



**Metropolitan Transportation Authority**

# Meeting of the Metro-North Railroad Committee

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## June 2014

### Members

J. Sedore, Chair

F. Ferrer, MTA Vice Chairman

A. Saul

J. Kay

M. Pally

S. Metzger

R. Bickford

C. Wortendyke

J. Ballan

C. Moerdler

J. Molloy

J. Blair

N. Brown



# Metro-North Railroad

## Metro-North Railroad Committee Meeting

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY 1001  
Monday, 6/23/2014  
8:30 - 9:30 AM ET

### 1. Approval of Minutes

*Minutes - Page 3*

### 2. 2014 Work Plan

*2014 Work Plan - Page 9*

### 3. President's Report

### 4. Information Items

*Information Items - Page 15*

#### a. Positive Train Control

*Positive Train Control - Page 16*

#### b. Grand Central Terminal Retail Development

*Grand Central Terminal Retail Development - Page 24*

### 5. Procurements

*Procurements - Page 37*

#### a. Non-Competitive

*Non-Competitive - Page 40*

#### b. Competitive

*Competitive - Page 45*

#### c. Ratifications

*Ratifications - Page 48*

### 6. Monthly Reports

#### a. Safety

*Safety Report - Page 49*

##### i. Enhanced Safety Report

*Enhanced Safety Report - Page 52*

#### b. Operations

*Operations Report - Page 53*

#### c. Financial

*Financial Report - Page 65*

#### d. Ridership

*Ridership Report - Page 86*

#### e. Capital Program

*Capital Program - Page 97*

### 7. MTA Police Report

*Police Report - Page 102*

**Date of next meeting: Monday, July 21, 2014 at 8:30 AM**

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, May 19, 2014

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

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA  
Hon. James L. Sedore, Jr., Chairman of the Committee  
Hon. Mitchell H. Pally  
Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Norman Brown  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Carl V. Wortendyke

Not Present:

Hon. Jonathan A. Ballan  
Hon. Jeffrey A. Kay  
Hon. Andrew M. Saul

Also Present:

Hon. Ira R. Greenberg  
Hon. David A. Paterson  
Joseph J. Giulietti – President, Metro-North Railroad  
Donna Evans – Chief of Staff  
Ralph Agritelley – Vice President, Labor Relations  
Roberto Aguirre, Sr. – Assistant Director, Office of Diversity and EEO  
Michael R. Coan – Chief, MTA Police Department  
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing  
James B. Henly – Vice President and General Counsel  
John Kesich – Senior Vice President Operations  
Timothy McCarthy – Senior Director, Capital Programs  
Thomas Mitchell – Director – Communications and Technology, Customer Service and Stations  
Kim Porcelain – Vice President - Finance and Information Systems  
Michael Shiffer – Vice President – Operations Planning  
Joseph Streany - Deputy Director, Safety – Safety Department

Chairman Sedore called the meeting to order.

One public speaker addressed the Committee. Murray Bodin expressed his opinion regarding the blowing of train horns, removal of the ticket booth at Hartsdale Station and the public comment portion of Committee meetings. Additional details of the comments made by Mr. Bodin are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Upon motion duly made and seconded, the Committee approved the minutes of the April 28, 2014 Committee meeting. There were no changes to the 2014 work plan.

## **PRESIDENT'S REPORT**

President Giulietti discussed the reforms Metro-North is undertaking to address the issues identified in the wake of the serious safety incidents that took place over the past year and the findings of the Federal Railroad Administration's (FRA) "Operation Deep Dive" review of Metro-North's operating practices, stating that the reforms address every aspect of Metro-North's operation and are part of a comprehensive outreach to ensure that everyone who works at the railroad understands that safety is the foundation of this railroad and its undisputed first priority. President Giulietti reviewed a number of the actions that are part of this comprehensive effort, including the following: reorganizing the Safety Department to focus solely on safety, centralizing oversight of all training functions in the Training and Development Department; and establishing a work plan to address each of the directed actions identified in the FRA review (respecting which Metro-North has completed 14 of the 27 actions identified in the FRA report, is progressing on five actions and has developed a training strategy to be carried out immediately to address the remaining eight actions). Metro-North has informed the FRA of its progress and their reaction was positive. President Giulietti noted that the railroad is committed to continuously improving its safety culture and practices, commits to continuing the productive collaboration that exists with the FRA and the National Transportation Safety Board (NTSB) and is very fortunate to have the support of Governor Cuomo, Governor Malloy, and the federal and state delegations of New York and Connecticut. He reported that all of the initiatives identified Metro-North's 100-Day Action Plan (Action Plan) have been completed or are in progress. The Action Plan and the actions set forth in its report to the FRA provide the basis for a strategic path forward to improve track maintenance and inspection standards and practices. These measures will help to fundamentally change the organization and lay the foundation that will enable Metro-North to achieve "best in class" status.

President Giulietti continued his report, noting that a new schedule went into effect on all three lines on May 11, 2014. A day before that schedule went into effect, a fire destroyed a critical piece of equipment that controls switches and signals near Greenwich, limiting track usage between Stamford, Connecticut and Port Chester, New York, and causing congestion and delays. Metro-North employees made temporary repairs which allow trains to operate safely through the area but do not provide full functionality. The damaged control house will be rebuilt to provide the required functionality at this location. Metro-North anticipates that service will continually improve as the control house comes back on line. In addition to the May 10 fire, on May 16 an overhead catenary wire in the vicinity of Cos Cob, Connecticut was damaged. Crews immediately responded, wire repairs were safely completed and all train service was safely restored.

With respect to Metro-North's outreach program, the President reported that seven informal forums have been held with customers and that he had met with a number of elected officials in New York and Connecticut recently. President Giulietti stated he will continue to meet with customers and elected officials on the local, state and federal levels and that he also looks forward to more visits with fellow employees. President Giulietti noted that an Action Plan scorecard is posted on the Internet to keep customers and other stakeholders informed of the railroad's progress, and committed that he and his senior team will continue to work towards creating a culture in which safety is the most important priority and to win back the confidence and trust of the railroad's customers and other stakeholders.

President Giulietti recognized the successful efforts of many employees, led by Tim McCarthy, Senior Director of Capital Programs, and the Capital Engineering Department to install a new transformer at the Mount Vernon Substation and new energy efficient cooling towers at Grand Central Terminal. He noted that a major milestone was achieved in the ongoing power upgrade for the New Haven Line with the installation of the second new, energy efficient transformer at Mount Vernon which provides additional redundancy and increased capacity. A similar upgrade was completed in March that doubled the capacity at the Cos Cob West substation, enabling the railroad to deliver power to the New York segment of the New Haven Line from Cos Cob through an upgraded tie system at the Harrison and Rye switching substations. The new transformers at Mount Vernon and the Cos Cob upgrade allow Metro-North to use the regenerative braking technology on the M-8 rail cars to feed power back into the catenary system each time the cars go into braking mode, reducing Metro-North's overall power demand.

President Giulietti also discussed the replacement of five old cooling towers at Grand Central Terminal with four new more energy efficient ones. The cooling towers work in tandem with the chillers that are in the subbasement of Grand Central Terminal. The new towers are made of stainless steel, have direct drive fans controlled by Variable Frequency Drives, and are equipped with improved monitoring and control systems to attain better efficiencies. Most of the waste in cooling towers comes from water that is evaporated and thus lost to the environment. These new cooling towers should limit the amount of water that has to be added to the system. The new units will be controlled remotely by the Terminal's building management system which will regulate the speed and flow of these machines for optimal operation. Last year, Metro-North and the New York Power Authority (NYPA) removed five steam absorption chillers and replaced them with four centrifugal (electrical) chillers that, like the new cooling towers, are more efficient. This overall work is part of the Grand Central Comprehensive Energy Conservation Project for which the Power Authority pays the upfront costs and Metro-North repays them in installments using the recurring savings over the life of the units through reduced energy consumption.

Further details concerning President Giulietti's report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and President Giulietti regarding damage to the catenary wires at the Harold Interlocking.

## **SAFETY REPORT**

Mr. Streany gave an overview of Metro-North's enhanced safety actions. He noted that over 8,000 employees attended the first two safety stand downs; the next quarterly "stand down" is

scheduled to take place in June. The modifications required under Emergency Order 29 have been completed ahead of schedule. Metro-North continues to work with the FRA on the implementation of the C3RS reporting measures and is working to finalize the first labor agreement. Progress has been made on speed compliance enhancements and Positive Train Control (PTC). The software needed for alerters will be installed beginning July 2014. Installation of permanent speed restriction signs at the locations identified on the Hudson, Harlem and New Haven Lines by the National Transportation Safety Board (NTSB) will be completed by June 15, 2014. Metro-North is in the process of identifying locations for installation of speed restrictions signs on the New Canaan, Danbury and Waterbury branch lines and west of Hudson. With respect to speed compliance, in April 2014, 255 radar observations were completed and 221 event recorder downloads were analyzed resulting in one exception. Metro-North is continuing its efforts to accelerate the installation of PTC and is developing a plan for New Haven Main Line installation of wayside transponders for civil speed restrictions.

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

### **INFORMATION ITEMS:**

Five informational items were reported to the Committee:

- Reliability Centered Fleet Maintenance Report
- Elevator & Escalator Service Report – 1<sup>st</sup> Quarter 2014
- Diversity/EEO Report – 1<sup>st</sup> Quarter 2014
- Jones Lang LaSalle Americas, Inc. – Retail property management services for Grand Central Terminal.
- Newmark & Company Real Estate, Inc. – Retail leasing and merchandising services for Grand Central Terminal.

The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and staff relating to the above items. Further discussion of the EEO Report was slated for the July committee meetings.

### **MTA POLICE DEPARTMENT REPORT**

Chief Coan reported that the total number of major felonies in April 2014 was unchanged from 2013. There was one robbery at 125<sup>th</sup> Street that resulted in an arrest and nine larcenies that resulted in five arrests. A skimming devise was found on a ticket vending machine in the kiosk at Grand Central Terminal. The device was removed and rendered inoperable. No customer information was taken from the device and the individual who installed the device was arrested at his home. The details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **Procurements:**

Three non-competitive procurements were presented to the Committee:

- A non-competitive purchase contract for up to a two-year period (one year base and one year option) to Schunk Graphite Technology, the original equipment manufacturer (OEM) for various parts, components, assemblies and repairs for the power collection systems for Metro-North's M-8 railcars.
- A non-competitive, five-year miscellaneous service contract to Zetron, Inc. for maintenance and support of the Acom Communication System for the Operations Control Center (OCC) and the Emergency Control Center (EDD).
- A modification to a miscellaneous procurement contract with Bombardier Mass Transit Corp. (Bombardier) to provide for the system replacement and upgrades to specific operations and safety-critical components on the M-7 railcars operated by Metro-North and Long Island Rail Road. This is a Metro-North led procurement with the Long Island Rail Road.

Seven competitive procurements were presented to the Committee.

- Approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective vendors for the design, manufacture and delivery of an Autonomous Track Geometry Inspection System (ATGIS).
- A competitive, negotiated contract with Wesco Distribution, Inc. to provide for the overhaul of three traction power transformers located along Metro-North's Harlem Line.
- Two competitive, three-year miscellaneous service contracts with Transaxle, LLC and Dependable Repair, Inc. for the repair and return of hydraulic components.
- A 56-month miscellaneous service contract with Fallproof Systems, LLC for the installation and maintenance of permanent fall netting under the Harlem River Lift Bridge.
- A competitive, negotiated, five-year miscellaneous service contract with Chem-Aqua, Inc. for the provision of chemical water treatment services for the chilled water, cooling tower/condenser water and hot water heating systems in Grand Central Terminal.
- A competitive, nine-month miscellaneous service contract to provide safety boat services for Metro-North personnel performing ongoing bridge repairs on the Devon Bridge in Stratford, Connecticut.

There was one ratification presented:

- Ratification of an emergency consulting services contract for an independent review and analysis of the grade crossings on the Danbury Branch of the New Haven Line.

Upon motion duly made and seconded, all the foregoing procurement items were approved for recommendation to the Board. Board Member Moerdler abstained from the vote on the contract with Bombardier Mass Transit Corporation. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee Members and Metro-North staff relating to the above items.

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

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

**Adjournment**

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino". The signature is fluid and cursive, with the first name "Linda" and last name "Montanino" clearly distinguishable.

Linda Montanino  
Assistant Secretary



## 2014 Metro-North Railroad Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes 2014 Committee Work Plan Information Items (if any) Action Items (if any) Procurements President's Report Safety Operations Financial Ridership Capital Program MTA Police Report	Committee Chairs & Members Committee Chairs & Members  President/Senior Staff
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>June 2014</u>	
Positive Train Control Grand Central Terminal Retail Development	President MTA Real Estate
<u>July 2014</u>	
Environmental Audit	Environmental Compliance
<u>September 2014</u>	
2014 Final Mid-Year Forecast 2015 Preliminary Budget (Public Comment) 2014 Fall Schedule Change Elevator & Escalator Service Report–2 <sup>nd</sup> Quarter 2014 Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2014	Finance Finance Operations Planning & Analysis Operations Diversity and EEO
<u>October 2014</u>	
2015 Preliminary Budget (Public Comment)	Finance
<u>November 2014 (Joint meeting with LIRR)</u>	
2015 Preliminary Budget (Public Comment) Annual Committee Charter Review Holiday Schedule Elevator & Escalator Service Report–3 <sup>rd</sup> Quarter 2014 Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2014	Finance Committee Chairs & Members Operations Planning & Analysis Operations Diversity and EEO

#### December 2014

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

#### January 2015

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

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

#### March 2015

2014 Annual Ridership Report	Operations Planning & Analysis
Annual Strategic Investments & Planning Studies Report	Capital Planning
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2014	Diversity and EEO

#### April 2015 (Joint meeting with LIRR)

Final Review of 2014 Operating Budget Results	Finance
2015 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Inventory Report	Procurement

#### May 2015

RCM Fleet Maintenance	Operations
Elevator & Escalator Service Report—1 <sup>st</sup> Quarter 2015	Operations
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2015	Diversity and EEO

# 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.

#### **2014 Work Plan**

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

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

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

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

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

#### **Procurements**

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

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

A monthly report will be provided highlighting major accomplishments and progress on key initiatives on performance indicators.

#### **Safety**

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

#### **Operations**

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

#### **Financial**

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

#### **Ridership**

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

#### **Capital Program**

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

#### **Police Activity Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **JUNE 2014**

#### Positive Train Control

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

#### Grand Central Terminal Retail Development

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

### **JULY 2014**

#### Environmental Audit Report

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

### **SEPTEMBER 2014**

#### 2014 Final Mid-Year Forecast

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

#### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

#### 2014 Fall Schedule Change

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

#### Elevator & Escalator Service Report – 2<sup>nd</sup> Quarter 2014

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

#### Diversity & EEO Report– 2<sup>nd</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 on diversity initiatives.

### **OCTOBER 2014**

#### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

### **NOVEMBER 2014**

#### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

#### Review Committee Charter

Annual review and approval of the MNR Committee Charter.

#### Holiday Schedule

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

#### Elevator & Escalator Service Report – 3<sup>rd</sup> Quarter 2014

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

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2014

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

### **DECEMBER 2014**

#### 2015 Final Proposed Budget

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

#### Proposed 2015 Committee Work Plan

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

### **JANUARY 2015**

#### Approval of 2015 Committee Work Plan

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

### **FEBRUARY 2015**

#### Adopted Budget/Financial Plan 2015

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

#### 2014 Annual Operating Results

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

#### Elevator & Escalator Service Report – 4<sup>th</sup> Quarter 2014

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

### **MARCH 2015**

#### 2014 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2014 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### Annual Strategic Investments & Planning Studies Report

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

#### Diversity & EEO Report– 4<sup>th</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 on diversity initiatives.

#### **APRIL 2015** (Joint Meeting with LIRR)

##### Final Review of 2014 Operating Results

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

##### 2015 Spring/Summer Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines during the spring and summer of 2015.

##### Annual Inventory Report

The Agency will present its annual report on Inventory.

#### **MAY 2015**

##### RCM Fleet Maintenance

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

##### Elevator & Escalator Service Report – 1<sup>st</sup> Quarter 2015

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

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2015

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



**Metro-North Railroad**

# **Information Items**

## **June 2014**

# Positive Train Control Project Status

Metro-North Railroad  
Long Island Rail Road

May 19, 2014 CPOC





# PTC Project

- Contracts with Bombardier/Siemens Joint Venture to design and furnish a PTC System:
  - Awarded: November 13, 2013
  - Board Authorized Amount: \$428M(LIRR: \$218 and MNR: \$210)
- Total Project Cost \$914.4M includes \$486.4M for Installation and Project Management.
- Funding (\$M)

Capital Program	LIRR	MNR NY	MNR CT
<i>2005-2009</i>	<i>\$9.5</i>	<i>\$19.2</i>	
<i>2010-2014</i>	<i>\$314.4</i>	<i>\$254.68</i>	<i>\$53.2</i>
<i>2015-2019</i>	<i>\$100.72</i>	<i>\$70.74</i>	<i>\$92</i>

\*Total Project costs include long term post warranty spare parts and software support to be funded by Operating Budgets.



# PTC Implementation Schedule

- The Delivery Schedules in the original Contracts supported a December 2018 date for Full Implementation for both Railroads.
- The need to do extensive PTC System Development and extensive Pilot Testing preclude meeting the statutory December 2015 Implementation Date.
- FRA stated: “It is unlikely that many railroads will reach the mandated deadline of December 31, 2015.”
- MNR and LIRR have advised FRA that they will not meet the December 31, 2015 deadline.



# PTC Implementation Schedule - Risks

- Design Revisions
  - PTC Designs are based on Amtrak's ACSES System used in the Northeast Corridor (NEC)
  - Differences with Amtrak's operations and infrastructure
- Interoperability/Joint Territory
  - Amtrak
  - Freight Railroads
- GE Radio Development
- MNR radio spectrum



# PTC Implementation Schedule Improvement

- In April 2014, the Board approved three changes to improve the Delivery Schedules for:
  - PTC On-Board Kits
  - PTC Wayside Kits
  - MNR Transponders
- The Total Cost of the 3 Change Orders is \$11.3M (LIRR: \$5.8M and MNR: \$5.5M)
- Railroads' Installation and Project Management Costs are under review
- Funding increases to support installation improved implementation will be required in the LIRR and MNR 2015-2019 Capital Programs



# Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

LIRR								
	Wayside Miles				On-Board Units <sup>4,5</sup>			
	Original	%	New	%	Original	%	New	%
<b>Dec 2015</b>	<b>63</b>	<b>20%</b>	<b>63</b>	<b>20%</b>	<b>41</b>	<b>8%</b>	<b>61</b>	<b>12%</b>
<b>Dec 2016</b>	<b>172</b>	<b>55%</b>	<b>256</b>	<b>82%</b>	<b>223</b>	<b>42%</b>	<b>380</b>	<b>73%</b>
<b>Dec 2017</b>	<b>251</b>	<b>80%</b>	<b>314<sup>1</sup></b>	<b>100%</b>	<b>393</b>	<b>76%</b>	<b>499 <sup>3</sup></b>	<b>96%</b>
<b>Dec 2018</b>	<b>318</b>	<b>N/A</b>	<b>318<sup>2</sup></b>	<b>N/A</b>	<b>520</b>	<b>100%</b>	<b>520</b>	<b>100%</b>

<sup>1</sup> 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

<sup>2</sup> 4 remaining miles for ESA only.

<sup>3</sup> 478 Units installed by May 2017 (includes all M7's).

<sup>4</sup> M9's are PTC ready upon delivery and not included in table.

<sup>5</sup> LIRR M3's are not planned to be PTC equipped due to decommissioning beginning late 2017/early 2018.



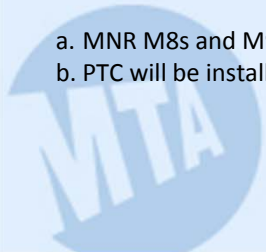
# Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

MNR								
	Wayside Miles				On-Board Units <sup>a,b</sup>			
	Original	%	New	%	Original	%	New	%
<b>Dec 2015</b>	52	19%	52	19%	86	25%	92	27%
<b>Dec 2016</b>	95	35%	155	57%	172	50%	258	75%
<b>Dec 2017</b>	171	63%	270	100%	258	75%	343	100%
<b>Dec 2018</b>	270	100%	N/A	N/A	343	100%	N/A	N/A

a. MNR M8s and M9s are not included in the count.

b. PTC will be installed on the Port Jervis Line under an option on a New Jersey Transit contract.



## **MNR Accelerated Civil / MAS Speed Enforcement**

Description: MNR will improve installation of transponders, starting early in 2015, well before implementation of other PTC elements.

- ACSES baseline equipped M8 cars, P32 Locos, BL 20 Locos and Cab Cars.

Benefit: Will allow MNR to enforce Civil speeds and Maximum Authorized Speed (MAS) on the New Haven Line by early 2015 and the Hudson and Harlem Lines by mid 2015.





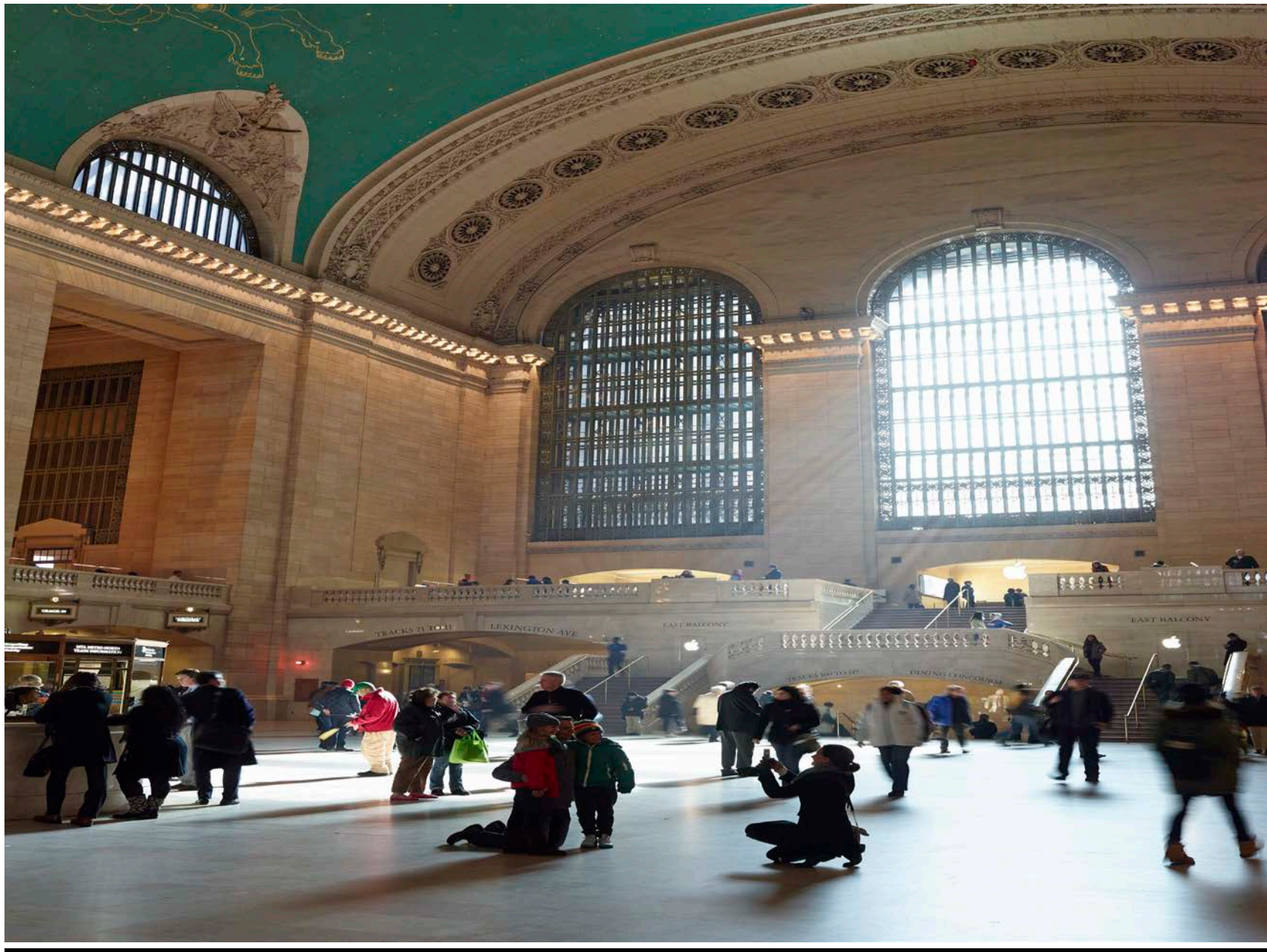
**GRAND CENTRAL**

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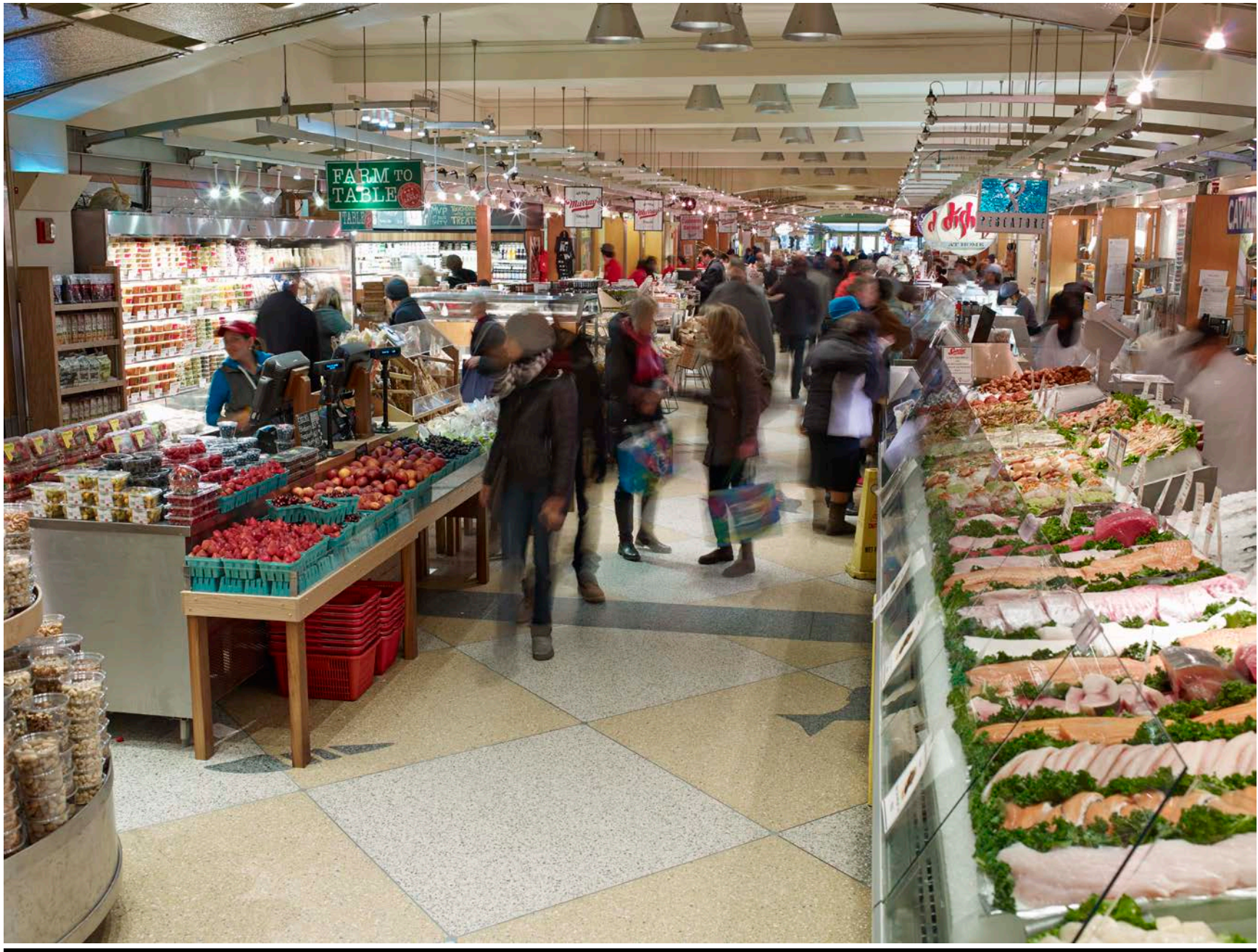
**RETAIL DEVELOPMENT  
AT  
GRAND CENTRAL TERMINAL**

**June 2014**

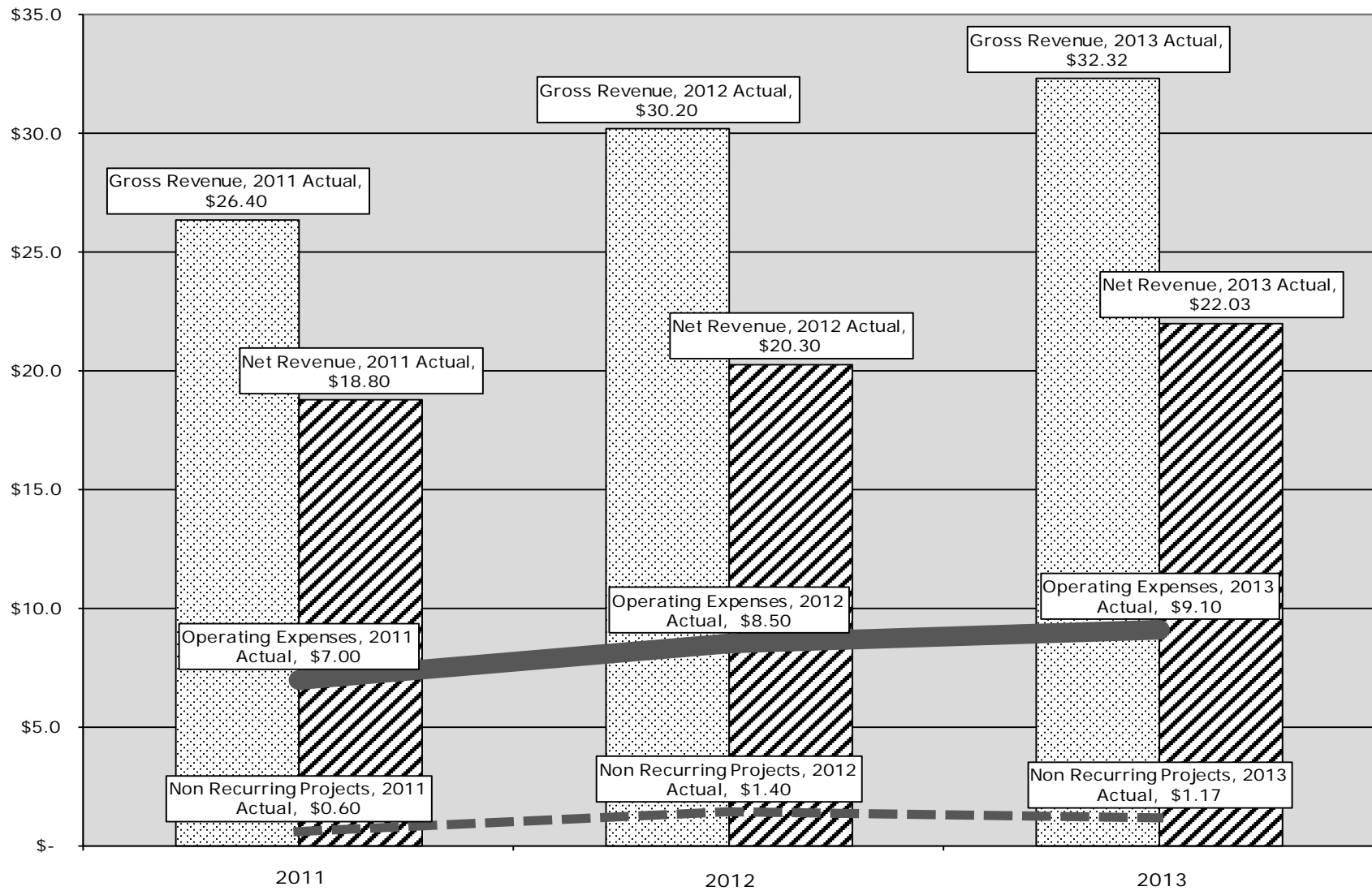








**I. PROPERTY PERFORMANCE (in millions)**



**Financial Summary -- 2011-2014 Income and Expenses**

	Actual 2011	Actual 2012	Nov Plan 2013	Actual 2013	July Plan 2014	<u>Actual 13 v</u> Nov Plan 13		Variance <u>Actual 13 v</u> Actual 12		<u>July Plan 14 v</u> Actual 13	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	20,799,131	23,759,834	24,805,162	25,018,491	26,702,231	213,329	1%	1,258,657	5%	1,683,740	7%
Other Income	<u>6,642,508</u>	<u>6,266,504</u>	<u>7,002,503</u>	<u>7,306,448</u>	<u>9,826,381</u>	<u>303,945</u>	4%	<u>1,039,944</u>	17%	<u>2,519,933</u>	34%
<i>Total Revenue</i>	<i>27,441,639</i>	<i>30,026,338</i>	<i>31,807,665</i>	<i>32,324,939</i>	<i>36,528,612</i>	<i>517,274</i>	2%	<i>2,298,601</i>	8%	<i>4,203,673</i>	13%
Operating Expenses	7,256,122	8,397,698	9,191,372	9,121,579	8,266,660	69,793	1%	(723,881)	-9%	854,919	9%
Non Recurring Projects	<u>277,677</u>	<u>1,058,253</u>	<u>1,873,970</u>	<u>1,173,367</u>	<u>2,102,857</u>	<u>700,603</u>	37%	<u>(115,114)</u>	-11%	<u>(929,490)</u>	-79%
<i>Total Expenses</i>	<i>7,533,799</i>	<i>9,455,951</i>	<i>11,065,342</i>	<i>10,294,946</i>	<i>10,369,517</i>	<i>770,396</i>	7%	<i>(838,995)</i>	-9%	<i>(74,571)</i>	-1%
<b>Net Income</b>	<b>19,907,840</b>	<b>20,570,387</b>	<b>20,742,323</b>	<b>22,029,993</b>	<b>26,159,095</b>	<b>1,287,670</b>	<b>6%</b>	<b>1,459,606</b>	<b>7%</b>	<b>4,129,102</b>	<b>19%</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

Lexington Passage	Jacques Torres Chocolates Café Grumpy
North End Passage	The Beverage Bar
Grand Central Market	Ceriello Fine Foods Dishes At Home
Biltmore Room/Passage	Central Watch Band

### LEASES CURRENTLY IN NEGOTIATION

Vanderbilt Hall/ Shuttle Passage	American Great Dane (Claus Meyer Nordic Restaurant)
Shuttle Passage	TASTE NY/ One Woman Winery
Grand Central Market	Oren's Daily Roast
Lexington Passage	New York Film Academy

### III. TENANT SALES PERFORMANCE

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

	<b>2013</b>	<b>2012</b>	<b>Q1 2014</b>	<b>Q1 2013</b>
<b>42<sup>nd</sup> Street</b>	\$1014	\$927	\$210	\$226
<b>Main Concourse</b>	\$2966	\$2994	\$687	\$668
<b>Shuttle Passage</b>	\$1288	\$1254	\$323	\$316
<b>42<sup>nd</sup> St. Passage</b>	\$2194	\$2007	\$475	\$510
<b>Graybar Passage</b>	\$3629	\$3377	\$892	\$852
<b>Lexington Passage</b>	\$2681	\$2741	\$606	\$643
<b>Grand Central Market</b>	\$3366	\$3294	\$848	\$835
<b>Dining Concourse</b>	\$3017	\$2569	\$744	\$649
<b>Restaurants</b>	\$884	\$820	\$137*	\$218
<b>Biltmore Room/Passage</b>	\$943	\$864	\$223	\$208
<b>All GCT</b>	\$1622	\$1528	\$370	\$389
<b>All GCT (excluding restaurants)</b>	\$1998	\$1883	\$486	\$473

\*Oyster Bar was closed for ceiling renovations (needed replacement of historic Gustavino Tile) from January 5, 2014 through March 12, 2014, resulting in the drop of restaurant sales per square foot for Q1 2014. Without Oyster Bar sales from 2013 and 2014, the average annual sales per square foot in the restaurants would be:

Q1 2014 \$301

Q1 2013 \$296

#### 2013 YEAR END SALES PERFORMANCE

Total reported retail sales for 2013 equaled \$188,614,279, a 2.5% increase from 2012

#### COMPARABLE SALES

Total sales for the 83 tenants open for all of 2013 and 2012 increased by 5.4%

Of these tenants:

62 reported positive comparable sales

1 was flat to last year's sales

20 reported negative comparable sales

Comparable sales increased in all retail areas of GCT for 2013 as compared to 2012 as follows:

42 <sup>nd</sup> Street	9%
Main Concourse	3%
Shuttle Passage	3%
42 <sup>nd</sup> St. Passage	9%
Graybar Passage	7%
Lexington Passage	3%
Grand Central Market	5%
Dining Concourse	4%
Restaurants	8%
Biltmore Room/Passage	9%

#### 2014 end of Q1 SALES PERFORMANCE

Comparable sales for Q1 2014 to Q1 2013 have generally shown a healthy increase by area within GCT. Both the Biltmore Room/Passage and Main Concourse show negative results due to Hudson News' sales decrease. Hudson News has lost business due to the increase of e-readers and a general decline in the sale of print media including books, magazines and newspapers.

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

#### **IV. MARKETING**

The 2013 Centennial led by Metro-North Railroad with support by the retail property manager (Jones Lang LaSalle) provided GCT a very high profile and focused platform to launch a series of public, cultural and retail promotions. These efforts generated increased local and international publicity and strong sales results strengthening the "GCT brand". Overall, the Centennial, supported by a detailed and creative marketing plan, allowed maximum exposure with marketing outlets.

##### Retail Promotions

During the Centennial celebration several new tenant themed initiatives were launched:

##### 1913 Pricing

On February 1<sup>st</sup> many retailers offered select goods at 1913 pricing. The promotion was an overwhelming success. The lines at the participating retailers were a telltale sign of each tenant's popularity and this promotion was repeated several times during the Centennial year.



### 100 Free

In addition to 1913 pricing, several tenants participated in a 100 Free promotion. The first 100 customers received a special gift with purchase.

### Grand Central Rewards

In 2013 we launched *Grand Central Rewards* program. Shoppers received Centennial specific rewards for shopping at stores throughout the entire Terminal. The goal was for people to shop stores in all areas of the Terminal in order to grow people's knowledge of all retail options. The feedback was terrific. Most of the customers went for the increased spend to get the top value reward. The promotion was repeated with a May/June 2014 version with summer themed rewards.

### Branding

An initiative was undertaken to "call out" the Dining Concourse and Grand Central Market. Both entities were given their own tagline and logo and promotional campaign around the Terminal to give them more exposure along with an understanding of how great and expansive their food offerings are.

This effort was aided by a large scale photo shoot. The photo shoot focused on new photos for all tenant spaces including Graybar kiosks, actual shoppers in action shots and new beauty shots. These efforts will elevate all collaterals with new vibrant photos.

### GCT Media

Our on-call firm, Goodman Media plotted out a significant communications strategy aligned with the MTA Press office, followed by a rigorous execution of the Centennial year activities, resulting in a spectacular media turn-out for the February 1<sup>st</sup> festivities that saw more than 200 credentialed press on site, nearly 500 global media hits through thousands of press outlets in 34 states and 16 countries, garnering more than 1.3 billion impressions internationally.

Press coverage throughout 2013 represented the highest amount of generated clips and resulting impressions of any of the three years Goodman Media has worked on the Terminal.

To date in 2014, Goodman Media & MTA Press Office has helped garner nearly 130 separate clips for events and retail activities with highlights including:

- J.P. Morgan International Squash Tournament in January
- Beer Week activities in February
- Japan Week, which was accompanied by a photo exhibit about the Japanese Earthquake, in March.

### Sponsorship

As part of the Centennial focus, Premier Partnerships and JLL, with Metro-North support, secured \$1,375,000 in gross sponsorship revenue. The sponsors were Target, Westin Grand Central, CBRE, Columbia Business School and Carvel.

Shaw Floors sponsored the Centennial Holiday Fair, and Toshiba sponsored the Centennial Holiday Light Show staged in the west windows in the Main Concourse.

Premier Partnerships also helped secure two media partners who contributed over \$975,000 in promotional (non-cash) inventory: WABC-TV Channel 7 and the New York Times.

In December 2014, the sponsorship agent was re-bid. The new agency is Leverage Agency. They are working on several large scale public event ideas such as a concert series, movie series and furthering Vanderbilt Hall activations, with the goal of making Grand Central an everyday destination.

### Connections Magazine

Two issues of Connections were produced in 2013. A well-received collectible edition was published to celebrate the Centennial on February 1<sup>st</sup>, followed by a Fall/Winter edition published just prior to the Holiday Fair and Light Show.

The Spring/Summer 2014 edition was published and distributed the first week of May 2014. All issues featured retail promotions and retail driven content.

### Social Media

The number of Facebook likes (followers) grew over 70% from 23,769 in 2012 to over 41,000 in 2013.

The number of Twitter followers increased by 83% from 4,500 to over 8,200 currently.

The number of Instagram followers (which was started in December 2013) is now over 6,000.

### E-Blast

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

Current list to date of subscribers increased by 7.7% to 16,414

#### Mobile App

The GCT Mobile App, launched in collaboration with Metro-North was released May 2013 with retail/event and real time MNR train information, now has over 42,000 downloads.

#### Website

The evolution of the website redesign continued in 2013. The homepage was reformatted to call out the most important ongoing initiatives.

In addition, a Centennial focused website was launched and kept up to date with retail promotions and events throughout 2013.

### **V. EVENTS**

Vanderbilt Hall, including Holiday Fair, and Taxi Stand event revenue in 2013 was \$2.38 MM

By mid-May 2014, contracts totaling \$1,711,000 in revenue have been signed for events throughout 2014. This represents 43% over the 2014 budget of \$1,192,263 for events excluding the Holiday Fair.

### **VI. GCT RETAIL REVENUE FUNDED PROJECTS: Conceived and implemented by Metro-North forces**

#### 89 E. 42<sup>nd</sup> St. ENTRANCE FOYER

To enhance the customer experience work to patch, paint ceiling, power wash the floor, clean polish/repair walls, fabricate and replace all (16) wood entrance doors, added soffit lighting and spot lights on the lettering. 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

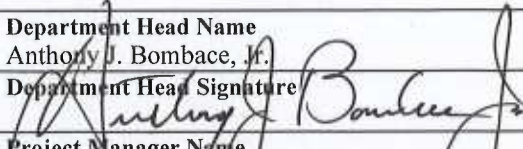
To elevate conditions in the trainshed for arriving/departing passengers, phase II work provided for a new hung ceiling grid, and new light fixtures using LED bulbs. Installation required new support structure, conduits and wiring. Also added were conduits for the GCT Wireless project as well as utilities in anticipation of a new customer visual information system. The new color scheme continues to be well received and expanded to cover more of the Terminal.

### BILTMORE ROOM LOBBY RESTORATION

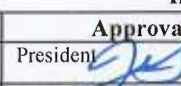
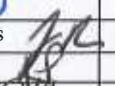
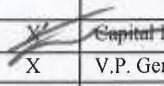

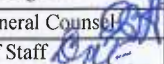


Patching, priming and painting of the ceiling in the lobby and stairwell are complete. Cleaning, polishing and painting of the walls continue. And the replacement of marble floor tiles is expected by the year's end.

### VANDERBILT HALL INFORMATION KIOSKS

Work began on new digital information kiosk. Four digital screens were installed in Vanderbilt Hall and in the entrance way, which include new power and communication lines, as well as structural improvements to support the installation. The screens will provide customers with information, such as train departure times, travel info and agency messages. Project is expected to be complete 3<sup>rd</sup> qtr. 2014.

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement and Material Management
<b>Department Head Name</b>	Anthony J. Bombace, Jr.
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	6-23-14	x		
2	MTA Board Mtg.	6-25-14	x		

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

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

**PURPOSE:**

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

**DISCUSSION:**

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule E:	Miscellaneous Procurement Contracts	1	\$1,450,000
	• Railware, Inc.		\$1,450,000
Schedule G:	Miscellaneous Service Contracts	1	\$65,369
	• Kato Engineering Inc.		\$65,369
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$1,359,000
	• Transportation Technology Center, Inc. (TTCI)		\$1,359,000
SUB TOTAL:		3	\$2,874,369

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)		1	TBD
• Request to use RFP Process	TBD		
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		1	\$110,950
• Progress Railway Services Corp.	\$110,950		
SUB TOTAL:		2	\$110,950

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
Schedule D: Ratification of Completed Procurement Actions		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule K: Ratification of Completed Procurement Actions			
• Koppers, Inc.	\$125,740	1	\$125,740
SUB TOTAL:		1	\$125,740
TOTAL:		6	\$3,111,059

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.

**JUNE 2014**

**METRO-NORTH RAILROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

**1. Railware, Inc. \$1,450,000 (not-to-exceed) Staff Summary Attached**  
**Centralized Traffic Control Software Maintenance & Implementation Training Simulator Software**

Approval is requested for a non-competitive, negotiated, five year, miscellaneous procurement contract with Railware, Inc. for maintenance and support of MNR's Centralized Traffic Control (CTC) System. In addition to the required software maintenance and support, Railware will be installing simulator software to aide in the training of Rail Traffic Controllers (RTC) and also Enhanced Employee Protection System upgrades. Railware, Inc. is the original software vendor who designed, developed, integrated and validated MNR's current CTC system and is the only source for modifications to be made to its proprietary CTC systems and applications which are unique to MNR.

The maintenance contract covers all Software Components and includes unlimited 24/7 phone support, 1-hr. technical response time, diagnosis of problems when requested by MNR, warranty to correct problems/bugs in the software components, and software engineering services for specified enhancements. Negotiations with Railware resulted in a total savings of \$68,000 over the five year term of the contract. The total cost for maintenance and support is \$900,000 for the five year term. MNR will retain an option to extend the agreement an additional three years. The cost of the software enhancements is not-to-exceed \$550,000 and they shall be completed in twelve months. Funding is to be provided by MNR's Operating Budget.

**G. Miscellaneous Service Contracts**

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

**2. Kato Engineering Inc. \$65,369**  
**Repairs to Locomotive Alternators for MNR's BL20 Fleet**

Approval is requested for a non-competitive one-time miscellaneous service contract with Kato Engineering Inc., for the Repair and Return of a BL20 locomotive alternator. The repairs are necessary to return the locomotive back to a state of good repair. Kato Engineering is the OEM and the sole authorized maintainer of this alternator.

MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL§1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by the MNR Procurement Department was performed and no alternate suppliers have been identified.

The total cost of this procurement is \$65,369 and its costs are deemed fair and reasonable for the level of services required. The procurement is to be funded by the MNR Operating Budget.



#### **H. Modifications to Personal /Miscellaneous Service Contracts**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval)

#### **3. Transportation Technology Center, Inc. (TTCI) \$1,359,000 (not-to-exceed) *Staff Summary Attached* Automated Track Inspection Surveys and Data Management Services**

Approval is requested for funding totaling \$1,359,000 to TTCI for additional technical and track testing assistance throughout MNR territory. TTCI services are needed in collecting and analyzing automated track inspection data to prioritize track repairs and cyclical track programs.

In 2013, the MTA Board ratified a miscellaneous service contract for TTCI to provide various engineering support services along with specific track testing. Under the original award, TTCI was to 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 was to be concluded by the fourth quarter of 2013. Based on actual field conditions and observations reported by TTCI to MNR, MNR has requested that TTCI provide further analysis of MNR's track infrastructure with both a Track loading vehicle (TLV) to measure and compare the loaded and unloaded gage strength of the track structure and Ground Penetrating Radar (GPR) to map the condition of the track ballast and subgrade. Additionally, TTCI will conduct a GPR survey on certain areas of track that were not available during the initial investigation in 2013; will collect the data from the daily testing and train and assist MNR track engineers with data analysis interpretation and remedial action decision making; generate and maintain a live database to store all MNR automated track inspections data, analyze and compare information from each successive survey; identify and prioritize recurring substandard locations; assist in the determination of long versus short term maintenance needs and technical support in the development of an automated inspection vehicle specification; and supply two subject matter experts, on an as-needed basis, reporting directly to the Vice President, Chief Engineer – Maintenance of Way.

Based on TTCI's revised scope of work and Metro-North's continued need for TTCI's high level of industry expertise, the total additional funds required by MNR is not-to-exceed \$1,359,000. All contract terms, conditions and rates remain unchanged. The additional funding will be provided by the MNR Operating Budget.

## Schedule E: Miscellaneous Procurement Contracts

Item Number: E

<b>Vendor Name (&amp; Location)</b> Railware, Inc.
<b>Description</b> Centralized Traffic Control System Maintenance Services & new Training Simulation, Plate Blocking order, WebPortal
<b>Contract Term (including Options, if any)</b> Three Years
<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: Sole Source/Negotiated

<b>Contract Number</b> 38068	<b>AWO/Modification #</b>
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount: not-to-exceed</b>	\$1,450,000
<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; Department Head Name:</b> Procurement & Material Management, Anthony J. Bombace, Jr.	

### I. RECOMMENDATION:

It is recommended that the MTA Board approve the award of a non-competitive contract to Railware at a not-to-exceed amount of \$1,450,000 for a five year maintenance and support plus software enhancements contract as part of the Deep Dive Directive recommended by the FRA.

### II. PURPOSE/RECOMMENDATION:

Non-competitive, negotiated, five year, miscellaneous procurement contract with Railware, Inc. for maintenance and support of MNR's Centralized Traffic Control (CTC) System. In addition to the required software maintenance and support, Railware will be installing simulator software to aide in the training of Rail Traffic Controllers (RTC) and also Enhanced Employee Protection System upgrades. Railware, Inc. is the original software vendor who designed, developed, integrated and validated MNR's current CTC system and is the only source for modifications to be made to its proprietary CTC systems and applications which are unique to MNR.

The implementation and use of the Railware software programs began in 2003 as part of the Grand Central Terminal (GCT) Operations Control (OCC) and Emergency Control Centers (ECC) expansions. MNR's CTC system is comprised of extremely complex software subsystems, which are critical for the safe and reliable control and monitoring of the signal system throughout all of the MNR territory. MNR's operation relies on the Railware CTC software and is the source for the public information offered by *Train Time*, the application that provides customers with instant information on MNR train service.

This negotiated master maintenance contract covers all software components and includes unlimited 24/7 phone support, 1-hr. technical response time, diagnosis of problems when requested by MNR, warranty to correct problems/bugs in the software components, and software engineering services for specified enhancements. Further, as part of the FRA Deep Dive directive specific to MNR, the following software implementations are requested from Railware:

1. Implementation of a software package that will provide a new training simulator to enable the RTC (Rail Traffic Controllers) crews' ability to familiarize themselves with operational changes on the CTC system in a controlled environment. The current training of the RTC crew members is done on the live CTC system which does not allow for reenacting scenarios and testing environments. This software will implement features for RTC crew member's certifications.
2. The Power Plate Order software implementation will integrate with MNR's current CTC software which is a further enhancement to the Enhanced Employee Protection System (EEPS). (The Power Plate Orders are currently applied manually.) This is a part of the FRA directive to improve safety.
3. A Web-based secure server portal of the CTC system grid with a dual security password protected access protocol is requested to replace the current Track Driver View (TDV) application.

## Schedule E: Miscellaneous Procurement Contracts

Negotiations with Railware resulted in a total savings of \$68,000 over the five year term of the contract. The total cost for maintenance and support is \$900,000 for the five year term. The cost of the software enhancements is not-to-exceed \$550,000 and they shall be completed in twelve months. MNR will retain an option to extend the agreement an additional three years.

### **III. D/M/WBE INFORMATION:**

The MTA Office of Civil Rights assigned 0% MBE/WBE Goals to this procurement.

### **IV. IMPACT ON FUNDING:**

The agreement will be funded annually by the MNR Operating Budget.

### **V. ALTERNATIVES:**

There are no available alternatives to Railware maintaining the proprietary CTC systems.

## Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

<b>Vendor Name (&amp; Location)</b> Transportation Technology Center, Inc.		<b>Contract Number</b> 1000027923	<b>AWO/Modification #</b> N/A
<b>Description</b> Automated Track Inspection Survey and Data Management		<b>Original Amount:</b>	\$700,000
<b>Contract Term (including Options, if any)</b> One Year		<b>Prior Modifications:</b>	\$706,400
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b>	\$
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Current Amount:</b>	\$1,406,400
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		<b>This Request:</b>	\$1,359,000 (not-to-exceed)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	%99.1%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombace, Jr.		<b>% of Modifications (including This Request) to Original Amount:</b>	%295%

### Discussion:

Approval is requested for funding totaling \$1,359,000 to TTCI for additional technical and track testing assistance throughout MNR territory. TTCI services are needed in collecting and analyzing automated track inspection data to prioritize track repairs and cyclical track programs.

In 2013, the MTA Board ratified a miscellaneous service contract for TTCI to provide various engineering support services along with specific track testing. Under the original award, TTCI was to 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 was to be concluded by the fourth quarter of 2013. Based on actual field conditions and observations reported by TTCI to MNR, MNR has requested that TTCI provide further analysis of MNR's track infrastructure with both a Track loading vehicle (TLV) to measure and compare the loaded and unloaded gage strength of the track structure and Ground Penetrating Radar (GPR) to map the condition of the track ballast and subgrade. Additionally, TTCI will conduct a GPR survey on certain areas of track that were not available during the initial investigation in 2013; will collect the data from the daily testing and train and assist MNR track engineers with data analysis interpretation and remedial action decision making; generate and maintain a live database to store all MNR automated track inspections data, analyze and compare information from each successive survey; identify and prioritize recurring substandard locations; assist in the determination of long versus short term maintenance needs and technical support in the development of an automated inspection vehicle specification; and supply two subject matter experts, on an as-needed basis, reporting directly to the Vice President, Chief Engineer – Maintenance of Way.

Based on TTCI's revised scope of work and Metro-North's continued need for TTCI's high level of industry expertise, the total additional funds required by MNR is not-to-exceed \$1,359,000. All contract terms, conditions and rates remain unchanged. The additional funding will be provided by the MNR Operating Budget.

## JUNE 2014

# METRO-NORTH RAILROAD

## **LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

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

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

1.	Request to use RFP Process	TBD	<u>Staff Summary Attached</u>
	Design-Build Infrastructure Restoration of the Power and Signal Infrastructure on the Hudson Line CP-5 to CP-35		

MTA Metro-North Railroad requests permission to use the Request for Proposal (RFP) solicitation process to select a team of Architects/Engineers/Contractors to design and construct the restoration of the Power and Signal Infrastructure on the Hudson Line, CP-5 to CP-35, damaged as a result of Super Storm Sandy.

In October 2012, the New York metropolitan region suffered the devastating effects of Super Storm Sandy. The flooding/storm surge and winds impacted rail infrastructure throughout the MNR rights-of-way, in particular the 3rd rail traction power in New York State as well as communications and signal components and systems.

The work to be addressed under this Design-Build project includes replacement of power and communication and signal power cable deteriorated by salt and brackish water, but also right-of-way improvements to raise the elevation of structural slabs where possible that support equipment, i.e. - 3<sup>rd</sup> Rail Sectionalizing Switches, Interlocking Snow Melter Systems, 3<sup>rd</sup> Rail Feeder and Continuity Jumper Replacements, 3<sup>rd</sup> Rail Component Replacements. The work will be performed in two phases due to the scope of the project and to minimize disruption to rail operations and customer service. Phase 1 will be CP 19-35 and Phase 2 will be CP 5-18.

In order to ensure the selection of the vendor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on evaluation criteria of technical capability, past performance, organizational resources, experience of personnel, and cost.

In an effort to assist the MTA with Super Storm Sandy reconstruction, federal funds are being made available that must be spent over the next four years. In order to meet this ambitious schedule, the design-build process is deemed the most appropriate and expedient delivery method. This procurement will be funded under the Emergency Relief Program administered by the FTA.

**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. Progress Railway Services Corp. \$110,950 (not-to-exceed)**

**Pick-Up and Unit Exchange Services for Freight Car Wheel Sets**

Approval is requested to award a competitively solicited (one bid received) two year miscellaneous service contract to Progress Railway Services Corp. to provide pick-up and unit exchange (UTEX) services for Freight Car Wheel Sets. As part of the maintenance requirements set by MNR's Maintenance of Equipment Department, the unit exchange of these wheel sets is planned to coincide with MNR's recommended maintenance requirements for its freight cars. These unit exchanges ensure the efficient, timely and safe operation of the freight car fleet. MNR does not have the equipment or capabilities to perform this work in house.

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. Four vendors were sent the solicitation and one bid was received.

MNR is not obligated for any minimum expenditure in this contract as services are paid when the UTEX replacement is requested and received. The total cost of the two year contract is not-to-exceed \$110,950 and all unit prices are fixed for the two year term of the contract. This procurement is to be funded by the MNR Operating Budget.

# Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: Executive – Joseph J. Giulietti - President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	6-23-14	X		
2	MTA Board Mtg.	6-25-14	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	General Counsel		V.P. Planning		
X	V.P. Finance & IT				
X	Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP Process - Design/Build Restoration of the Power and Signal Infrastructure on the Hudson Line, CP-5 to CP-35	
Total Amount TBD	
Contract Term (including Options, if any) Four (4) Years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE:** To obtain MTA Board approval to use the RFP process to solicit and evaluate proposals from prospective teams of Architects/Engineers/Contractors to design and construct the restoration of the MNR Power and Signal Infrastructure on the Hudson Line, CP-5 to CP-35.

**II. BACKGROUND & DISCUSSION:** In October 2012, the New York metropolitan region suffered the devastating effects of Super Storm Sandy. The flooding/storm surge and winds impacted rail infrastructure throughout the MNR rights-of-way, in particular the 3rd rail traction power in New York State as well as communications and signal components and systems.

The work to be addressed under this Design-Build project include replacement of power and communication and signal power cable deteriorated by salt and brackish water, but also right-of-way improvements to raise the elevation of structural slabs where possible that support equipment, i.e. - 3<sup>rd</sup> Rail Sectionalizing Switches, Interlocking Snow Melter Systems, 3<sup>rd</sup> Rail Feeder and Continuity Jumper Replacements, 3<sup>rd</sup> Rail Component Replacements. The work will be performed in two phases due to the scope of the project and to minimize disruption to rail operations and customer service. Phase 1 will be CP 19-35 and Phase 2 will be CP 5-18.

In order to ensure the selection of the vendor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on evaluation criteria of technical capability, past performance, organizational resources, experience of personnel, and cost.

### III. IMPACT ON FUNDING:

This procurement will be funded under the Sandy Emergency Relief Program administered by the FTA.

### IV. ALTERNATIVES:

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

**V. RECOMMENDATION:** MNR requests the Board to adopt a resolution declaring that it is in the public interest to use the RFP process for the Restoration of the Power and Signal Infrastructure on the Hudson Line, CP-5 to CP-35.

**JUNE 2014**

**METRO-NORTH RAILROAD**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions**

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

**1. Koppers, Inc. \$125,740 (not-to-exceed)  
Emergency Material Purchase of Cross Ties for Track Repair at Bridgeport, CT**

Emergency purchase of 2,000 crossties for scheduled track work along MNR's New Haven Line at Bridgeport, CT.

In April 2014, a one year blanket contract was awarded for the supply of crossties for both MNR and LIRR. As a result of the supplier's inability to meet the required delivery schedule, MNR's scheduled track work in Bridgeport was at risk of being negatively impacted as delays in the shipment of the required crossties would hinder the timely completion of the necessary track work. Koppers, Inc., the second lowest bidder under the original competitive solicitation and known supplier of crossties to MNR, was contacted and confirmed that they had sufficient inventory in stock and also had the necessary heavy haul trucks available for transporting the ties to the work site. MNR shall recover the delta cost from the original tie supplier.

The cost to be paid for this emergency purchase is deemed to be fair and reasonable. The total not-to-exceed amount for the 2,000 crossties is \$125,740 and is to be funded by the MNR Operating Budget.



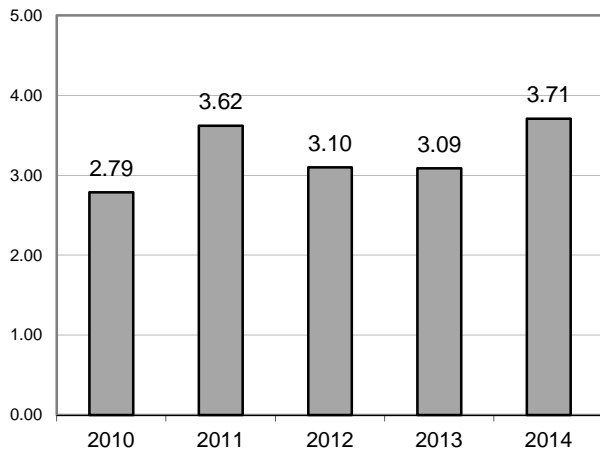


**Metro-North Railroad**

# **Safety Report**

## **June 2014**

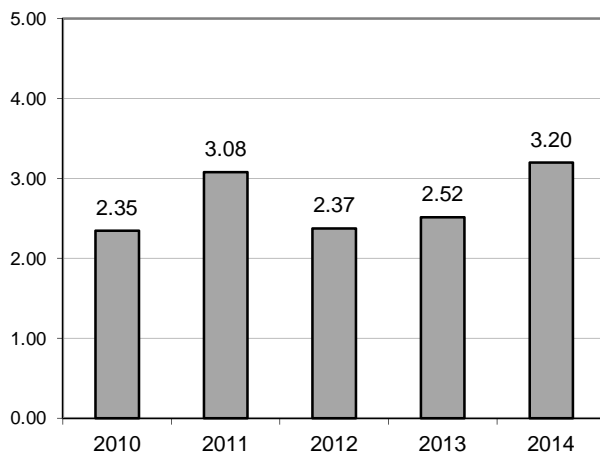
## MTA Metro-North Railroad Summary of Employee Injuries thru April



### Total Employee Injuries

Year	Total	Total FI*
2010	57	2.79
2011	74	3.62
2012	64	3.10
2013	65	3.09
2014	80	3.71

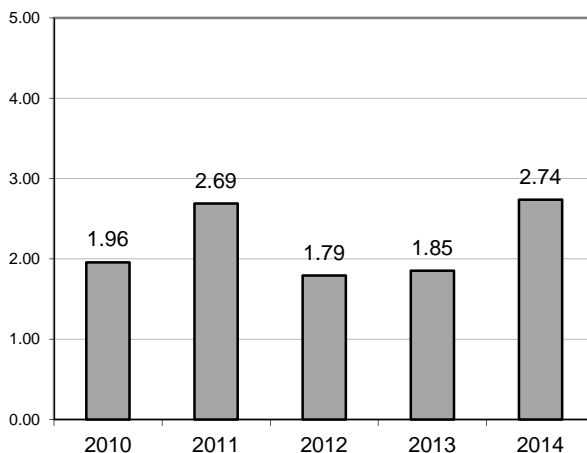
% change from last year: 20.2%  
2013 Total FI Goal 2.80



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	48	2.35
2011	63	3.08
2012	49	2.37
2013	53	2.52
2014	69	3.20

% change from last year: 27.2%  
2013 FRA FI Goal 2.35



### Employee Lost Time and Restricted Duty Injuries

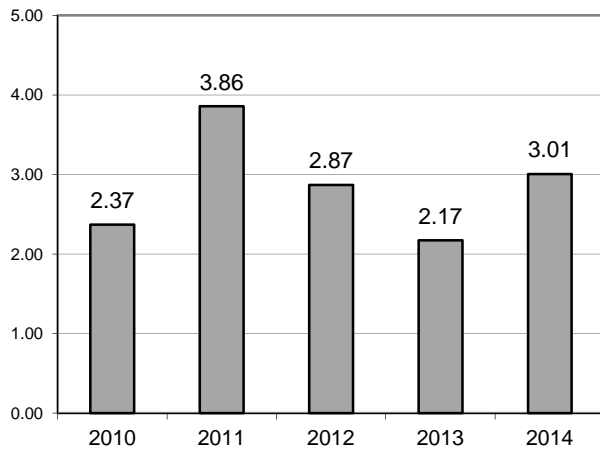
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	34	6	1.66	0.29	1.96
2011	45	10	2.20	0.49	2.69
2012	36	1	1.74	0.05	1.79
2013	35	4	1.66	0.19	1.85
2014	59	0	2.74	0.00	2.74

% change from last year: 47.8%  
2013 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

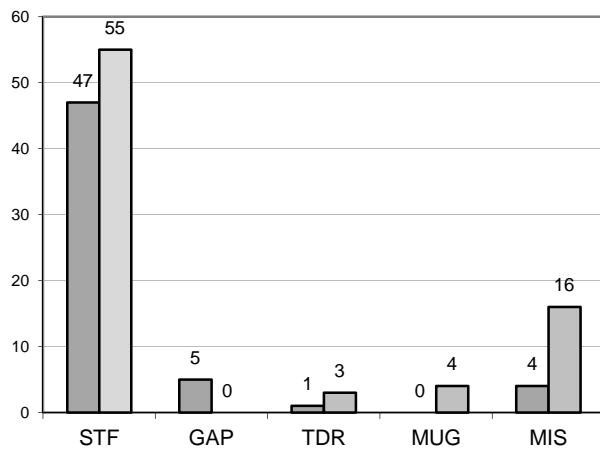
### Summary of Customer/Contractor Injuries thru April



#### Total Customer Injuries

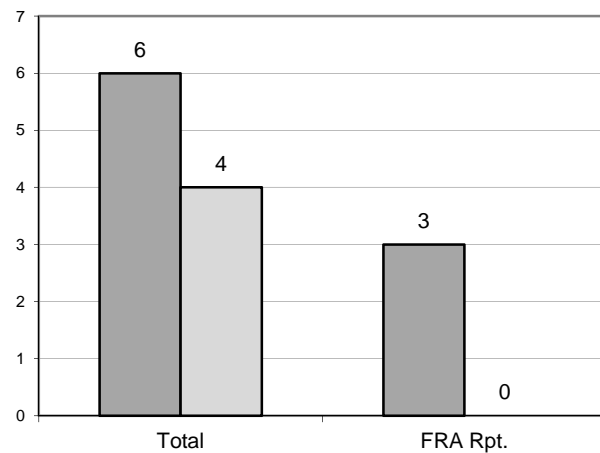
Year	Total	Total FI*
2010	59	2.37
2011	97	3.86
2012	76	2.87
2013	57	2.17
2014	78	3.01

% change from last year: 38.4%  
2014 Total FI Goal 2.70



#### Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	47	5	1	0	4
2014	55	0	3	4	16



#### Contractor Injuries

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

\* - Injuries per 1,000,000 rides

# Memorandum



**Metro-North Railroad**

**Date:** June 2014

**To:** Metro-North Committee

**From:** Joseph Giulietti, President

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

**Re:** **Enhanced Safety Action Update**

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

- Our next Quarterly stand down is scheduled for June 19 June.
- A draft "Implementing Memorandum of Understanding" (IMOU) is being finalized with our first labor organization so that we may proceed with the rollout of the Confidential Close Call Reporting System (C3RS). We will begin collaborating with other labor organizations on their IMOUs as soon as the initial IMOU is complete.

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

ACTION ITEM	STATUS
<b>Alerters</b>	<ul style="list-style-type: none"><li>• The first set of M-3 cars has had alerters installed. They will undergo stringent testing to ensure full satisfaction and troubleshoot any issues that arise.</li></ul>
<b>NTSB R-14-07 Permanent Speed Restriction Signs</b>	<ul style="list-style-type: none"><li>• Approach permanent speed restrictions signs are in procurement. Installation is on schedule for June.</li><li>• A review of conditions and speeds on the New Canaan, Danbury, Waterbury Branches, and West of Hudson, and it was determined that no speed restriction signs are necessary.</li></ul>
<b>Speed Compliance</b>	<ul style="list-style-type: none"><li>• For the month of May 2014, 194 radar observations completed, 149 event recorder downloads were analyzed and there was 1 exception.</li></ul>
<b>PTC</b>	<ul style="list-style-type: none"><li>• Change Orders to enhance PTC were fully executed 5/23/14.</li><li>• Meetings held with the System Integrator (BT/Siemens) to discuss acceleration, including expansion of their manufacturing facility for onboard equipment.</li><li>• Detailed schedules are being developed.</li></ul>



**Metro-North Railroad**

# **Operations Report**

**June 2014**

Performance Summary			2014 Data			2013 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>93.0%</b>	<b>91.1%</b>	<b>90.7%</b>	<b>96.1%</b>	<b>97.4%</b>
		AM Peak	93.0%	83.2%	86.6%	96.5%	96.4%
		AM Reverse Peak	93.0%	91.8%	91.8%	96.7%	97.1%
		PM Peak	93.0%	94.8%	90.7%	95.0%	97.3%
		<b>Total Peak</b>	<b>93.0%</b>	<b>89.1%</b>	<b>89.0%</b>	<b>95.9%</b>	<b>96.8%</b>
		Off Peak Weekday	93.0%	91.4%	90.1%	95.4%	97.4%
		Weekend	93.0%	93.5%	94.5%	98.0%	98.3%
	<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.2%</b>	<b>91.6%</b>	<b>97.7%</b>	<b>98.2%</b>
		AM Peak	94.0%	84.4%	89.7%	98.7%	97.8%
		AM Reverse Peak	94.0%	92.5%	91.6%	97.3%	98.0%
		PM Peak	94.0%	93.0%	89.9%	96.5%	98.2%
		<b>Total Peak</b>	<b>94.0%</b>	<b>89.1%</b>	<b>90.0%</b>	<b>97.6%</b>	<b>98.0%</b>
		Off Peak Weekday	94.0%	88.9%	90.6%	97.6%	98.4%
		Weekend	94.0%	94.1%	95.5%	98.1%	98.4%
	<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.5%</b>	<b>93.3%</b>	<b>97.4%</b>	<b>98.1%</b>
		AM Peak	94.0%	87.9%	89.5%	97.4%	97.3%
		AM Reverse Peak	94.0%	96.0%	95.5%	98.0%	98.1%
		PM Peak	94.0%	97.6%	94.1%	94.8%	97.3%
		<b>Total Peak</b>	<b>94.0%</b>	<b>93.0%</b>	<b>92.3%</b>	<b>96.5%</b>	<b>97.4%</b>
		Off Peak Weekday	94.0%	94.3%	92.3%	97.7%	98.3%
		Weekend	94.0%	97.5%	97.1%	98.5%	98.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>92.0%</b>	<b>88.9%</b>	<b>88.2%</b>	<b>94.1%</b>	<b>96.3%</b>
		AM Peak	92.0%	78.9%	82.4%	94.4%	94.7%
		AM Reverse Peak	92.0%	87.6%	88.7%	95.1%	95.7%
		PM Peak	92.0%	93.7%	88.6%	94.1%	96.6%
		<b>Total Peak</b>	<b>92.0%</b>	<b>86.0%</b>	<b>85.8%</b>	<b>94.4%</b>	<b>95.6%</b>
		Off Peak Weekday	92.0%	90.6%	88.1%	92.4%	96.1%
		Weekend	92.0%	90.1%	92.0%	97.4%	98.0%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>			<b>19,483</b>	<b>90,934</b>
<b>Avg. Delay per Late Train (min)</b>						13.0	13.2
			<i>excluding trains canceled or terminated</i>				
<b>Trains Over 15 min. Late</b>			1,000	245	1,660	148	524
			<i>excluding trains canceled or terminated</i>				
<b>Trains Canceled</b>			160	33	308	12	35
<b>Trains Terminated</b>			160	49	257	61	139
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.6%	99.4%	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>98.0%</b>	<b>98.7%</b>	<b>99.7%</b>	<b>99.7%</b>
		AM Peak	99.8%	96.3%	97.5%	99.5%	99.4%
		AM Reverse Peak	99.8%	100.0%	99.8%	99.8%	99.9%
		PM Peak	99.8%	95.9%	97.6%	99.6%	99.6%
		<b>Total Peak</b>	<b>99.8%</b>	<b>96.6%</b>	<b>97.9%</b>	<b>99.6%</b>	<b>99.6%</b>
		Off Peak Weekday	99.8%	99.0%	99.2%	99.8%	99.9%
		Weekend	99.8%	98.5%	99.3%	99.6%	99.8%
	<b>Hudson Line</b>	AM Peak	99.8%	99.8%	99.3%	99.9%	99.9%
		PM Peak	99.8%	99.7%	99.7%	99.8%	99.9%
	<b>Harlem Line</b>	AM Peak	99.8%	99.3%	99.0%	100.0%	99.9%
		PM Peak	99.8%	99.0%	99.5%	99.6%	99.8%
	<b>New Haven Line</b>	AM Peak	99.8%	91.3%	95.3%	98.9%	98.7%
		PM Peak	99.8%	90.7%	95.0%	99.5%	99.3%

<b>Categories of Delay</b>		<b>2014 Data</b>			<b>2013 Data</b>	
		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>	1785	2627	10498	451	1209
	<b>Capital Projects</b>	8	11	25	5	13
	<b>Maintenance of Equipment</b>	206	365	1572	148	679
	<b>Operations Services</b>	138	36	755	55	123
	<b>Police Incidents</b>	105	123	689	28	196
	<b>Other</b>	8	11	25	5	13
	<b>Customers</b>	216	212	787	56	214
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	19	9	212	1	2
	<b>Weather and Environmental</b>	37	164	1244	46	249



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

DateDayDESCRIPTION OF EVENT			Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
05/01	Thu	Congestion account Smoke Condition from CP3-CP1.	66	0	0	10	0	0	1	0	0	9	0	0	0	0	0	86	0	0
05/01	Thu	Operating restrictions at various locations on all three lines, including M/W TK1 O.O.S. CP112-CP106.	54	0	0	4	0	0	8	0	0	38	0	0	0	0	0	104	0	0
05/01	Thu	Speed Restriction from CP19-CP12 account Mud Slide.	25	0	0	7	0	0	6	0	0	21	0	1	0	0	0	59	0	1
05/02	Fri	Speed Restriction from CP19-CP12 account Mud Slide.	0	0	0	0	0	0	2	0	0	15	0	0	0	0	0	17	0	0
05/02	Fri	Heavy travel to and from Yankee Stadium.	0	0	0	0	0	0	1	0	0	14	0	0	0	0	0	15	0	0
05/02	Fri	Train 670 was unable to take power at Harlem 125th Street Station on track 2.	0	0	0	0	0	0	3	0	0	17	0	0	0	0	0	20	0	0
05/02	Fri	Operating restrictions at various locations on all three lines.	18	0	0	2	0	0	0	0	0	19	0	0	0	0	0	39	0	0
05/02	Fri	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	3	0	0	20	0	0	0	0	0	23	0	0
05/02	Fri	Delays at various locations due to programmed Track Work on all three lines.	1	0	0	0	0	0	0	0	0	19	0	0	0	0	0	20	0	0
05/03	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
05/05	Mon	Trains were held due to scheduled trains ahead.	9	0	0	1	0	0	2	0	0	12	0	0	0	0	0	24	0	0



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
05/05	Mon	10mph Speed Restrictions over the 13 Switch in effect at CP123, due to defective Frog.	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0
05/05	Mon	Delays at various locations due to programmed Track Work on all three lines.	3	0	0	0	0	0	5	0	0	31	0	0	0	0	0
05/05	Mon	Congestion account a fire on track 1 at CP3.	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0
05/06	Tue	Delays at various locations due to programmed Track Work on all three lines.	2	0	0	0	0	0	0	0	0	17	0	0	0	0	0
05/06	Tue	Trains were held due to scheduled trains ahead.	4	0	0	1	0	0	1	0	0	8	0	0	0	0	0
05/07	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0
05/07	Wed	Congestion account track circuit down on track 2 at CP3.	8	0	0	3	0	0	0	0	0	8	0	0	0	0	0
05/07	Wed	Congestion account the 31 Switch failure at CP4.	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0
05/08	Thu	Train 829 was terminated on track 1 at Cold Spring Station due to a locked axle fault, passengers handled by train 833.	0	0	0	0	0	0	5	0	0	11	0	1	0	0	0
05/08	Thu	Operating restrictions at various locations on all three lines.	10	0	0	3	0	0	0	0	0	5	0	0	0	0	0
05/09	Fri	Operating restrictions at various locations on all three lines.	4	0	0	2	0	0	4	0	0	11	0	0	0	0	0
05/09	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	24	0	0	0	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
05/09	Fri	Amtrak Train 171 struck a trespasser on track 1 at Cat. 911 (Milford Station).	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0
05/09	Fri	Operating restrictions at various locations on all three lines.	4	0	0	2	0	0	4	0	0	11	0	0	0	0	0
05/09	Fri	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	3	0	0	10	0	0	0	0	0
05/09	Fri	3rd Rail Fire on track 4 in Park Avenue Tunnel at 72nd Street.	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0
05/10	Sat	Central Instrument Location at CP229 caught on fire, resulting in delays.	0	0	0	0	0	0	0	0	0	0	0	0	65	2	2
05/10	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0
05/10	Sat	Delays at various locations due to programmed Track Work on the New Haven line.	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0
05/10	Sat	Delays due to matching bridge plates from CP229-CP223 and from CP12-CP19.	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
05/12	Mon	Delays at various locations due to programmed Track Work on all three lines.	23	0	0	1	0	0	1	0	0	16	0	0	0	0	0
05/12	Mon	Congestion account unable to turn traffic due to Saturday (May 10) incident at CP229 where the 21 Switch is out of correspondence, track circuit down over the 12 and 24 Switches and code lines down.	10	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05/12	Mon	Trains were held due to scheduled trains ahead.	17	0	0	1	0	0	1	0	0	10	0	0	0	0	0
05/12	Mon	Unable to Normal the 53 Switch at CP234, causing congestion.	20	0	0	1	0	0	0	0	0	2	0	0	0	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
05/12	Mon	Congestion account 3rd Rail Burner at CP5 on track	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0
05/12	Mon	Operating restrictions at various locations on all three lines.	19	0	0	2	0	0	0	0	0	2	0	0	0	0	0
05/13	Tue	Delays at various locations due to programmed Track Work on all three lines.	5	0	0	0	0	0	2	0	0	22	0	0	0	0	0
05/13	Tue	Trains were held due to scheduled trains ahead.	9	0	0	0	0	0	0	0	0	5	0	0	0	0	0
05/13	Tue	The 21 Switch at CP248 failed to go Normal.	9	0	0	2	0	1	0	0	0	0	0	0	0	0	1
05/14	Wed	Suspension of train service between Irvington and CP26 due to President Security measures on the Hudson Line.	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0
05/14	Wed	Delays at various locations due to programmed Track Work on all three lines.	10	0	0	0	0	0	0	0	0	14	0	0	0	0	0
05/14	Wed	Trains were held due to scheduled trains ahead.	7	0	0	0	0	0	0	0	0	6	0	0	0	0	0
05/15	Thu	Operating restrictions at various locations on all three lines.	24	0	0	2	0	0	0	0	0	7	0	0	0	0	0
05/16	Fri	Train 1244 stopped at CP3 on track 3 account pan down indication.	0	0	0	0	0	0	4	0	0	26	0	0	0	0	0
05/16	Fri	Operating restrictions at various locations on all three lines.	7	0	0	0	0	0	0	0	0	7	0	0	0	0	0
05/16	Fri	A broken Span wire across tracks 1, 2 and 4 at Cat. 304 (Cos Cob).	38	6	2	11	3	5	0	0	0	11	0	0	0	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
05/16	Fri	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	1	0	0	10	0	0	0	0	0
05/17	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
05/19	Mon	Single tracking account vehicle fire on crossing at Cleveland Avenue in Valhalla.	0	0	0	0	0	0	0	0	1	11	2	0	0	0	0
05/19	Mon	Congestion account a vehicle on fire at Cleveland Avenue in Valhalla, Stop and Warn in effect.	0	0	0	0	0	0	11	0	4	4	0	2	0	0	0
05/19	Mon	Delays at various locations due to programmed Track Work on all three lines.	3	0	0	0	0	0	3	0	0	13	0	0	0	0	0
05/19	Mon	Operating restrictions at various locations on all three lines.	9	0	0	0	0	0	1	0	0	5	0	0	0	0	0
05/20	Tue	Delays at various locations due to programmed Track Work on all three lines.	25	0	0	0	0	0	0	0	0	5	0	0	0	0	0
05/20	Tue	A truck struck the overpass at River Street in Milford (MP 63.44), restricted speed between Cat. 913 and Cat. 914 in effect on all tracks.	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/20	Tue	Operating restrictions at various locations on all three lines.	6	0	0	0	0	0	2	0	0	18	0	0	0	0	0
05/21	Wed	Delays at various locations due to programmed Track Work on all three lines.	5	0	0	0	0	0	2	0	0	15	0	0	0	0	0
05/21	Wed	Operating restrictions at various locations on all three lines.	10	0	0	0	0	0	1	0	0	11	0	0	0	0	0
05/21	Wed	The 2A track circuit at CP106 and 2B track circuit at CP5 dropped intermittently.	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0

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

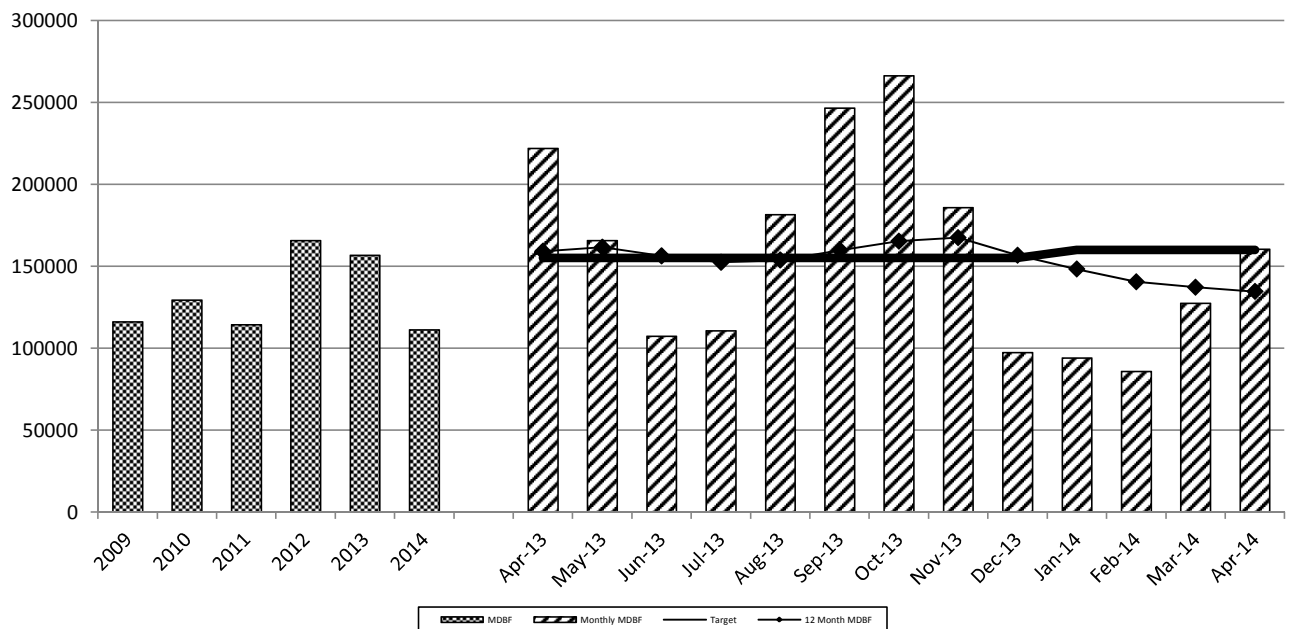
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
05/22	Thu	Operating restrictions at various locations on all three lines.	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0	0
05/23	Fri	Operating restrictions at various locations on all three lines.	21	0	0	0	0	0	4	0	0	7	0	0	0	0	0	32	0	0
05/25	Sun	The R4B track circuit was down at CP106 on track 4.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0
05/27	Tue	Operating restrictions at various locations on all three lines.	7	0	0	0	0	0	3	0	0	2	0	0	0	0	0	12	0	0
05/28	Wed	Congestion from CP5 to CP1 due to train 1712 disabled on track 3 south of 125th Street Station.	28	0	0	3	0	1	0	0	0	1	0	0	0	0	0	32	0	1
05/29	Thu	Unable to close Walk Bridge at CP241 due to problems with gears and wedges.	24	6	11	4	4	2	0	0	0	6	1	0	0	0	0	34	11	13
05/30	Fri	Operating restrictions at various locations on all three lines.	1	0	0	1	0	0	0	0	0	9	0	0	0	0	0	11	0	0
05/31	Sat	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
TOTAL FOR MONTH			582	12	13	65	7	9	98	0	5	696	3	5	193	2	2	1634	24	34
																		1692		

	2014 Data								2013 Data		
	Equip- ment Type	Total Fleet Size	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>	M246	123	60,000	34,536	8	15	26,740	40,493	138,825	8	85,174
	M8	336	280,000	189,492	8	11	174,095	201,155	136,444	10	204,584
	M3	140	135,000	353,919	2	0	146,321	190,772	323,468	1	241,755
	M7	336	460,000	674,194	4	3	370,124	465,242	1,995,254	0	925,263
	Coach	213	295,000	276,677	5	5	159,371	253,818	708,682	2	283,898
	P-32	31	35,000	26,751	5	7	22,897	27,461	29,017	7	29,433
	BL-20	12	12,000	27,550	3	0	16,435	13,054	21,044	1	18,907
	<b>Fleet</b>	<b>1191</b>	<b>160,000</b>	<b>160,418</b>	<b>35</b>	<b>41</b>	<b>111,143</b>	<b>134,519</b>	<b>221,906</b>	<b>29</b>	<b>173,493</b>
	M2/4/6/8		140,000	100,095	16	26	79,885	92,206	137,502	18	122,393
	M3/7		320,000	792,167	6	3	302,983	385,188	2,318,722	1	662,376
	Diesel/Coach		120,000	133,183	13	12	84,903	109,475	164,153	10	125,077

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

## ALL FLEETS

### Mean Distance Between Failures 2009 - 2014



<b>West of Hudson Performance Summary</b>			<b>2014 Data</b>			<b>2013 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>98.2%</b>	<b>94.7%</b>	<b>97.3%</b>	<b>97.2%</b>
		AM Peak	97.1%	97.6%	93.8%	98.1%	98.1%
		PM Peak	96.3%	98.5%	94.5%	95.8%	97.5%
		<b>Total Peak</b>		<b>98.1%</b>	<b>94.2%</b>	<b>97.0%</b>	<b>97.8%</b>
		Off Peak Weekday	97.1%	98.4%	95.1%	97.4%	96.9%
		Weekend	97.3%	98.2%	94.6%	98.0%	96.9%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.6%</b>	<b>98.8%</b>	<b>95.3%</b>	<b>98.7%</b>	<b>97.6%</b>
	<b>Valley Line</b>	AM Peak	97.8%	97.6%	95.3%	97.7%	98.3%
		PM Peak	97.3%	99.3%	94.8%	99.4%	98.8%
		<b>Total Peak</b>		<b>98.4%</b>	<b>95.0%</b>	<b>98.5%</b>	<b>98.5%</b>
		Off Peak Weekday	97.5%	99.1%	95.3%	99.0%	97.2%
		Weekend	97.8%	98.8%	95.7%	98.6%	97.2%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>96.2%</b>	<b>97.4%</b>	<b>93.7%</b>	<b>95.3%</b>	<b>96.7%</b>
		AM Peak	96.2%	97.6%	91.9%	98.5%	97.8%
		PM Peak	95.2%	97.6%	94.2%	91.6%	96.0%
		<b>Total Peak</b>		<b>97.6%</b>	<b>93.1%</b>	<b>95.1%</b>	<b>96.9%</b>
		Off Peak Weekday	96.5%	97.3%	94.8%	94.8%	96.5%
		Weekend	96.5%	97.1%	92.7%	96.9%	96.5%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,703</b>	<b>8,280</b>	<b>1,729</b>	<b>8,384</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			14.8	19.2	23.0	20.4
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	6	167	23	86
	<b>Trains Canceled</b>			3	42	1	17
	<b>Trains Terminated</b>			2	17	4	18
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.7%	99.3%	99.7%	99.6%

## MAY 2014 STANDEE REPORT

### East of Hudson

East of Hudson			MAY 2013	YTD 2013	MAY 2014	YTD 2014	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	0	1	
		Total Standees	0	0	0	1	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	18	4	
		Total Standees	0	0	18	4	
	New Haven Line	Program Standees	0	0	0	0	
		Add'l Standees	10	32	81	82	
		Total Standees	10	32	81	82	
	EAST OF HUDSON TOTAL - AM PEAK		10	32	99	87	
	Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
			Add'l Standees	1	1	7	3
Total Standees			1	1	7	3	
Harlem Line		Program Standees	0	0	0	0	
		Add'l Standees	1	3	5	5	
		Total Standees	1	3	5	5	
New Haven Line		Program Standees	0	0	0	0	
		Add'l Standees	5	17	15	63	
		Total Standees	5	17	15	63	
EAST OF HUDSON TOTAL - PM PEAK		7	21	27	71		

### West of Hudson

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

### Definitions

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

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

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

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





**Metro-North Railroad**

# **Financial Report**

**June 2014**



**FINANCIAL STATEMENTS**  
**MONTH ENDED: APRIL 2014**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

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

Overall, April YTD financial results were within 1% of plan with a net operating deficit that was \$1.2 million higher than the Adopted Budget. Operating Revenues were \$5.2 million lower than Budget as a result of lower non-commutation ridership due to lower than expected ridership growth as well as adverse weather conditions earlier in the year. Net operating expenses were \$4.0 million lower than projected primarily due to vacant positions and timing differences in non-payroll expenses.

Operating expense results include higher year-to-date overtime costs of \$6.7 million. The primary drivers of this increase include multiple snow storm events, recently hired T&E employees in training that are not yet qualified for train service coverage, and an increase in MofE training and equipment maintenance. Other contributing factors include unscheduled right-of-way repairs related to increased infrastructure inspection, installation of signal system improvements to enforce speed restrictions, and grade crossing repairs on the Danbury Branch.

Reimbursable Capital program expenditures (and reimbursements) were \$8.5 million lower than Budget due to revised timing of several budgeted projects (Positive Train Control, Hurricane Sandy Infrastructure Rehabilitation, West of Hudson Signal Improvements and Track Program work) as well as the reallocation of forces to cover operating needs during the winter storm emergencies.

**Ridership**

Total ridership was 7.2 million for April and 26.5 million YTD which was 2.7% below the Adopted Budget, reflecting lower than expected ridership growth and the impact of multiple snowstorms.

**East of Hudson**

- YTD Ridership of 25.9 million was 2.8% lower than the Adopted Budget on all lines and across all ticket types.
- April ridership of 7.0 million was 1.4% lower than the Adopted Budget.
- Commutation ridership was 2.1% lower for the month and 1.2% lower for YTD than the Adopted Budget. Compared to 2013, April YTD commutation was 0.4% lower.
- YTD Non-commutation ridership was 5.2% lower than the Adopted Budget and 0.3% lower for the month. Compared to 2013, YTD non-commutation was 2.2% lower.

**West of Hudson**

- April YTD ridership was 4.1% higher than the Adopted Budget and on target for the month reflecting progressive ridership growth.

**Revenue and Reimbursements**

Total YTD Revenue and Reimbursements through April was \$269.2 million, or 4.8% lower than the Adopted Budget:

- Fare Box Revenue of \$202.2 million was \$5.6 million lower than the Adopted Budget due to the lower non-commutation ridership noted above.
- Other Operating Revenue of \$17.8 million was \$0.5 million above the Adopted Budget mainly due to timing of GCT net retail revenue.
- Capital and Other Reimbursements of \$49.2 million was \$8.5 million lower than the Adopted Budget due to project scheduling changes previously discussed.

**Expenses**

Total YTD non-reimbursable and reimbursable expenses of \$515.4 million through April were \$12.5 million (2.4%) lower than the Adopted Budget:

- \$128.4 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures, lower material costs and timing differences of capital projects.
- Total Labor costs (operating and capital) were \$3.6 million lower than the Adopted Budget due to vacancies partly offset by higher overtime requirements.

**Financial Performance Measures**

The YTD performance indicators reflect the adverse impact of the heavy snowfall on overtime expenses and ridership, which were largely offset by the lower non-labor expenses:

- Adjusted Farebox Operating Ratio of 63.2% through April was 0.1% lower than the Adopted Budget.
- Adjusted Cost per Passenger of \$13.66 for the period was \$0.08 higher than the Adopted Budget.
- Revenue per Passenger of \$7.88 for the period was \$0.01 higher than the Adopted Budget.

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

**REVENUE**

**Total Revenue and reimbursements** were \$13.7 million (4.8%) lower than the Adopted Budget through April:

- **Fare Box Revenue** – year-to-date and the month were lower than the Adopted Budget by \$5.6 million and \$0.3 million, respectively, primarily due to a significant decrease in non-commutation ridership as a result of the harsh winter weather and lower than projected ridership growth.
- **Other Operating Revenue** – year-to-date and the month were higher than the Adopted Budget by \$0.5 million and \$0.1 million, respectively, primarily due to higher GCT net retail revenue.
- **Capital and Other Reimbursements** – year-to-date was lower by \$8.5 million and slightly favorable for the month due to timing differences/rescheduling of capital projects (Positive Train Control, Hurricane Sandy Infrastructure, West of Hudson Signal Improvements and Track Program work) and the reallocation of forces to operations for storm coverage.

**EXPENSES**

**Total Expenses** – Year-to-date expenses of \$515.4 million were \$12.5 million (2.4%) lower than the Adopted Budget. For the month, expenses were \$0.8 million (0.6%) lower than Adopted Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$288.2 million YTD. This was \$3.6 million below the Adopted Budget primarily due to vacancies and lower-than-anticipated capital project work. This was partly offset by higher overtime requirements and related fringe costs related to train service coverage due to employees in training not yet qualified for train service coverage, multiple snow storm events, an increase in cost for FRA mandated MofE employee training coverage, and unscheduled maintenance related to increased infrastructure inspection and testing, installation of signal system improvements to enforce speed restrictions and grade crossing repairs on the Danbury Branch.
- **Non-Labor Expenses**  
YTD non-labor expenses were \$128.4 million, \$9.2 million lower than Adopted Budget and \$0.5 million lower for the month.
  - **Electric Power** – \$0.6 million higher year-to-date than Adopted Budget primarily due to higher expenses on the Harlem and Hudson Lines. For the month, expenses were \$0.4 million higher than the Adopted Budget.
  - **Fuel** – year-to-date was \$0.6 million above the Adopted Budget due to higher heating fuel consumption attributable to the colder than normal winter weather. For the month, expenses were \$0.3 million below than the Adopted Budget.
  - **Maintenance & Other Operating Contracts** – \$5.6 million lower year-to-date than the Adopted Budget primarily due to timing differences for maintenance contracts, locomotive overhaul costs and reimbursable project activity. For the month, these costs were \$0.7 million lower than the Adopted Budget.
  - **Professional Services** – YTD was \$2.2 million below the Adopted Budget primarily due to timing differences in IT related work, advertising, and reimbursable project activity. For the month, expenses were slightly favorable to the Adopted Budget.
  - **Materials & Supplies** – year-to-date expenditures were \$5.0 million below the Adopted Budget due to timing differences in reimbursable project activity and lower rolling stock material usage and purchases. For the month, expenses were slightly favorable to the Adopted Budget.
  - **Other Business Expenses** – YTD was \$1.9 million higher than the Adopted Budget due to higher than budgeted material purchases for reimbursable capital projects. For the month, expenses were \$0.4 million higher than the Adopted Budget.
  - **Depreciation and Other Non-Cash Liability Adjustments** – \$0.4 million higher than the Adopted Budget due to a \$0.7 million increase in environmental remediation reserves related to MNR project activity, partly offset by lower depreciation expense as a result of timing.

**CASH DEFICIT**

The Cash Deficit through April of \$147.5 million is \$0.8 million unfavorable to the Adopted Budget. This is primarily due to lower farebox receipts of \$4.7 million (primarily snowstorm related), and lower capital reimbursements of \$12.9 million (timing); these were partly offset by lower cash disbursements of \$13.7 million (mainly due to the lower overall expenses) and \$3.1 million higher cash collections mainly due to a GCT tenant lease modification.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$53.772	\$53.432	(\$0.339)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$53.772	\$53.432	(\$0.339)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.446	4.527	0.081	1.8	0.000	0.000	0.000	-	4.446	4.527	0.081	1.8
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.798	8.529	(1.270)	(13.0)	9.798	8.529	(1.270)	(13.0)
CDOT	0.000	0.000	0.000	-	4.705	6.617	1.912	40.6	4.705	6.617	1.912	40.6
Other	0.000	0.000	0.000	-	1.509	1.079	(0.430)	(28.5)	1.509	1.079	(0.430)	(28.5)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.012	16.224	0.212	1.3	16.012	16.224	0.212	1.3
<b>Total Revenue/Receipts</b>	<b>\$58.218</b>	<b>\$57.960</b>	<b>(\$0.258)</b>	<b>(0.4)</b>	<b>\$16.012</b>	<b>\$16.224</b>	<b>\$0.212</b>	<b>1.3</b>	<b>\$74.231</b>	<b>\$74.184</b>	<b>(\$0.046)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$35.977	\$35.447	\$0.530	1.5	\$4.031	\$3.462	\$0.569	14.1	\$40.008	\$38.909	\$1.100	2.7
Overtime	4.729	6.159	(1.430)	(30.2)	1.480	1.855	(0.375)	(25.4)	6.209	8.014	(1.805)	(29.1)
Health and Welfare	8.840	8.167	0.673	7.6	1.369	1.233	0.136	9.9	10.209	9.400	0.808	7.9
OPEB Current Payment	1.837	2.023	(0.186)	(10.1)	0.000	0.000	0.000	-	1.837	2.023	(0.186)	(10.1)
Pensions	6.302	6.269	0.033	0.5	0.807	0.733	0.074	9.2	7.109	7.002	0.107	1.5
Other Fringe Benefits	8.442	8.428	0.015	0.2	0.943	0.910	0.033	3.5	9.386	9.338	0.048	0.5
Reimbursable Overhead	(3.789)	(4.141)	0.352	9.3	3.683	3.901	(0.218)	(5.9)	(0.106)	(0.240)	0.134	*
<b>Total Labor</b>	<b>\$62.339</b>	<b>\$62.352</b>	<b>(\$0.013)</b>	<b>(0.0)</b>	<b>\$12.313</b>	<b>\$12.094</b>	<b>\$0.219</b>	<b>1.8</b>	<b>\$74.652</b>	<b>\$74.446</b>	<b>\$0.206</b>	<b>0.3</b>
<i>Non-Labor:</i>												
Electric Power	\$6.993	\$7.376	(\$0.382)	(5.5)	\$0.000	\$0.008	(\$0.008)	-	\$6.993	\$7.383	(\$0.390)	(5.6)
Fuel	2.119	1.830	0.289	13.6	0.000	0.000	0.000	-	2.119	1.830	0.289	13.6
Insurance	1.437	1.398	0.040	2.8	0.355	0.387	(0.032)	(9.0)	1.793	1.785	0.008	0.4
Claims	0.054	0.086	(0.032)	(59.9)	0.000	0.000	0.000	-	0.054	0.086	(0.032)	(59.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.654	7.797	0.857	9.9	0.817	0.977	(0.160)	(19.6)	9.471	8.774	0.698	7.4
Professional Service Contracts	2.557	2.348	0.209	8.2	1.116	1.147	(0.030)	(2.7)	3.673	3.495	0.179	4.9
Materials & Supplies	6.092	6.121	(0.029)	(0.5)	1.355	1.156	0.199	14.7	7.446	7.276	0.170	2.3
Other Business Expenses	1.915	1.930	(0.015)	(0.8)	0.055	0.456	(0.401)	*	1.970	2.386	(0.416)	(21.1)
<b>Total Non-Labor</b>	<b>\$29.821</b>	<b>\$28.884</b>	<b>\$0.936</b>	<b>3.1</b>	<b>\$3.699</b>	<b>\$4.131</b>	<b>(\$0.431)</b>	<b>(11.7)</b>	<b>\$33.520</b>	<b>\$33.015</b>	<b>\$0.505</b>	<b>1.5</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>\$92.160</b>	<b>\$91.236</b>	<b>\$0.923</b>	<b>1.0</b>	<b>\$16.012</b>	<b>\$16.224</b>	<b>(\$0.212)</b>	<b>(1.3)</b>	<b>\$108.172</b>	<b>\$107.461</b>	<b>\$0.711</b>	<b>0.7</b>
Depreciation	18.936	18.821	0.115	0.6	0.000	0.000	0.000	-	18.936	18.821	0.115	0.6
OPEB Obligation	5.425	5.425	0.000	0.0	0.000	0.000	0.000	-	5.425	5.425	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$116.521</b>	<b>\$115.482</b>	<b>\$1.039</b>	<b>0.9</b>	<b>\$16.012</b>	<b>\$16.224</b>	<b>(\$0.212)</b>	<b>(1.3)</b>	<b>\$132.533</b>	<b>\$131.706</b>	<b>\$0.827</b>	<b>0.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$58.303)</b>	<b>(\$57.522)</b>	<b>\$0.780</b>	<b>1.3</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$58.303)</b>	<b>(\$57.522)</b>	<b>\$0.780</b>	<b>1.3</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	18.936	18.821	(0.115)	(0.6)	0.000	0.000	0.000	-	18.936	18.821	(0.115)	(0.6)
Operating/Capital	(2.104)	(1.688)	0.416	19.8	0.000	0.000	0.000	-	(2.104)	(1.688)	0.416	19.8
Other Cash Adjustments	11.333	2.943	(8.390)	(74.0)	0.000	0.000	0.000	-	11.333	2.943	(8.390)	(74.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$28.166</b>	<b>\$20.076</b>	<b>(\$8.089)</b>	<b>(28.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$28.166</b>	<b>\$20.076</b>	<b>(\$8.089)</b>	<b>(28.7)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$30.137)</b>	<b>(\$37.446)</b>	<b>(\$7.309)</b>	<b>(24.3)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$30.137)</b>	<b>(\$37.446)</b>	<b>(\$7.309)</b>	<b>(24.3)</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**ACCRUAL 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	\$207.830	\$202.186	(\$5.644)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$207.830	\$202.186	(\$5.644)	(2.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.353	17.812	0.459	2.6	0.000	0.000	0.000	-	17.353	17.812	0.459	2.6
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	36.663	28.058	(8.606)	(23.5)	36.663	28.058	(8.606)	(23.5)
CDOT	0.000	0.000	0.000	-	15.803	17.389	1.586	10.0	15.803	17.389	1.586	10.0
Other	0.000	0.000	0.000	-	5.233	3.771	(1.462)	(27.9)	5.233	3.771	(1.462)	(27.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	57.700	49.218	(8.482)	(14.7)	57.700	49.218	(8.482)	(14.7)
<b>Total Revenue/Receipts</b>	<b>\$225.182</b>	<b>\$219.997</b>	<b>(\$5.185)</b>	<b>(2.3)</b>	<b>\$57.700</b>	<b>\$49.218</b>	<b>(\$8.482)</b>	<b>(14.7)</b>	<b>\$282.882</b>	<b>\$269.215</b>	<b>(\$13.667)</b>	<b>(4.8)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$142.450	\$138.625	\$3.825	2.7	\$13.926	\$10.926	\$3.000	21.5	\$156.376	\$149.551	\$6.824	4.4
Overtime	19.285	25.948	(6.662)	(34.5)	4.610	4.804	(0.194)	(4.2)	23.895	30.752	(6.856)	(28.7)
Health and Welfare	35.139	33.015	2.124	6.0	4.577	3.614	0.963	21.0	39.716	36.629	3.087	7.8
OPEB Current Payment	7.350	7.656	(0.306)	(4.2)	0.000	0.000	0.000	-	7.350	7.656	(0.306)	(4.2)
Pensions	24.983	24.789	0.194	0.8	2.748	2.244	0.504	18.3	27.731	27.034	0.698	2.5
Other Fringe Benefits	33.900	34.509	(0.609)	(1.8)	3.174	2.695	0.479	15.1	37.074	37.204	(0.129)	(0.3)
Reimbursable Overhead	(12.242)	(11.946)	(0.296)	(2.4)	11.932	11.353	0.579	4.9	(0.310)	(0.593)	0.284	91.5
<b>Total Labor</b>	<b>\$250.866</b>	<b>\$252.596</b>	<b>(\$1.730)</b>	<b>(0.7)</b>	<b>\$40.967</b>	<b>\$35.636</b>	<b>\$5.331</b>	<b>13.0</b>	<b>\$291.833</b>	<b>\$288.232</b>	<b>\$3.601</b>	<b>1.2</b>
<i>Non-Labor:</i>												
Electric Power	\$29.473	\$30.002	(\$0.529)	(1.8)	\$0.000	\$0.025	(\$0.025)	-	\$29.473	\$30.027	(\$0.554)	(1.9)
Fuel	9.187	9.769	(0.582)	(6.3)	0.000	0.000	0.000	-	9.187	9.769	(0.582)	(6.3)
Insurance	5.731	5.588	0.144	2.5	1.085	0.986	0.100	9.2	6.817	6.573	0.244	3.6
Claims	0.227	0.965	(0.739)	*	0.000	0.000	0.000	-	0.227	0.965	(0.739)	*
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	34.472	29.665	4.806	13.9	3.348	2.595	0.753	22.5	37.820	32.260	5.560	14.7
Professional Service Contracts	8.984	7.200	1.784	19.9	4.321	3.873	0.448	10.4	13.305	11.073	2.232	16.8
Materials & Supplies	24.616	23.365	1.251	5.1	7.747	4.033	3.714	47.9	32.363	27.398	4.965	15.3
Other Business Expenses	8.204	8.241	(0.038)	(0.5)	0.232	2.071	(1.839)	*	8.435	10.312	(1.877)	(22.2)
<b>Total Non-Labor</b>	<b>\$120.893</b>	<b>\$114.795</b>	<b>\$6.098</b>	<b>5.0</b>	<b>\$16.733</b>	<b>\$13.582</b>	<b>\$3.151</b>	<b>18.8</b>	<b>\$137.626</b>	<b>\$128.377</b>	<b>\$9.249</b>	<b>6.7</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>\$371.759</b>	<b>\$367.391</b>	<b>\$4.368</b>	<b>1.2</b>	<b>\$57.700</b>	<b>\$49.218</b>	<b>\$8.482</b>	<b>14.7</b>	<b>\$429.459</b>	<b>\$416.609</b>	<b>\$12.850</b>	<b>3.0</b>
Depreciation	75.746	75.415	0.331	0.4	0.000	0.000	0.000	-	75.746	75.415	0.331	0.4
OPEB Obligation	21.699	21.699	0.000	0.0	0.000	0.000	0.000	-	21.699	21.699	0.000	0.0
Environmental Remediation	0.950	1.640	(0.690)	(72.6)	0.000	0.000	0.000	-	0.950	1.640	(0.690)	(72.6)
<b>Total Expenses</b>	<b>\$470.154</b>	<b>\$466.145</b>	<b>\$4.010</b>	<b>0.9</b>	<b>\$57.700</b>	<b>\$49.218</b>	<b>\$8.482</b>	<b>14.7</b>	<b>\$527.854</b>	<b>\$515.363</b>	<b>\$12.491</b>	<b>2.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$244.972)</b>	<b>(\$246.147)</b>	<b>(\$1.176)</b>	<b>(0.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$244.972)</b>	<b>(\$246.147)</b>	<b>(\$1.176)</b>	<b>(0.5)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	75.746	75.415	(0.331)	(0.4)	0.000	0.000	0.000	-	75.746	75.415	(0.331)	(0.4)
Operating/Capital	(7.308)	(4.998)	2.310	31.6	0.000	0.000	0.000	-	(7.308)	(4.998)	2.310	31.6
Other Cash Adjustments	29.870	28.276	(1.594)	(5.3)	0.000	0.000	0.000	-	29.870	28.276	(1.594)	(5.3)
<b>Total Cash Conversion Adjustments</b>	<b>\$98.307</b>	<b>\$98.692</b>	<b>\$0.385</b>	<b>0.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$98.307</b>	<b>\$98.692</b>	<b>\$0.385</b>	<b>0.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$146.664)</b>	<b>(\$147.455)</b>	<b>(\$0.791)</b>	<b>(0.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$146.664)</b>	<b>(\$147.455)</b>	<b>(\$0.791)</b>	<b>(0.5)</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$0.212	1.3%		(\$8.482)	(14.7%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.569	14.1%	Reflects timing differences for the following projects: Cyclical Track Program, Hurricane Sandy - Mat C&S Infr., Positive Train Control, Replace/Repair Undergrade BR., H & H Lines Power Imp., Harmon Shop Improvements and GCT Turnout Renewal project.	\$3.000	21.5%	Reflects vacant administrative positions, reallocation of forces to operations coverage for inclement weather conditions and timing differences for the following projects: 2013 Cyclical Track Program, Positive Train Control, H & H Lines Power Imp., Harmon Shop Improvements, NH Rail Yard - Component Change Out Shop and GCT Turnouts / Switch Renewal Project.
OVERTIME	Non-Reimb	(\$1.430)	(30.2%)	Primarily due to higher overtime costs for FRA mandated MofE training, maintenance of rolling stock and roadway equipment, building repairs in GCT and train service coverage due to lower employee availability.	(\$6.662)	(34.5%)	Primarily due to higher overtime requirements for snow storm cleanup and repairs, train service coverage, car fleet maintenance, employee training , vacancy and sick time coverage and the implemenation of mandated signal system modifications.
	Reimb	(\$0.375)	(25.4%)	Reflects higher than projected activity on the MainLine High Speed Turnouts and the NHL - Bridge Timbers and Mitre Rail Walk SAGA.	(\$0.194)	(4.2%)	Reflects higher activity on the CDOT Bridge and Catenary C1B, NHL - Bridge Timbers and Mitre Rail - Walk SAGA and the Main Line High Speed Turnouts and partially offset by timing of the 2013 Cyclical Track Program, C-29 Track Project and Positive Train Control.
HEALTH AND WELFARE	Non-Reimb	\$0.673	7.6%	Primarily lower than projected premiums and lower payroll costs.	\$2.124	6.0%	Primarily lower than projected premiums and lower payroll costs.
	Reimb	\$0.136	9.9%	Reflects lower project activity.	\$0.963	21.0%	Reflects lower project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.186)	(10.1%)	Reflects additional retirees.	(\$0.306)	(4.2%)	
PENSIONS	Reimb	\$0.074	9.2%	Reflects lower project activity.	\$0.504	18.3%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Reimb	\$0.033	3.5%		\$0.479	15.1%	Reflects rate differentials and project adjustments.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.352	9.3%	The non-reimbursable and reimbursable variances reflect higher activity on the following projects: Mainline/High Speed Turnouts, Cos Cob West Substation, and NHL Bridge Timbers and Mitre Rail partly offset by lower Track Program work.	(\$0.296)	(2.4%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Positive Train Control, Track Program work, West of Hudson Signal Improvements, Hurricane Sandy Infrastructure, and GCT Leaks Remediation partly offset by higher activity of the Mainline/High Speed Turnouts and NHL Bridge Timbers and Mitre Rail.
	Reimb	(\$0.218)	(5.9%)		\$0.579	4.9%	
ELECTRIC POWER	Non-Reimb	(\$0.382)	(5.5%)	Higher rates of the Harlem and Hudson Lines.	(\$0.529)	(1.8%)	
FUEL	Non-Reim	\$0.289	13.6%	Reflects timing of expenses for the New Haven Line.	(\$0.582)	(6.3%)	Primarily due to higher heating fuel consumption resulting from colder weather conditions.
INSURANCE	Reimb	(\$0.032)	(9.0%)	Reflects higher project activity.	\$0.100	9.2%	Reflects lower project activity.
CLAIMS	Non-Reimb	(\$0.032)	(59.9%)	Primarily reflects Spuyten Duyvil derailment injury claim settlements.	(\$0.739)	*	Primarily reflects Spuyten Duyvil derailment injury claim settlements.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.857	9.9%	Reflects timing of maintenance contracts primarily for the Infrastructure Improvement Program partly offset by higher expenses for bus and ferry services.	\$4.806	13.9%	Primarily reflects timing of expense for maintenance contracts and Genesis locomotive overhaul partly offset by 2013 4th quarter adjustment for MTA Police services.
	Reimb	(\$0.160)	(19.6%)	Reflects higher than projected activity on the Cos Cob West Substation partially offset by delays on the Overhead Bridge Program - EOFH, GCT Leaks Remediation project and Haverstraw - Ossining Ferry.	\$0.753	22.5%	Reflects delay on the GCT Leaks Remediation project, Overhead Bridge Program - EOFH and the Hurricane Sandy - Tree Removal partially offset by higher anticipated activity on the Cos Cob West Substation and the New Haven Line Stations - PHII.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.209	8.2%	Favorable variance reflects the timing of expenses for IT costs and outside training partly offset by higher legal expenses related to 2013 incidents.	\$1.784	19.9%	Favorable variance reflects the timing of expenses for IT costs, outside training, medical services, and advertising partly offset by higher legal expenses related to 2013 incidents.
	Reimb	(\$0.030)	(2.7%)		\$0.448	10.4%	Reflects timing of the WOH Signal Improvements, Positive Train Control and the NHL - EMU Fleet Replacement - M8 Specification Dev. partially offset by higher than anticipated activity on the MNR Technology Move and the NHL Signal System .



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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.029)	(0.5%)		\$1.251	5.1%	Primarily due to lower rolling stock mechanical material usage and purchases partly offset by quarterly accrual for excess & obsolete inventory.
	Reimb	\$0.199	14.7%	Reflects delay on the Positive Train Control and the 2013 Cyclical Track Program partially offset by higher activity on the MNR Technology Move project.	\$3.714	47.9%	Reflects timing of Positive Train Control, Stamford Station Improvement project, Bronx Stations/Capacity Imp. Program, Hurricane Sandy Power Infrastructure Restoration project and a correction of a material charge from 2013 on the Cyclical insulated Joints Replacement project.
OTHER BUSINESS EXPENSES	Reimb	(\$0.401)	*	Reflects higher than budgeted material purchases for the 525 North Broadway, White Plains Projects.	(\$1.839)	*	Reflects higher than budgeted material purchases for the following projects: 525 North Broadway, White Plains Projects, New Haven Independent Wheel True Shop and the PBX Equipment Upgrade project.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%		(\$0.690)	(72.6%)	Reflects quarterly accrual for projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$0.416	19.8%	Reflects lower activity during the period on the Hot Box Detector and Wheel Impact Detector, Power Reliability Bucket Truck for NHL Catenary Maintenance and the Expand Real-Time Train Status Information - NYS, partially offset by higher than anticipated activity on the Ticket Issuing Machines (TIMs) and NYPA Improvement Support.	\$5.553	31.9%	Reflects lower activity during the period on the Locomotive Overhaul - 6 GP 35 Locos, Expand Real-Time Train Status Information - NYS, Employee Welfare Facility Improvements, Hot Box Detector and Wheel Impact Detector, Ticket Issuing Machines (TIMs), Ticket Vending Machines (TVMs), Power Reliability Bucket Truck for NHL Catenary Maintenance and the Line Segment Ridership Forecasting Models partially offset by higher activity on the Purchase Snowmelter Cabinets, Vehicle Replacement project, Park Ave Tunnel (Fire Alarm Sysem), Purchase A Tractor and Generator, NYPA Improvement Support and higher than anticipated payment on prior year project carryover costs.

\* Variance exceeds 100%.

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

	April						April 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>	50,977	\$2.0	44,822	\$2.6	6,155	(\$0.7)	214,535	\$8.3	184,893	\$10.3	29,642	(\$2.0)
					12.1%	-33.3%					13.8%	-23.6%
<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>	37,921	\$1.7	44,284	\$2.1	(6,363)	(\$0.4)	133,832	\$6.1	148,173	\$7.0	(14,341)	(\$1.0)
					-16.8%	-20.9%					-10.7%	-15.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	15,597	\$0.9	26,161	\$1.2	(10,564)	(\$0.3)	54,615	\$3.2	94,336	\$4.3	(39,721)	(\$1.1)
					-67.7%	-29.8%					-72.7%	-33.3%
<u>Weather Emergencies</u>	282	\$0.0	1,533	\$0.1	(1,251)	(\$0.1)	20,072	\$1.2	80,246	\$3.7	(60,174)	(\$2.5)
					*	*					*	*
<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>	2,448	\$0.1	3,464	\$0.2	(1,016)	(\$0.1)	10,610	\$0.5	12,145	\$0.6	(1,535)	(\$0.1)
					-41.5%	-49.1%					-14.5%	-21.3%
Subtotal	107,225	\$4.73	120,264	\$6.16	(13,039)	(\$1.43)	433,664	\$19.29	519,793	\$25.95	(86,129)	(\$6.66)
					-12.2%	-30.2%					-19.9%	-34.5%
<b>REIMBURSABLE OVERTIME</b>	29,441	\$1.48	35,123	\$1.86	(5,682)	(\$0.38)	91,719	\$4.61	100,257	\$4.80	(8,539)	(\$0.19)
					-19.3%	-25.4%					-9.3%	-4.2%
<b>TOTAL OVERTIME</b>	<b>136,666</b>	<b>\$6.21</b>	<b>155,387</b>	<b>\$8.01</b>	<b>(18,721)</b>	<b>(\$1.80)</b>	<b>525,383</b>	<b>\$23.90</b>	<b>620,051</b>	<b>\$30.75</b>	<b>(94,668)</b>	<b>(\$6.86)</b>
					-13.7%	-29.1%					-18.0%	-28.7%

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 administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

**MTA Metro-North Railroad**  
**February Financial Plan - 2014 Adopted Plan**  
**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>	6,155 12.1%	(\$0.7) -33.3%	Increased overtime requirements for service coverage.	29,642 13.8%	(\$2.0) -23.6%	Primarily due to train service coverage for weather related events.
<u>Unscheduled Service</u>	0 -	(\$0.0) -		0 -	(\$0.0) -	
<u>Programmatic/Routine Maintenance</u>	(6,363) -16.8%	(\$0.4) -20.9%	Higher OT requirements for coverage in the MoE department due to FRA mandated training, maintenance of rolling stock and roadway equipment and building repairs in GCT.	(14,341) -10.7%	(\$1.0) -15.8%	Primarily due to higher requirements for snow storm coverage, implementation of mandated signal system modifications to ensure automatic speed enforcement, incremental rail testing and rolling stock and roadway equipment maintenance.
<u>Unscheduled Maintenance</u>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(10,564) -67.7%	(\$0.3) -29.8%	Vacancy and sick time coverage.	(39,721) -72.7%	(\$1.1) -33.3%	Vacancy and sick time coverage.
<u>Weather Emergencies</u>	(1,251) *	(\$0.1) *		(60,174) *	(\$2.5) *	Due to increased operations coverage and cleanup requirements for multiple snow storms.
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Other</u> <sup>4</sup>	(1,016) -41.5%	(\$0.1) -49.1%	Reflects timing differences related to payroll and calendar cutoff dates.	(1,535) -14.5%	(\$0.1) -21.3%	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>(13,039) -12.2%</b>	<b>(\$1.4) -30.2%</b>		<b>(86,129) -19.9%</b>	<b>(\$6.7) -34.5%</b>	
<b>REIMBURSABLE OVERTIME</b>	(5,682) -19.3%	(\$0.4) -25.4%		(8,539) -9.3%	(\$0.2) -4.2%	
<b>TOTAL OVERTIME</b>	<b>(18,721)</b>	<b>(\$1.8)</b>		<b>(94,668)</b>	<b>(\$6.9)</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**

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

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

**SCHEDULE III**

	April 2014				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$54.292	\$54.610	\$0.318	0.6	\$209.863	\$205.204	(\$4.659)	(2.2)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.542	6.807	0.265	4.1	22.748	25.882	3.134	13.8
<i>Capital &amp; Other Reimbursements:</i>								
MTA	8.819	2.854	(5.965)	(67.6)	32.030	25.126	(6.904)	(21.6)
CDOT	4.575	6.689	2.114	46.2	17.301	12.527	(4.774)	(27.6)
Other	1.314	1.335	0.021	1.6	4.631	3.393	(1.238)	(26.7)
Total Capital and Other Reimbursements	14.708	10.878	(3.830)	(26.0)	53.962	41.046	(12.916)	(23.9)
<b>Total Receipts</b>	<b>\$75.542</b>	<b>\$72.295</b>	<b>(\$3.247)</b>	<b>(4.3)</b>	<b>\$286.573</b>	<b>\$272.132</b>	<b>(\$14.441)</b>	<b>(5.0)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$36.792	\$34.756	\$2.036	5.5	\$157.437	\$147.266	\$10.171	6.5
Overtime	6.100	6.690	(0.590)	(9.7)	24.203	30.113	(5.910)	(24.4)
Health and Welfare	10.459	17.048	(6.589)	(63.0)	41.984	42.527	(0.543)	(1.3)
OPEB Current Payment	1.837	2.169	(0.332)	(18.0)	7.350	9.481	(2.131)	(29.0)
Pensions	7.132	6.932	0.200	2.8	14.757	15.388	(0.631)	(4.3)
Other Fringe Benefits	9.536	8.608	0.928	9.7	40.314	37.288	3.026	7.5
GASB Account	0.743	1.486	(0.743)	(100.0)	2.972	2.972	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$72.599</b>	<b>\$77.689</b>	<b>(\$5.090)</b>	<b>(7.0)</b>	<b>\$289.017</b>	<b>\$285.035</b>	<b>\$3.982</b>	<b>1.4</b>
<i>Non-Labor:</i>								
Electric Power	\$7.147	\$7.824	(\$0.677)	(9.5)	\$30.114	\$27.224	\$2.890	9.6
Fuel	1.819	2.264	(0.445)	(24.5)	7.991	10.515	(2.524)	(31.6)
Insurance	0.011	0.000	0.011	100.0	4.380	5.910	(1.530)	(34.9)
Claims	0.057	0.412	(0.355)	*	0.228	2.802	(2.574)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.249	6.934	0.315	4.3	33.385	29.698	3.687	11.0
Professional Service Contracts	4.230	2.576	1.654	39.1	15.936	11.143	4.793	30.1
Materials & Supplies	8.373	7.839	0.534	6.4	35.091	29.447	5.644	16.1
Other Business Expenditures	4.194	4.203	(0.009)	(0.2)	17.096	17.813	(0.717)	(4.2)
<b>Total Non-Labor</b>	<b>\$33.080</b>	<b>\$32.052</b>	<b>\$1.028</b>	<b>3.1</b>	<b>\$144.221</b>	<b>\$134.552</b>	<b>\$9.669</b>	<b>6.7</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<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>Total Expenditures</b>	<b>\$105.679</b>	<b>\$109.741</b>	<b>(\$4.062)</b>	<b>(3.8)</b>	<b>\$433.238</b>	<b>\$419.587</b>	<b>\$13.651</b>	<b>3.2</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$30.137)</b>	<b>(\$37.446)</b>	<b>(\$7.309)</b>	<b>(24.3)</b>	<b>(\$146.665)</b>	<b>(\$147.455)</b>	<b>(\$0.790)</b>	<b>(0.5)</b>
<b>Subsidies</b>								
MTA	22.362	31.284	8.922	39.9	110.280	94.037	(16.243)	(14.7)
CDOT	7.775	20.177	12.402	*	36.385	54.301	17.916	49.2
<b>Total Subsidies</b>	<b>\$30.137</b>	<b>\$51.461</b>	<b>\$21.324</b>	<b>70.8</b>	<b>\$146.665</b>	<b>\$148.338</b>	<b>\$1.674</b>	<b>1.1</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$17.217)</b>	<b>(\$17.217)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$0.883)</b>	<b>(\$0.883)</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 - 2014 ADOPTED BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	0.318	0.6%		(4.659)	(2.2%)	
OTHER OPERATING REVENUE	0.265	4.1%		3.134	13.8%	Receipt of tenant contractual obligation and CSX reimbursement for 2013 derailment partially offset by lower Amtrak reimbursement.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(5.965)	(67.6%)	Lower cash receipts due to timing combined with lower project activity.	(6.904)	(21.6%)	Lower cash receipts due lower project activity.
CDOT	2.114	46.2%	Higher cash receipts due to higher project activity.	(4.774)	(27.6%)	Lower cash receipts due to timing combined with lower project activity.
OTHER	0.021	1.6%		(1.238)	(26.7%)	Lower receipts than anticipated due to timing of I & C related projects.
PAYROLL	2.036	5.5%	Position vacancies and revised scheduling of capital projects.	10.171	6.5%	Position vacancies, revised scheduling of capital projects, lower payroll taxes associated with vacancies and lower vacation payouts.
OVERTIME	(0.590)	(9.7%)	Higher overtime due to scheduling of capital related projects (replacement of interlocking switches) and scheduled service (Ops Services).	(5.910)	(24.4%)	Higher overtime necessitated by inclement weather, scheduled train service coverage due to high level of new hires in training, vacancy/absentee coverage, capital related projects and unscheduled program maintenance costs.
HEALTH & WELFARE	(6.589)	(63.0%)	Timing of quarterly Connecticare payment and Dental/Vision as well as higher premium rates partially offset by higher vacancies.	(0.542)	(1.3%)	
OPEB CURRENT PAYMENT	(0.332)	(18.1%)	Higher retiree health benefits payments.	(2.132)	(29.0%)	Timing of May NYSHIP payment.
PENSIONS	0.200	2.8%		(0.631)	(4.3%)	
OTHER FRINGE BENEFITS	0.928	9.7%	Lower FELA claims than anticipated combined with lower railroad retirement tax payments.	3.026	7.5%	Lower FELA claims than anticipated combined with lower railroad retirement tax payments.
GASB ACCOUNT	(0.743)	*	Reflects YTD payment made in April.	0.000	0.0%	
ELECTRIC POWER	(0.677)	(9.5%)	Higher rates for electricity on the Harlem & Hudson Lines (due to natural gas shortage in the winter) combined with timing of payments.	2.890	9.6%	Payment timing partially offset by higher rates on the New Haven Line and Harlem & Hudson Lines.
FUEL	(0.445)	(24.5%)	Higher consumption and rates for non-revenue fuel combined with timing of payments.	(2.524)	(31.6%)	Timing of payments combined with higher consumption on the Harlem/Hudson line as well as higher overall rates.

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

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2014		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.011	100.0%	Timing of insurance premiums.	(1.530)	(34.9%)	Timing of insurance payments for the last quarter of 2013 (Excess Liability, property - terrorism premium).
CLAIMS	(0.355)	*	Passenger injury settlements relating to various passenger injuries as well as the Spuyten Duyvil incident.	(2.574)	*	Passenger injury settlements relating to the New Haven Line derailment, the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	0.315	4.3%		3.687	11.0%	Timing of payments for MTA Police Service and the Locomotive Overhaul program partially offset by timing of 2013 expenses paid in 2014 including Bus & Transfer Services, Non-Vehicle Maintenance and Repair and Real Estate Rentals.
PROFESSIONAL SERVICE CONTRACTS	1.654	39.1%	Timing of Engineering Services, Locomotive Simulator and I.T. Costs partially offset by higher capital project activity.	4.793	30.1%	Timing of capital related projects (PTC) as well as Locomotive Simulator, NHL BSC charges, Outside Audit fees, Data Center charges, Outside Training and Medical Services.
MATERIALS & SUPPLIES	0.534	6.4%	Lower capital projects \$1.0M (Hot Box Detector & Wheel Box Detector - \$0.7M and PTC - \$0.3M) partially offset by timing of material purchases \$0.5M.	5.644	16.1%	Timing of capital projects \$3.9M (including PTC \$1.3M, Installation of 150 insulated joints \$1.0M, Hurricane Sandy restoration \$1.0M and Hot Box Detector & Wheel Box Detector \$0.7M) and material purchases for inventory \$1.7M.
OTHER BUSINESS EXPENSES	(0.009)	(0.2%)		(0.717)	(4.2%)	
MTA SUBSIDY RECEIPTS	8.922	39.9%	Higher subsidy draw due to funding of prior month-end A/P checks in April, cash timing and availability adjustment and a higher net cash deficit partially offset by a higher CDOT subsidy draw.	(16.243)	(14.7%)	Lower subsidy draw due to higher CDOT subsidy payments partially offset by a cash timing and availability adjustment and net cash deficit.
CDOT SUBSIDY RECEIPTS	12.402	*	May CDOT estimated deficit paid in April, and true-up of prior period subsidy billing estimates.	17.916	49.2%	May CDOT estimated deficit paid in April, and true-up of prior period subsidy billing estimates.
TOTAL SUBSIDY RECEIPTS	21.324	70.8%		1.673	1.1%	

\* Variance exceeds 100%

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

	April 2014				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$0.520	\$1.178	\$0.657	*	\$2.033	\$3.018	\$0.985	48.5
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.096	2.280	0.184	8.8	5.395	8.070	2.675	49.6
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(0.979)	(5.675)	(4.695)	*	(4.633)	(2.932)	1.702	36.7
CDOT	(0.130)	0.072	0.202	*	1.498	(4.862)	(6.360)	*
Other	(0.195)	0.256	0.451	*	(0.602)	(0.378)	0.224	37.2
Total Capital and Other Reimbursements	(1.304)	(5.346)	(4.042)	*	(3.738)	(8.172)	(4.434)	*
<b>Total Revenue/Receipts</b>	<b>\$1.311</b>	<b>(\$1.889)</b>	<b>(\$3.201)</b>	<b>*</b>	<b>\$3.691</b>	<b>\$2.917</b>	<b>(\$0.774)</b>	<b>(21.0)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$3.216	\$4.153	\$0.936	29.1	(\$1.061)	\$2.285	\$3.347	*
Overtime	0.109	1.324	1.215	*	(0.308)	0.639	0.946	*
Health and Welfare	(0.250)	(7.648)	(7.398)	*	(2.268)	(5.898)	(3.630)	*
OPEB Current Payment	0.000	(0.146)	0.000		0.000	(1.825)	(1.825)	-
Pensions	(0.023)	0.070	0.093	*	12.974	11.646	(1.329)	(10.2)
Other Fringe Benefits	(0.150)	0.730	0.880	*	(3.240)	(0.084)	3.155	97.4
GASB Account	(0.743)	(1.486)	(0.743)	(100.0)	(2.972)	(2.972)	0.000	0.0
Reimbursable Overhead	(0.106)	(0.240)	(0.134)	*	(0.310)	(0.593)	(0.284)	(91.5)
<b>Total Labor</b>	<b>\$2.053</b>	<b>(\$3.243)</b>	<b>(\$5.296)</b>	<b>*</b>	<b>\$2.816</b>	<b>\$3.197</b>	<b>\$0.381</b>	<b>13.5</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.154)	(\$0.441)	(\$0.287)	*	(\$0.641)	\$2.803	\$3.444	*
Fuel	0.300	(0.434)	(0.734)	*	1.196	(0.746)	(1.942)	*
Insurance	1.782	1.785	0.003	0.2	2.437	0.663	(1.774)	(72.8)
Claims	(0.003)	(0.326)	(0.323)	*	(0.001)	(1.837)	(1.835)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.222	1.840	(0.383)	(17.2)	4.435	2.562	(1.873)	(42.2)
Professional Service Contracts	(0.557)	0.919	1.475	*	(2.630)	(0.070)	2.561	97.4
Materials & Supplies	(0.927)	(0.563)	0.364	39.3	(2.728)	(2.049)	0.679	24.9
Other Business Expenses	(2.224)	(1.817)	0.407	18.3	(8.661)	(7.501)	1.160	13.4
<b>Total Non-Labor</b>	<b>\$0.440</b>	<b>\$0.963</b>	<b>\$0.523</b>	<b>*</b>	<b>(\$6.594)</b>	<b>(\$6.175)</b>	<b>\$0.420</b>	<b>6.4</b>
<i>Other Adjustments:</i>								
Other	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>Total Expenditures Adjustments before Non-Cash Liability Adjs.</b>	<b>\$2.493</b>	<b>(\$2.280)</b>	<b>(\$4.773)</b>	<b>*</b>	<b>(\$3.778)</b>	<b>(\$2.978)</b>	<b>\$0.801</b>	<b>21.2</b>
Depreciation	18.936	18.821	(0.115)	(0.6)	75.746	75.415	(0.331)	(0.4)
OPEB Obligation	5.425	5.425	0.000	0.0	21.699	21.699	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.950	1.640	0.690	(72.6)
<b>Total Expenditures Adjustments</b>	<b>\$26.854</b>	<b>\$21.965</b>	<b>(\$4.889)</b>	<b>(18.2)</b>	<b>\$94.617</b>	<b>\$95.776</b>	<b>\$1.159</b>	<b>1.2</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$28.166</b>	<b>\$20.076</b>	<b>(\$8.089)</b>	<b>(28.7)</b>	<b>\$98.307</b>	<b>\$98.692</b>	<b>\$0.385</b>	<b>0.4</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.



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

	<u>Month of April</u>		<u>Variance</u>		<u>Year-to-Date April</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$15.977	\$15.770	(\$0.207)	-1.3	\$62.796	\$60.782	(\$2.015)	-3.2
Hudson Line	\$11.698	\$11.666	(\$0.031)	-0.3	\$44.994	\$43.483	(\$1.511)	-3.4
New Haven Line	\$26.055	\$25.961	(\$0.093)	-0.4	\$99.876	\$97.778	(\$2.098)	-2.1
 Total Farebox Revenue	 \$53.729	 \$53.398 <sup>(1)</sup>	 (\$0.332)	 -0.6	 \$207.666	 \$202.042 <sup>(1)</sup>	 (\$5.624)	 -2.7
 <u>Ridership</u>								
Harlem Line	2.347	2.304	(0.043)	-1.8	8.899	8.624	(0.275)	-3.1
Hudson Line	1.389	1.385	(0.005)	-0.3	5.169	5.037	(0.131)	-2.5
New Haven Line	3.380	3.330	(0.050)	-1.5	12.625	12.287	(0.339)	-2.7
 Total Ridership East of Hudson	 7.116	 7.019	 (0.098)	 -1.4	 26.693	 25.948	 (0.745)	 -2.8
 West of Hudson	 0.135	 0.140	 0.006	 4.1	 0.500	 0.521	 0.021	 4.1
 Total Ridership	 7.251	 7.159	 (0.092)	 -1.3	 27.193	 26.468	 (0.724)	 -2.7

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.035 million for the month and \$0.144 million year-to-date.

**East of Hudson:**

East of Hudson ridership for the month fell by 1.4%, or a reduction of 98 thousand rides, however it was 0.7% higher than April 2013. Results for the month reflect lower than projected ridership growth and timing differences related to the Easter/Passover holiday. Year-to-date ridership was 25.9 million, 2.8% lower than the Adopted Budget and 1.1% lower than 2013 resulting from the adverse effects of winter weather disruptions, lower ridership from new service investments, as well as a continuation of slower growth trends experienced since the latter part of 2013.

Commutation ridership was 2.1% lower for the month and 1.2% lower for the year-to-date. Compared to 2013, April year-to-date commutation ridership was 0.4% lower. Non-commutation ridership was 5.2% below budget year-to-date and 2.2% lower than 2013. For the month, non-commutation ridership was 0.3% lower than budget, but 3.3% better than 2013.

**West of Hudson:**

West of Hudson ridership was 4.1% higher to the budget for the month and 4.1% higher year-to-date vs. 2014 Budget reflecting a slow but progressive growth over the projected ridership.

**MTA METRO-NORTH RAILROAD**  
**2014 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**April 30, 2014**

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	6	3
Safety (1)	45	31	14
COS/Corporate & Public Affairs	17	15	2
Legal	18	18	-
Claims Services (2)	14	10	4
Environmental Compliance & Svce	7	7	-
VP Administration	3	2	1
VP Human Resources	7	6	1
Human Resources (2)	28	23	5
Training (3)	58	49	9
Employee Relations & Diversity	5	4	1
VP Planning	2	2	-
Operations Planning & Analysis	18	17	1
Capital Planning & Programming	16	13	3
GCT & Corporate Development (4)	26	31	(5)
Long Range Planning	8	8	0
VP Finance & Information Systems	3	2	1
Controller (2)	80	75	5
Information Technology & Project Mgmt (2)	121	100	21
Budget	18	18	0
Customer Service (2)	49	44	5
Procurement & Material Mgmt (2)	42	28	14
Corporate	2	-	2
<b>Total Administration</b>	<b>599</b>	<b>510</b>	<b>89</b>
<b>Operations</b>			
Operations Administration (2)	61	55	6
Operations Services (2)	1,449	1,441	8
Customer Service (2)	236	229	7
GCT & Corporate Development (4)	38	35	3
Metro-North West (5)	30	37	(7)
<b>Total Operations</b>	<b>1,814</b>	<b>1,797</b>	<b>17</b>
<b>Maintenance</b>			
GCT & Corporate Development (4)	174	165	9
Maintenance of Equipment (2)	1,691	1,624	67
Maintenance of Way (2)	1,895	1,845	50
Procurement & Material Mgmt	124	122	1
<b>Total Maintenance</b>	<b>3,884</b>	<b>3,757</b>	<b>127</b>
<b>Engineering/Capital</b>			
Construction Management (2)	42	37	5
Engineering & Design (2)	68	58	10
<b>Total Engineering/Capital</b>	<b>110</b>	<b>95</b>	<b>15</b>
<b>Total Positions</b>	<b>6,407</b>	<b>6,159</b>	<b>248</b>
<b>Non-Reimbursable</b>	<b>5,772</b>	<b>5,715</b>	<b>57</b>
<b>Reimbursable</b>	<b>635</b>	<b>444</b>	<b>191</b>
<b>Total Full-Time</b>	<b>6,406</b>	<b>6,158</b>	<b>248</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Variance reflects 10 new positions included in the 2014 budget and 4 existing vacant positions.

(2) Variance reflects existing vacant positions.

(3) Variance reflects 8 new positions included in the 2014 budget for hiring initiative and 1 existing vacant position.

(4) GCT & Corporate Development department is allocated to the Administration, Operations and Maintenance categories to properly reflect the various functions that compose this recently reorganized department. As a whole, the department possesses 5 existing vacant positions.

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

**MTA METRO-NORTH RAILROAD**  
**2014 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**April 30, 2014**

<b>FUNCTION/OCCUPATION</b>	<b>Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	196	160	36
Professional, Technical, Clerical	402	350	53
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>599</b>	<b>510</b>	<b>89</b>
<b>Operations (1)</b>			
Managers/Supervisors (2)	149	147	2
Professional, Technical, Clerical	238	226	12
Operational Hourlies (2)	1,428	1,425	3
<b>Total Operations</b>	<b>1,814</b>	<b>1,797</b>	<b>17</b>
<b>Maintenance (1)</b>			
Managers/Supervisors (2)	545	482	62
Professional, Technical, Clerical	500	478	21
Operational Hourlies (2)	2,840	2,796	43
<b>Total Maintenance</b>	<b>3,884</b>	<b>3,757</b>	<b>127</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	49	41	8
Professional, Technical, Clerical	61	54	7
Operational Hourlies	-	-	-
	<b>110</b>	<b>95</b>	<b>15</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	939	831	108
Professional, Technical, Clerical	1,202	1,108	94
Operational Hourlies	4,267	4,221	46
<b>Total Positions</b>	<b>6,407</b>	<b>6,159</b>	<b>248</b>

**Notes**

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

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

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

April 30, 2014

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations (1)	1,814	1,797	17	Reflects vacancies in Operation Services (train operations staff), Operations Administration (project managers, asst. directors and automotive staff) and Customer Service staffing (assistant directors and ticket sellers).
Maintenance (1)	3,884	3,757	127	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment positions (electricians, carmen, machinists and sheetmetal
Administration (1)	599	510	89	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts), Safety (recently established fire EMS and safety officers ), Procurement (procurement managers and specialists) and Training personnel (training officers and managers).
Engineering / Capital	110	95	15	Reflects vacancies in Engineering & Design (engineers and project directors) and Construction Management (engineers and site construction managers) positions.
<b>Total Agency-wide Headcount</b>	<b>6,407</b>	<b>6,159</b>	<b>248</b>	
Non-Reimbursable	5,772	5,715	57	
Reimbursable	635	444	191	

**Notes**

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

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

	MONTH			VARIANCE	
	2014	BUDGET	2013	BUDGET	2013
Farebox Operating Ratio					
Standard <sup>(1)</sup>	59.8%	59.3%	64.9%	0.5%	-5.1%
Adjusted <sup>(2)</sup>	67.6%	66.6%	86.3%	1.0%	-18.7%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.87	\$12.89	\$11.57	\$0.02	(\$1.30)
Adjusted <sup>(2)</sup>	\$12.62	\$12.69	\$11.36	\$0.07	(\$1.26)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.70	\$7.64	\$7.50	\$0.06	\$0.20
	YEAR-TO-DATE			VARIANCE	
	2014	BUDGET	2013	BUDGET	2013
Farebox Operating Ratio					
Standard <sup>(1)</sup>	56.3%	57.0%	60.5%	-0.7%	-4.2%
Adjusted <sup>(2)</sup>	63.2%	63.3%	70.7%	-0.1%	-7.5%
Cost per Passenger					
Standard <sup>(1)</sup>	\$13.98	\$13.81	\$12.46	(\$0.17)	(\$1.52)
Adjusted <sup>(2)</sup>	\$13.66	\$13.58	\$12.24	(\$0.08)	(\$1.42)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.88	\$7.87	\$7.53	\$0.01	\$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.

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



**Metro-North Railroad**

# **Ridership Report June 2014**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**APRIL 2014**

Operations Planning & Analysis Department  
June, 2014

# APRIL 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### April

- April 2014 **Total MNR System Ridership** was 7.205 million vs. 7.155 million in April 2013, an increase of 50,196 passengers (+0.7%).
- April 2014 **Total Rail Ridership** was 7.159 million vs. 7.106 million in April 2013, an increase of 52,625 passengers (+0.7%).
  - **Rail Commutation Ridership** was (-1.0%) vs. 2013
  - **Rail Non-commutation Ridership** was (+3.3%) vs. 2013
- April 2014 **East of Hudson Ridership** was 7.019 million vs. 6.973 million in April 2013, an increase of 45,369 passengers (+0.7%).
- April 2014 **West of Hudson Ridership** was 0.140 million vs. 0.133 million in April 2013, an increase of 7,256 passengers (+5.5%)
- April 2014 **Connecting Services Ridership** was 0.046 million vs. 0.049 million in April 2013, a decrease of 2,429 passengers (-5.0%).
- April 2014 **Rail Revenue** was \$54.5 million vs. \$52.7 million in April 2013, an increase of \$1,798,018 (+3.4%).

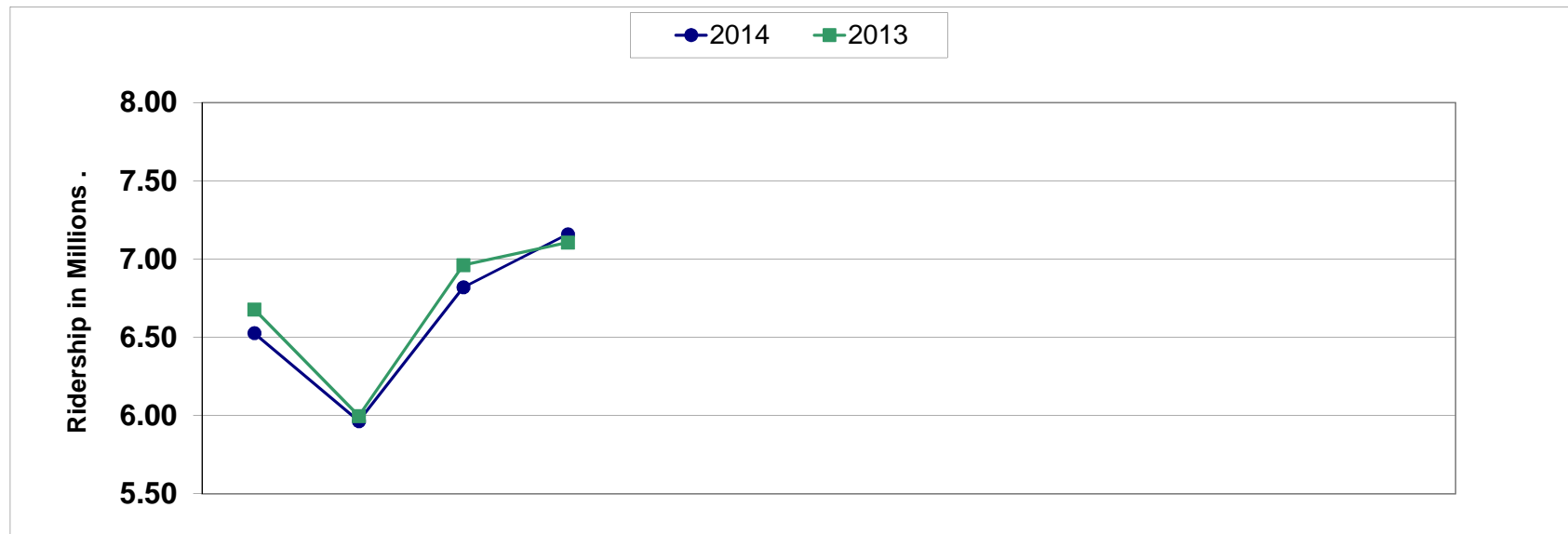
### Year to Date

- 2014 YTD **Total MNR System Ridership** was 1.1% below 2013 and 2.7% below budget.
- 2014 YTD **Total Rail Ridership** was 1.0% below 2013 and 2.7% below budget.
- 2014 YTD **East of Hudson Ridership** was 1.1% below 2013 and 2.8% below budget.
- 2014 YTD **West of Hudson ridership** was 4.9% above 2013 and 4.1% above budget.
- 2014 YTD **Connecting Services Ridership** was 7.1% below 2013 and 9.4% below budget.
- 2014 YTD **Rail Revenue** was 3.6% above 2013 and 2.6% below budget.



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

- April's Total Rail Ridership was 0.7% above 2013 and 1.3% below budget.

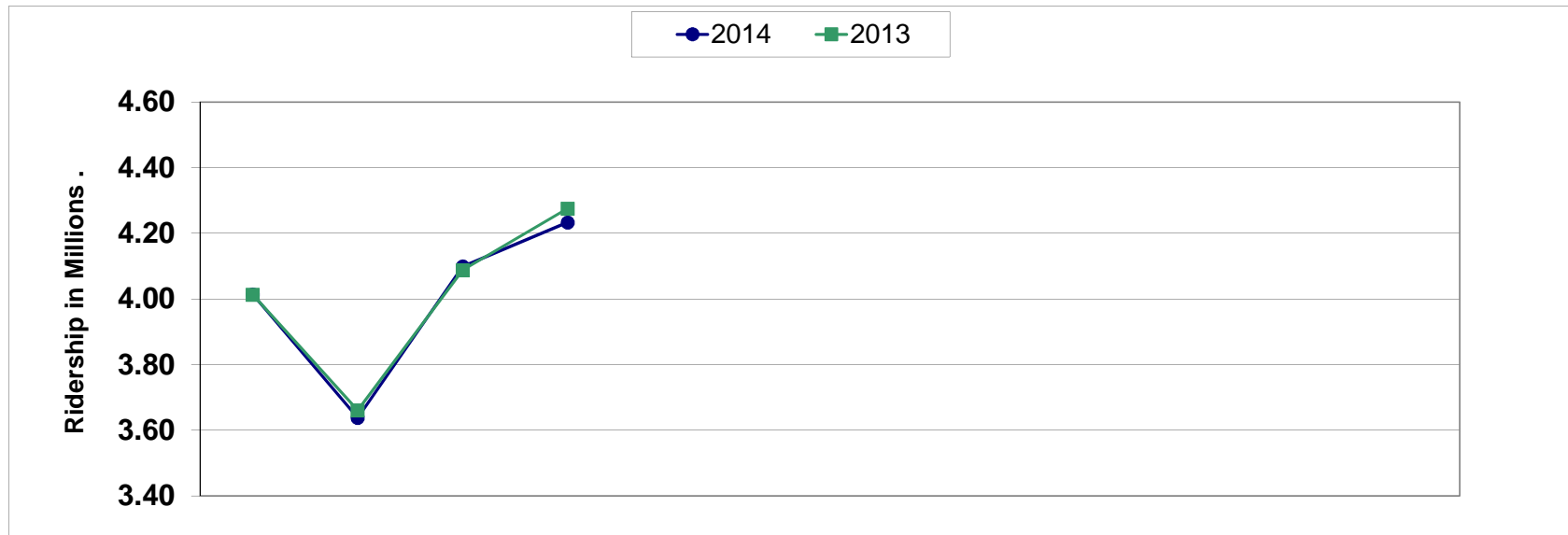


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53	5.96	6.82	7.16									26.47
2013	6.68	6.00	6.96	7.11									26.74
PCT CHG.	-2.3%	-0.5%	-2.0%	0.7%									-1.0%

1) Includes East and West of Hudson.

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

- April's Rail Commutation Ridership was 1.0% below 2013 and 2.0% below budget.

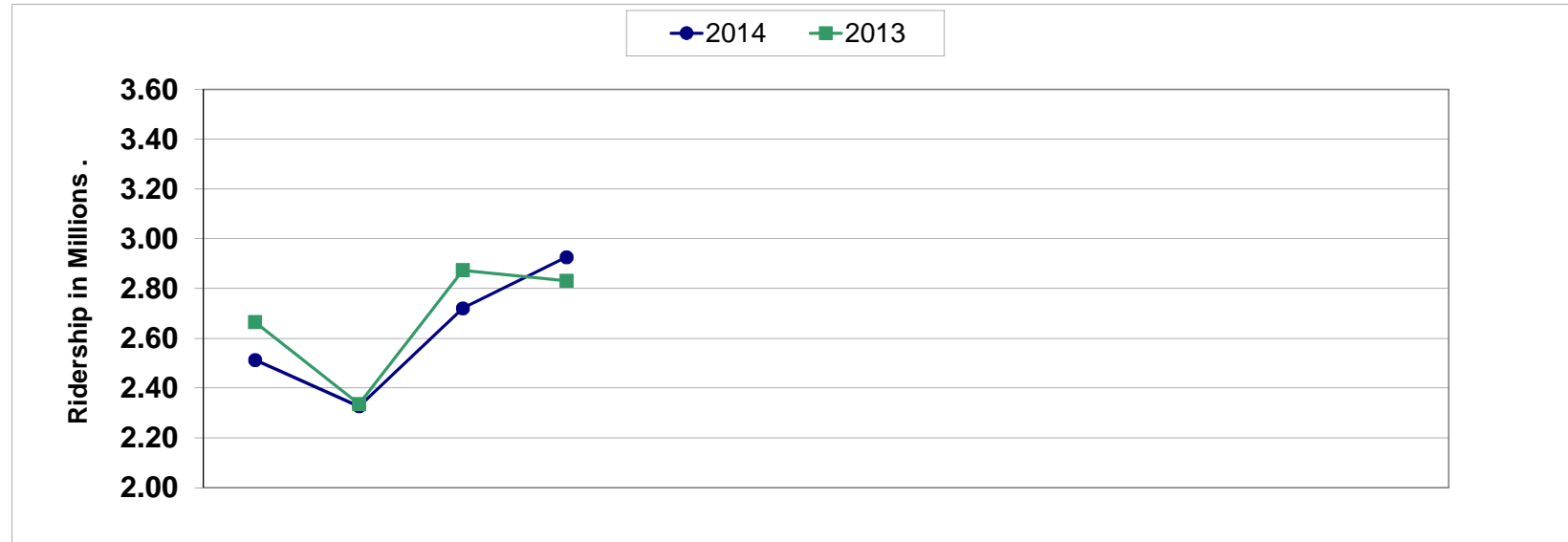


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01	3.64	4.10	4.23									15.98
2013	4.01	3.66	4.09	4.27									16.04
PCT CHG.	0.0%	-0.6%	0.3%	-1.0%									-0.3%

1) Includes East and West of Hudson.

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

- April's Rail Non-Commutation Ridership was 3.3% above 2013 and 0.2% below budget.

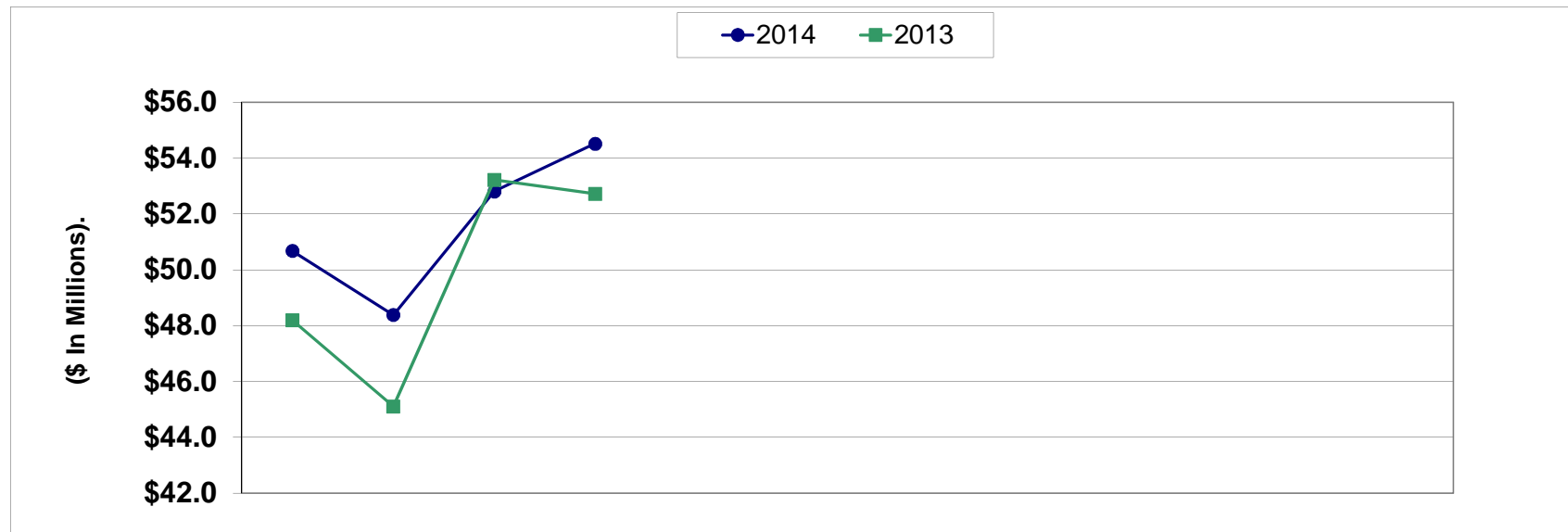


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51	2.33	2.72	2.93									10.49
2013	2.66	2.34	2.87	2.83									10.71
PCT CHG.	-5.7%	-0.4%	-5.3%	3.3%									-2.1%

1) Includes East and West of Hudson.

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

- April's Total Rail Revenue was 3.4% above 2013 and 0.5% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$50.7	\$48.4	\$52.8	\$54.5									\$206.4
2013	\$48.2	\$45.1	\$53.2	\$52.7									\$199.2
PCT CHG.	5.1%	7.3%	-0.8%	3.4%									3.6%

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD

## RIDERSHIP SUMMARY

### APRIL 2014

TICKET TYPE/SERVICE	APRIL 2014	APRIL 2013 <sup>(1)</sup>	CHANGE VS. 2013	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	4,147,844	4,193,907	(46,063)	-1.1%
West of Hudson	85,349	81,013	4,336	5.4%
<b>Total Rail Commutation Ridership</b>	<b>4,233,193</b>	<b>4,274,920</b>	<b>(41,727)</b>	<b>-1.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	2,870,871	2,779,439	91,432	3.3%
West of Hudson	54,790	51,870	2,920	5.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,925,661</b>	<b>2,831,309</b>	<b>94,352</b>	<b>3.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	7,018,715	6,973,346	45,369	0.7%
West of Hudson	140,139	132,883	7,256	5.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,158,854</b>	<b>7,106,229</b>	<b>52,625</b>	<b>0.7%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>46,319</b>	<b>48,748</b>	<b>(2,429)</b>	<b>-5.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,205,173</b>	<b>7,154,977</b>	<b>50,196</b>	<b>0.7%</b>

Notes:

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

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

# MTA METRO-NORTH RAILROAD

## RIDERSHIP SUMMARY

### 2014 YEAR-TO-DATE

TICKET TYPE/SERVICE	2014 YTD	2013 YTD <sup>(1)</sup>	CHANGE VS. 2013	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	15,671,780	15,741,498	(69,718)	-0.4%
West of Hudson	311,376	293,993	17,383	5.9%
<b>Total Rail Commutation Ridership</b>	<b>15,983,156</b>	<b>16,035,491</b>	<b>(52,335)</b>	<b>-0.3%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	10,275,951	10,502,959	(227,008)	-2.2%
West of Hudson	209,220	202,293	6,927	3.4%
<b>Total Rail Non-Commutation Ridership</b>	<b>10,485,171</b>	<b>10,705,252</b>	<b>(220,081)</b>	<b>-2.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	25,947,731	26,244,457	(296,726)	-1.1%
West of Hudson	520,596	496,286	24,310	4.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>26,468,327</b>	<b>26,740,743</b>	<b>(272,416)</b>	<b>-1.0%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>167,790</b>	<b>180,665</b>	<b>(12,875)</b>	<b>-7.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>26,636,117</b>	<b>26,921,408</b>	<b>(285,291)</b>	<b>-1.1%</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 2014**

LINE	APRIL 2014 ACTUAL	APRIL 2014 BUDGET	VARIANCE VS. BUDGET		APRIL 2013 RESTATE <sup>(1)</sup>	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,303,958	2,346,931	(42,973)	-1.8%	2,286,515	17,443	0.8%
Hudson Line	1,384,545	1,389,207	(4,662)	-0.3%	1,355,099	29,446	2.2%
New Haven Line	3,330,212	3,380,334	(50,122)	-1.5%	3,331,732	(1,520)	0.0%
<b>Total East of Hudson</b>	<b>7,018,715</b>	<b>7,116,472</b>	<b>(97,757)</b>	<b>-1.4%</b>	<b>6,973,346</b>	<b>45,369</b>	<b>0.7%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	85,750	83,278	2,472	3.0%	82,564	3,186	3.9%
Pascack Valley Line	54,389	51,302	3,087	6.0%	50,319	4,070	8.1%
<b>Total West of Hudson</b>	<b>140,139</b>	<b>134,580</b>	<b>5,559</b>	<b>4.1%</b>	<b>132,883</b>	<b>7,256</b>	<b>5.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,158,854</b>	<b>7,251,052</b>	<b>(92,198)</b>	<b>-1.3%</b>	<b>7,106,229</b>	<b>52,625</b>	<b>0.7%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	30,445	32,295	(1,850)	-5.7%	31,263	(818)	-2.6%
Haverstraw-Ossining Ferry	10,141	11,617	(1,476)	-12.7%	11,434	(1,293)	-11.3%
Newburgh-Beacon Ferry	5,733	6,051	(318)	-5.3%	6,051	(318)	-5.3%
<b>Total Connecting Services</b>	<b>46,319</b>	<b>49,963</b>	<b>(3,644)</b>	<b>-7.3%</b>	<b>48,748</b>	<b>(2,429)</b>	<b>-5.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,205,173</b>	<b>7,301,015</b>	<b>(95,842)</b>	<b>-1.3%</b>	<b>7,154,977</b>	<b>50,196</b>	<b>0.7%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2014 YTD ACTUAL	2014 YTD BUDGET	VARIANCE VS. BUDGET		2013 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	8,623,709	8,898,831	(275,122)	-3.1%	8,711,357	(87,648)	-1.0%
Hudson Line	5,037,458	5,168,607	(131,149)	-2.5%	5,073,572	(36,114)	-0.7%
New Haven Line	12,286,564	12,625,317	(338,753)	-2.7%	12,459,528	(172,964)	-1.4%
<b>Total East of Hudson</b>	<b>25,947,731</b>	<b>26,692,755</b>	<b>(745,024)</b>	<b>-2.8%</b>	<b>26,244,457</b>	<b>(296,726)</b>	<b>-1.1%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	316,703	309,199	7,504	2.4%	308,149	8,554	2.8%
Pascack Valley Line	203,893	190,844	13,049	6.8%	188,137	15,756	8.4%
<b>Total West of Hudson</b>	<b>520,596</b>	<b>500,043</b>	<b>20,553</b>	<b>4.1%</b>	<b>496,286</b>	<b>24,310</b>	<b>4.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>26,468,327</b>	<b>27,192,798</b>	<b>(724,471)</b>	<b>-2.7%</b>	<b>26,740,743</b>	<b>(272,416)</b>	<b>-1.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	122,717	122,323	394	0.3%	118,415	4,302	3.6%
Haverstraw-Ossining Ferry	31,566	41,901	(10,335)	-24.7%	41,241	(9,675)	-23.5%
Newburgh-Beacon Ferry	13,507	21,009	(7,502)	-35.7%	21,009	(7,502)	-35.7%
<b>Total Connecting Services</b>	<b>167,790</b>	<b>185,233</b>	<b>(17,443)</b>	<b>-9.4%</b>	<b>180,665</b>	<b>(12,875)</b>	<b>-7.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>26,636,117</b>	<b>27,378,031</b>	<b>(741,914)</b>	<b>-2.7%</b>	<b>26,921,408</b>	<b>(285,291)</b>	<b>-1.1%</b>

Notes:

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





**Metro-North Railroad**

# **Capital Program Report**

## **June 2014**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**June 23, 2014**

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

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

Finalization of design continues. Concrete placement for pile caps and grade beams at the south portion of the garage has been completed. Precast erection of the south portion of the new garage has commenced. Coordination continues with the City of White Plains for traffic improvements, maintenance and protection of traffic and street permits.

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

Condition Assessment Report of the project was completed and is under review. Development of a design scheme for utility distribution improvements continues.

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

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

Two Small Business Mentoring Projects are underway:

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

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

##### **Fordham Station Improvements**

Submittal process and the following work are underway: site survey, concrete wall and platform repairs, anti-graffiti application on the station wall, temporary lighting, inbound canopy foundation and soil disposal. A ramp to the platform level was completed.

##### **Harlem Line Station Renewal for Select Components**

Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn): 60% design documents were received and have been distributed to MNR stakeholders for review and comment. Phase II stations (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe): survey work is nearing completion. The 30 % design is underway.

#### ***POWER***

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

Fabrication of the long lead equipment including New Rochelle's switchgear is on-going. Phase II GIS/Transformer cutover and Con Edison outage commenced and MNR cutover testing was

conducted in May. Commissioning for Pelham balancing substation is anticipated to commence fourth quarter of 2014. Construction review of activities at Pelham, New Rochelle and signal station S-14 continues on new vendor submittals, equipment procurement and design coordination. Staging plan is under development to install new station feeder utilizing existing catenary structures with modifications from Mount Vernon to New Rochelle.

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

Project coordination meetings and submittal process continue. Procurement of long lead items is on-going. Span balancing completed for track no.'s 1 & 3. Bridge outage has been coordinated with the United States Coast Guard and is scheduled for August 2014. Fabrication of temporary platforms for bridge access around the tracks continues. Coordination on the AC Facility Houses design for SANDY Hardening is ongoing.

### ***TRACK AND STRUCTURES***

#### **2013 Cyclical Track Program**

*Tie work:* Ties and rail are being laid out along the Right of Way between New Rochelle and Port Chester.

*Track work:* Surfacing on the Harlem and Hudson lines is on-going.

#### **Rehabilitation - Woodbury Viaduct**

Lead abatement activities continue; and reinforcement of Pier No. 2S, which was found to be cracking, is underway.

#### **Rehabilitate Catenary Structures**

Repair work of catenary structures along track No. 4 continues.

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

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

*Painting of select undergrade bridges –* painting of the last bridge, HA 47.70 in Croton Falls, has commenced.

*Design of 5 Undergrade Bridges –* design continue to progress towards the 100% submittal for NH 25.74 (Willet Ave., Port Chester); the 60% design for the replacement HA 61.06 and HA 61.36 (Patterson, NY); and the 90% design of HA14.57 (Bronxville, NY).

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

Repairs to seven (7) undergrade bridges on the Port Jervis Line – construction services for JS51.00 culvert at Highland Mills to be solicited in June 2014.

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

Replacement of Bridge Street Bridge in Poughkeepsie - drainage work continues at the approaches to the bridge. Fabrication and testing of the superstructure steel are on-going; anticipate delivery within second quarter of 2014.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

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

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

Mobilization is complete and a temporary stair tower for the Maintenance of Way (MoW) facility has been installed. Asbestos abatement and replacement of the lower roofs of the MoW building has commenced.

## **GRAND CENTRAL TERMINAL**

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

Advertisement for the construction of the Train Shed Repairs project is anticipated for the 3<sup>rd</sup> quarter of 2014.

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

The 100% design submittal for SE1 and SE2 elevators, which serve the lower and upper levels and Depew Place loading dock and “A” car elevator, which serves M-42 Substation, is complete. Anticipate solicitation for work in 3<sup>rd</sup> quarter of 2014. The 100% design submittal for “T-35” elevator, which serves hall C is anticipated to be received in June 2014.

### **GCT Utilities**

*Domestic Water System* - Electrical work continues and fabrication of the triplex domestic water pump is to commence.

*Fire Suppression Design* - 90% fire suppression design package is under review by MNR stakeholders for review and comment.

### **GCT Leaks Remediation**

Mobilization is forecasted to commence in early June. Submittal process is underway.

## **ROLLING STOCK**

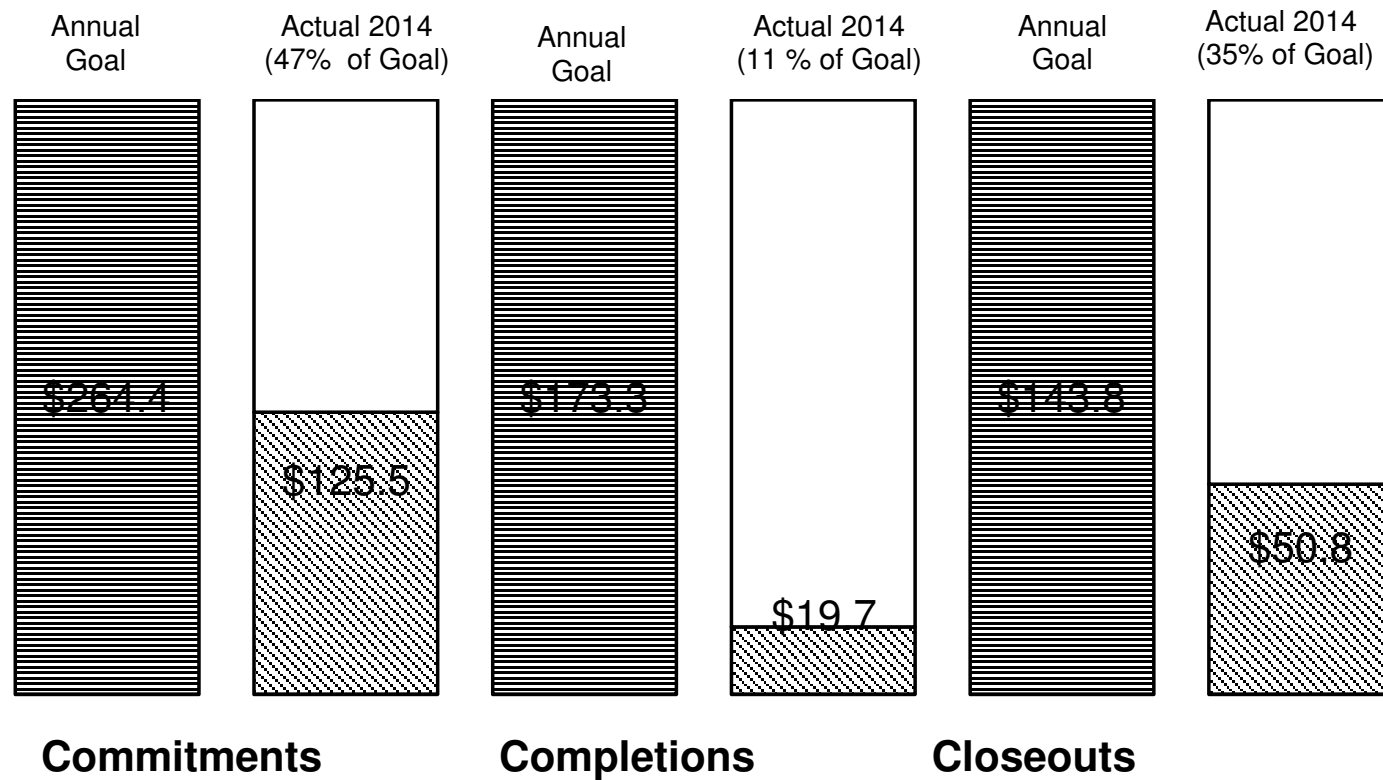
### **M-8 Car Program**

As of May 31, 2014, 348 cars have been conditionally accepted and placed into revenue service.

# 2014 MNR Capital Program Goals

As of May 31, 2014

In Millions



■ 2014 Goals

■ Actual as of May 31, 2014

□ Forecast : May 31, 2014



# **Police Report**

## **June 2014**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **Metro North Railroad**

#### **May 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Felony Assault</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Burglary</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>8</b>	<b>-1</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>13</b>	<b>-3</b>	<b>-23%</b>

#### **Year to Date 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>13%</b>
<b>Felony Assault</b>	<b>5</b>	<b>6</b>	<b>-1</b>	<b>-17%</b>
<b>Burglary</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>133%</b>
<b>Grand Larceny</b>	<b>40</b>	<b>38</b>	<b>2</b>	<b>5%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>4</b>	<b>-3</b>	<b>-75%</b>
<b>Total Major Felonies</b>	<b>62</b>	<b>60</b>	<b>2</b>	<b>3%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **May 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60%</b>
<b>Burglary</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>23</b>	<b>17</b>	<b>6</b>	<b>35%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>32</b>	<b>27</b>	<b>5</b>	<b>19%</b>

#### **Year to Date 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>22</b>	<b>19</b>	<b>3</b>	<b>16%</b>
<b>Felony Assault</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>60%</b>
<b>Grand Larceny</b>	<b>98</b>	<b>90</b>	<b>8</b>	<b>9%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>4</b>	<b>-3</b>	<b>-75%</b>
<b>Total Major Felonies</b>	<b>144</b>	<b>134</b>	<b>10</b>	<b>7%</b>



# INDEX CRIME REPORT

## Per Day Average

### May 2014

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	5	3	1	1
<b>Fel. Assault</b>	2	2	0	0
<b>Burglary</b>	2	0	2	0
<b>Grand Larceny</b>	23	14	7	2
<b>GLA</b>	0	0	0	0
<b>Total</b>	32	19	10	3
<b>Crimes Per Day</b>	1.03	0.61	0.32	0.10



# MTA Police Department

## Arrest Summary: Department Totals

1/1/2014 to 5/31/2014

Arrest Classification	Total Arrests
Robbery	22
Felony Assault	14
Burglary	3
Grand Larceny	30
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	20
Assault-Misdemeanor	31
Breach of Peace	4
Child Endangerment	1
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	17
Criminal Possession Stolen Property	4
Criminal Trespass	9
Disorderly Conduct	2
Drug Offenses	24
DUI Offenses	5
Falsely Reporting an Incident	2
Forgery	37
Fraud	2
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Petit Larceny	36
Public Lewdness	17
Reckless Endangerment	4
Resisting Arrest	28
Sex Offenses	4
Stalking	2
Theft of Services	58
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	21
Weapons Offenses	4
<b>Arrest Totals</b>	<b>432</b>