177,688)</b>	<b>-2.4%</b>	<b>7,201,683</b>	<b>(46,706)</b>	<b>-0.6%</b>

Notes

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

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

TICKET TYPE/SERVICE	2013 YTD ACTUAL	2013 YTD BUDGET	VARIANCE VS. BUDGET		2012 YTD RESTATED (1)	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	8,711,358	8,936,161	(224,803)	-2.5%	8,729,814	(18,456)	-0.2%
Hudson Line	5,073,571	5,200,575	(127,004)	-2.4%	5,091,157	(17,586)	-0.3%
New Haven Line	12,459,527	12,817,308	(357,781)	-2.8%	12,587,286	(127,759)	-1.0%
<b>Total East of Hudson</b>	<b>26,244,456</b>	<b>26,954,044</b>	<b>(709,588)</b>	<b>-2.6%</b>	<b>26,408,257</b>	<b>(163,801)</b>	<b>-0.6%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	308,149	347,792	(39,643)	-11.4%	344,610	(36,461)	-10.6%
Pascack Valley Line	188,137	210,097	(21,960)	-10.5%	205,874	(17,737)	-8.6%
<b>Total West of Hudson</b>	<b>496,286</b>	<b>557,889</b>	<b>(61,603)</b>	<b>-11.0%</b>	<b>550,484</b>	<b>(54,198)</b>	<b>-9.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>26,740,742</b>	<b>27,511,933</b>	<b>(771,191)</b>	<b>-2.8%</b>	<b>26,958,741</b>	<b>(217,999)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	118,415	124,124	(5,709)	-4.6%	120,508	(2,093)	-1.7%
Haverstraw-Ossining Ferry	41,241	41,310	(69)	-0.2%	40,107	1,134	2.8%
Newburgh-Beacon Ferry	21,009	27,808	(6,799)	-24.4%	26,999	(5,990)	-22.2%
<b>Total Connecting Services</b>	<b>180,665</b>	<b>193,242</b>	<b>(12,577)</b>	<b>-6.5%</b>	<b>187,614</b>	<b>(6,949)</b>	<b>-3.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>26,921,407</b>	<b>27,705,175</b>	<b>(783,768)</b>	<b>-2.8%</b>	<b>27,146,355</b>	<b>(224,948)</b>	<b>-0.8%</b>

Notes:

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





**Metro-North Railroad**

# **Capital Program Report**

## **July 2013**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**July 22, 2013**

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

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

Construction Management/Supervision Services contract was awarded in May 2013. Award of the Design-Build contract is underway.

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

Proposals were received and are currently under review for a consultant to design specific station building elements.

##### **New Haven Line Station Improvements**

*Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations improvements include: platform superstructure rehabilitation, and electrical upgrades.* Track outage related work activities are complete at the first three stations and non-track outage work continues. Work activities have commenced at the remaining three stations under new Track 3 outage at those stations.

*Guardrail Replacement at Mamaroneck and Harrison (performed by Contractor under the Small Business Mentoring Program):* Closeout process is underway.

*Guardrail Replacement at Mt Vernon East, Pelham, and New Rochelle Stations:* Guardrail installation is complete at Mount Vernon East Station.

##### **Park Avenue Tunnel Renewal**

Masonry repairs in Tracks No. 1, 2, 3, & 4 are nearing completion. Installation of epoxy grout fill in the tunnel walls is underway. Repairs to damaged roof beams (1 out of 4) in the Track 1 and 2 tunnels have been completed, except for painting.

#### **POWER**

##### **Substation Replacement Bridge-23**

Fabrication of long lead equipment is in progress. Relay interconnection wiring between all system components continues. Pelham excavation for the new foundation is ongoing, with switchgear delivery in August. Cut-over of Phase 1 west switchgear is planned for September 2013.

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

Construction bids and proposals for Construction Supervision and Inspection Services were received and the award process is underway.

## **TRACK AND STRUCTURES**

### **2012 Cyclical Track Program**

All production, clean-up and surfacing of the 2012 Cyclical Track Program is complete.

### **Rehabilitation - Woodbury Viaduct**

Contractor has mobilized at the site and submittal process is underway.

### **Rebuild Retaining Walls**

Precast concrete panels were installed and existing stabilizing boom was removed. Confirmation borings have been completed. Contractor is currently making modifications to barge to accommodate the drilled shaft rig which has been mobilized. Drilled shafts have been fabricated and are being delivered to site for installation.

### **Rehabilitate Catenary Structures**

Submittal process is underway; contractor's Safety Plan has been approved. Work has commenced on some select Track 3 side that does not require track outage.

### **Undergrade Bridges – East of Hudson**

*Painting of select undergrade bridges* – Painting of NH 25.54 Westchester Ave. is complete.

*HU 32.81 Track 4 over Croton River* – Submittal process continues. Removal of existing bridge timber ties commenced.

*Design of 5 Undergrade Bridges* – Design Consultant is progressing toward 30% design.

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

Inspection of all concrete bridges located on the Port Jervis Line and load rating of select structures are complete. Consultant submitted inspection reports for MNR's review. Design and prioritization of bridges for repairs is progressing.

### **Otisville Tunnel Repairs**

Installation of air, electric and water conduits in the tunnel is in progress. Contractor has completed access road improvements at the west portal and access road.

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

HU 38.90 Montrose Station Road Bridge: Steel repairs are complete. Concrete repairs remain.

### **Drainage and Undercutting Program**

Sing-Sing Creek - Construction of the stream line within Metro-North's right of way is 85% complete. Retaining wall construction commenced.

Mott Haven to Fordham Phase II – Submittal process underway. Field activities are scheduled to commence in July 2013.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

*Phase V Stage I (consist shop)* preliminary design work is progressing. 10% design deliverable was submitted on July 3 for MNR review and comment.

*Phase V Pre-construction work:* Construction has commenced and the submittal review process is continuing.

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

North White Plains Roofs - The Master Plan for the NWP Roof replacements of the Maintenance of Way and Maintenance of Equipment buildings is complete. Project Management Plan is being updated.

## **GRAND CENTRAL TERMINAL**

### **Grand Central Terminal Train Shed and Park Avenue Tunnel**

Work on Track No. 1 and 2 in the tunnel are continuing to progress with masonry repairs nearing completion on both tracks. Design consultant has submitted 30% train shed repairs and 90% platform edge repairs' plans, along with completing the design of the ESA concourse repairs. The train shed repair effectiveness study is ongoing with an outline of the report submitted in June. The ESA project is preparing estimates to perform the construction.

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

30% design is underway. Consultant is preparing to perform soil sampling in the pit of the SE-1 and SE-2 elevators and 3D laser survey of the T-35 shaft between the upper and lower level.

### **GCT Utilities – Domestic Water System**

Due to responsiveness issues with the bids received associated with this project it has been decided to reject the bids and re-advertise and publically bid.

## **ROLLING STOCK**

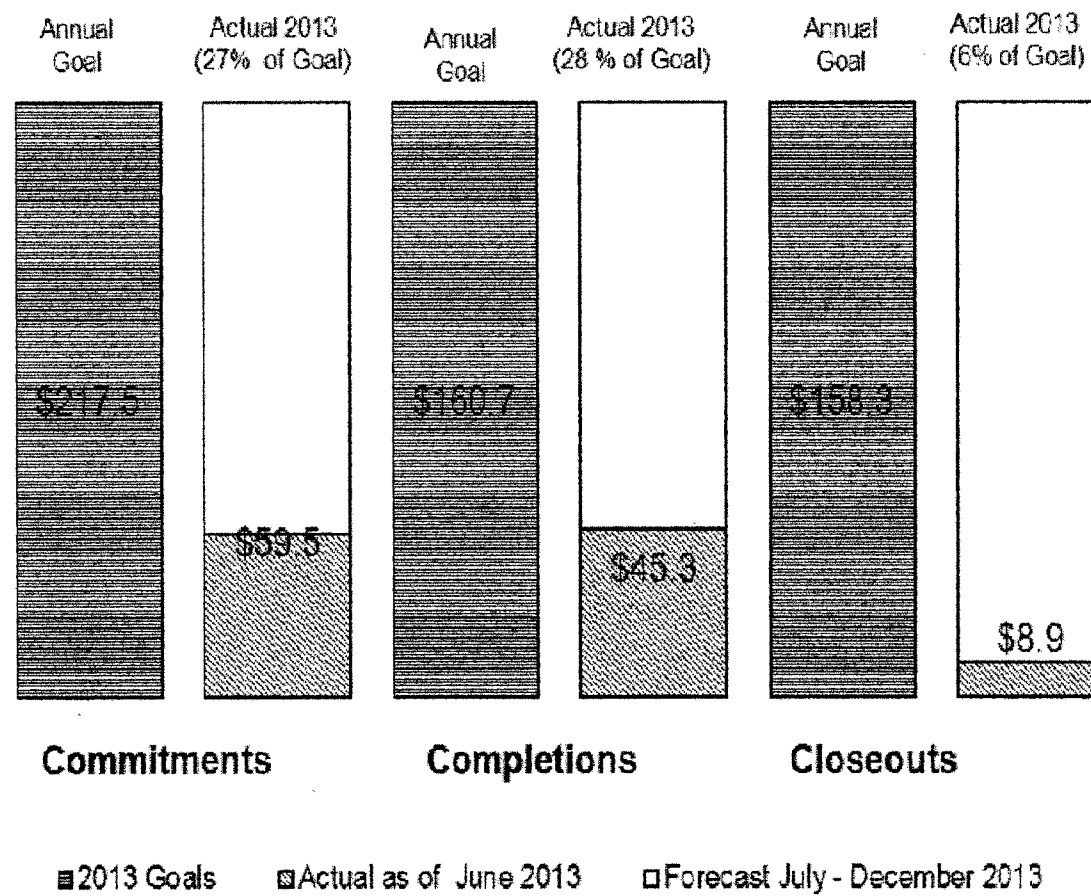
### **M-8 Car Program**

As of the end of May 2013, 232 cars have been conditionally accepted and placed into revenue service.

## 2013 MNR Capital Program Goals

As of June 30, 2013

In Millions





# **Police Report**

## **July 2013**



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

**June 2013 vs. 2012**

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	5	3	2	67%
Felony Assault	1	3	-2	-67%
Burglary	0	2	-2	-100%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	27	29	-2	-7%

**Year to Date 2013 vs. 2012**

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	24	27	-3	-11%
Felony Assault	16	20	-4	-20%
Burglary	5	10	-5	-50%
Grand Larceny	111	119	-8	-7%
Grand Larceny Auto	4	2	2	100%
Total Major Felonies	162	178	-16	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Metro North Railroad**

**June 2013 vs. 2012**

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	0	1	100%
Burglary	0	2	-2	-100%
Grand Larceny	5	5	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	7	8	-1	-13%

**Year to Date 2013 vs. 2012**

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	10	-1	-10%
Felony Assault	7	6	1	17%
Burglary	3	9	-6	-67%
Grand Larceny	44	51	-7	-14%
Grand Larceny Auto	4	2	2	100%
Total Major Felonies	68	78	-10	-13%

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



**INDEX CRIME REPORT**  
**Per Day Average**  
**June 2013**

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	1	1	0	0
Robbery	5	1	1	3
Fel. Assault	1	0	1	0
Burglary	0	0	0	0
Grand Larceny	20	13	5	2
GLA	0	0	0	0
Total	27	15	7	5
Crimes Per Day	0.90	0.50	0.23	0.17



MTA Police Department  
Arrest Summary: Department Totals

7/3/2013  
8:53:22AM

1/1/2013 to 6/30/2013

Arrest Classification	Total Arrests
Robbery	25
Felony Assault	19
Burglary	7
Grand Larceny	40
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	35
Assault-Misdemeanor	35
Breach of Peace	4
Child Endangerment	3
Conspiracy	12
Criminal Contempt	1
Criminal Impersonation	7
Criminal Mischief	24
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	21
Disorderly Conduct	9
Drug Offenses	10
DUI Offenses	12
Falsely Reporting an Incident	4
Forgery	11
Fraud	6
Graffiti	2
Harassment	2
Identity Theft	1
Menacing	8
Obstruct Government	9
Petit Larceny	45
Public Lewdness	16
Reckless Endangerment	6
Resisting Arrest	41
Sex Offenses	4
Theft of Services	44
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	25
Weapons Offenses	1

Arrest Totals

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## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department

### Metro North Railroad

### May 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	9	11	-2	-18%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	15	0	0%

### Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	10	-1	-10%
Felony Assault	6	6	0	0%
Burglary	3	7	-4	-57%
Grand Larceny	39	46	-7	-15%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	62	70	-8	-11%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION




MTA Police Department  
Arrest Summary: Department Totals

1/12/2013 to 6/21/2013

7/5/2013  
3:06:01 PM

Arrest Classification	Total Arrests
Robbery	19
Felony Assault	17
Burglary	7
Grand Larceny	35
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	28
Assault-Misdemeanor	28
Breach of Peace	4
Child Endangerment	2
Conspiracy	12
Criminal Contempt	1
Criminal Impersonation	7
Criminal Mischief	22
Criminal Possession Stolen Property	13
Criminal Tampering	2
Criminal Trespass	19
Disorderly Conduct	9
Drug Offenses	9
DUI Offenses	7
Falsely Reporting an Incident	4
Forgery	5
Fraud	5
Graffiti	2
Harassment	2
Identity Theft	1
Menacing	8
Obstruct Government	8
Petit Larceny	40
Public Lewdness	14
Reckless Endangerment	8
Resisting Arrest	38
Sex Offenses	3
Theft of Services	34
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	23
Weapons Offenses	1
<b>Arrest Totals</b>	<b>728</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**May 2013**

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	7	2	4	1
<b>Fel. Assault</b>	4	1	2	1
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	18	7	0	2
<b>GLA</b>	0	0	0	0
				
<b>Crimes Per Day</b>	0.94	0.32	0.48	0.13