Meeting of the Metro-North Railroad Committee

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
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      Grand Central Terminal Retail Development - Page 24

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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 – 1st Quarter 2014
- Diversity/EEO Report – 1st 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 125th 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,

Linda Montanino
Assistant Secretary

May 2014 Committee Minutes
Legal/Corporate/Committee Minutes Current
# 2014 Metro-North Railroad Committee Work Plan

## I. RECURRING AGENDA ITEMS

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<tr>
<td>Approval of Minutes</td>
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<td>2014 Committee Work Plan</td>
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<td>Information Items (if any)</td>
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<td>Capital Program</td>
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<td>MTA Police Report</td>
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## II. SPECIFIC AGENDA ITEMS

### June 2014

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<tr>
<td>Positive Train Control</td>
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### July 2014

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<td>Environmental Audit</td>
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### September 2014

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<td>2014 Final Mid-Year Forecast</td>
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<td>2014 Fall Schedule Change</td>
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<td>Environmental Audit</td>
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<td>Elevator &amp; Escalator Service Report – 2nd Quarter 2014</td>
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<td>Diversity/EEO Report – 2nd Quarter 2014</td>
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### October 2014

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<th>Responsibility</th>
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<td>2015 Preliminary Budget (Public Comment)</td>
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### November 2014 (Joint meeting with LIRR)

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<td>2015 Preliminary Budget (Public Comment)</td>
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<td>Annual Committee Charter Review</td>
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<td>Holiday Schedule</td>
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<td>Elevator &amp; Escalator Service Report – 3rd Quarter 2014</td>
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<td>Diversity/EEO Report – 3rd Quarter 2014</td>
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December 2014
2015 Final Proposed Budget  Finance
2015 Proposed Committee Work Plan  Committee Chairs & Members

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

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

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

April 2015 (Joint meeting with LIRR)
Final Review of 2014 Operating Budget Results  Finance
2015 Spring/Summer Schedule Change  Operations Planning & Analysis
Annual Inventory Report  Procurement

May 2015
RCM Fleet Maintenance  Operations
Elevator & Escalator Service Report–1st Quarter 2015  Operations
Diversity/EEO Report – 1st Quarter 2015  Diversity and EEO
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 – 2nd Quarter 2014
Quarterly report to the Committee on system-wide reliability and availability for elevators and escalators.

Diversity & EEO Report – 2nd Quarter 2014
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

OCTOBER 2014

2015 Preliminary Budget
Public comment will be accepted on the 2015 Budget.

NOVEMBER 2014

2015 Preliminary Budget
Public comment will be accepted on the 2015 Budget.
Review Committee Charter
Annual review and approval of the MNR Committee Charter.

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

Elevator & Escalator Service Report – 3rd Quarter 2014
Quarterly report to the Committee on system-wide reliability and availability for elevators and escalators.

Diversity & EEO Report– 3rd Quarter 2014
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR’s Equal Employment Opportunity and Diversity efforts, such as composition of the agency’s workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

DECEMBER 2014
2015 Final Proposed Budget
The Committee will recommend action to the Board on the Final Proposed Budget for 2015.

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

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

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

2014 Annual Operating Results
A review of the prior year’s performance of railroad service will be provided to the Committee.

Elevator & Escalator Service Report – 4th Quarter 2014
Quarterly report to the Committee on system-wide reliability and availability for elevators and escalators.

MARCH 2015
2014 Annual Ridership Report
A report will be presented to the Committee on Agency ridership trends during 2014 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

Annual Strategic Investments & Planning Studies Report
A comprehensive annual report will be provided to the Committee of the Agency’s strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.
Diversity & EEO Report– 4th Quarter 2014
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR’s Equal Employment Opportunity and Diversity efforts, such as composition of the agency’s workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

APRIL 2015 (Joint Meeting with LIRR)
Final Review of 2014 Operating Results
A review of the prior year’s budget results and their implications for current and future budget performance will be presented to the Committee.

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

Annual Inventory Report
The Agency will present its annual report on Inventory.

MAY 2015
RCM Fleet Maintenance
An annual report will be provided to the Committee on the Agency’s fleet maintenance plan to address fleet reliability and availability.

Elevator & Escalator Service Report – 1st Quarter 2015
Quarterly report to the Committee on system-wide reliability and availability for elevators and escalators.

Diversity & EEO Report– 1st Quarter 2015
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR’s Equal Employment Opportunity and Diversity efforts, such as composition of the agency’s workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.
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)

<table>
<thead>
<tr>
<th>Capital Program</th>
<th>LIRR</th>
<th>MNR NY</th>
<th>MNR CT</th>
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<tbody>
<tr>
<td>2005-2009</td>
<td>$9.5</td>
<td>$19.2</td>
<td></td>
</tr>
<tr>
<td>2010-2014</td>
<td>$314.4</td>
<td>$254.68</td>
<td>$53.2</td>
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<tr>
<td>2015-2019</td>
<td>$100.72</td>
<td>$70.74</td>
<td>$92</td>
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*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.

<table>
<thead>
<tr>
<th>LIRR</th>
<th>Wayside Miles</th>
<th>On-Board Units</th>
<th></th>
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<tbody>
<tr>
<td></td>
<td>Original</td>
<td>%</td>
<td>New</td>
</tr>
<tr>
<td>Dec 2015</td>
<td>63</td>
<td>20%</td>
<td>63</td>
</tr>
<tr>
<td>Dec 2016</td>
<td>172</td>
<td>55%</td>
<td>256</td>
</tr>
<tr>
<td>Dec 2017</td>
<td>251</td>
<td>80%</td>
<td>314&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Dec 2018</td>
<td>318</td>
<td>N/A</td>
<td>318&lt;sup&gt;2&lt;/sup&gt;</td>
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<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.

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<tr>
<th></th>
<th>Wayside Miles</th>
<th>On-Board Units a,b</th>
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<tbody>
<tr>
<td></td>
<td>Original</td>
<td>%</td>
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<tr>
<td>Dec 2015</td>
<td>52</td>
<td>19%</td>
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<tr>
<td>Dec 2016</td>
<td>95</td>
<td>35%</td>
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<tr>
<td>Dec 2017</td>
<td>171</td>
<td>63%</td>
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<tr>
<td>Dec 2018</td>
<td>270</td>
<td>100%</td>
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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.
RETAIL DEVELOPMENT
AT
GRAND CENTRAL TERMINAL

June 2014
### Financial Summary -- 2011-2014 Income and Expenses

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tenant Revenue</strong></td>
<td>20,799,131</td>
<td>23,759,834</td>
<td>24,805,162</td>
<td>25,018,491</td>
<td>26,702,231</td>
<td>213,329</td>
<td>1%</td>
<td>1,258,657</td>
<td>5%</td>
<td>1,683,740</td>
<td>7%</td>
</tr>
<tr>
<td><strong>Other Income</strong></td>
<td>6,642,508</td>
<td>6,266,504</td>
<td>7,002,503</td>
<td>7,306,448</td>
<td>8,826,381</td>
<td>303,945</td>
<td>4%</td>
<td>1,039,944</td>
<td>17%</td>
<td>2,619,933</td>
<td>34%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>27,441,639</td>
<td>30,026,338</td>
<td>31,807,665</td>
<td>32,324,939</td>
<td>35,528,612</td>
<td>517,274</td>
<td>2%</td>
<td>2,298,601</td>
<td>8%</td>
<td>4,203,673</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Operating Expenses</strong></td>
<td>7,256,122</td>
<td>8,397,698</td>
<td>9,191,372</td>
<td>9,121,579</td>
<td>10,294,946</td>
<td>69,793</td>
<td>1%</td>
<td>(723,881)</td>
<td>-9%</td>
<td>(929,490)</td>
<td>-79%</td>
</tr>
<tr>
<td><strong>Non Recurring Projects</strong></td>
<td>277,677</td>
<td>1,058,253</td>
<td>1,873,970</td>
<td>1,173,367</td>
<td>2,102,857</td>
<td>700,603</td>
<td>37%</td>
<td>(115,114)</td>
<td>-11%</td>
<td>(929,490)</td>
<td>-79%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>7,533,799</td>
<td>9,455,951</td>
<td>11,065,342</td>
<td>10,369,917</td>
<td>12,497,793</td>
<td>(838,995)</td>
<td>-9%</td>
<td>(74,571)</td>
<td>-1%</td>
<td>(929,490)</td>
<td>-79%</td>
</tr>
<tr>
<td><strong>Net Income</strong></td>
<td>19,907,840</td>
<td>20,570,387</td>
<td>20,742,323</td>
<td>22,029,993</td>
<td>26,159,095</td>
<td>1,287,670</td>
<td>6%</td>
<td>1,459,606</td>
<td>7%</td>
<td>4,129,102</td>
<td>19%</td>
</tr>
</tbody>
</table>

* 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
### TENANT SALES PERFORMANCE

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

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2012</th>
<th>Q1 2014</th>
<th>Q1 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>42nd Street</td>
<td>$1014</td>
<td>$927</td>
<td>$210</td>
<td>$226</td>
</tr>
<tr>
<td>Main Concourse</td>
<td>$2966</td>
<td>$2994</td>
<td>$687</td>
<td>$668</td>
</tr>
<tr>
<td>Shuttle Passage</td>
<td>$1288</td>
<td>$1254</td>
<td>$323</td>
<td>$316</td>
</tr>
<tr>
<td>42nd St. Passage</td>
<td>$2194</td>
<td>$2007</td>
<td>$475</td>
<td>$510</td>
</tr>
<tr>
<td>Graybar Passage</td>
<td>$3629</td>
<td>$3377</td>
<td>$892</td>
<td>$852</td>
</tr>
<tr>
<td>Lexington Passage</td>
<td>$2681</td>
<td>$2741</td>
<td>$606</td>
<td>$643</td>
</tr>
<tr>
<td>Grand Central Market</td>
<td>$3366</td>
<td>$3294</td>
<td>$848</td>
<td>$835</td>
</tr>
<tr>
<td>Dining Concourse</td>
<td>$3017</td>
<td>$2569</td>
<td>$744</td>
<td>$649</td>
</tr>
<tr>
<td>Restaurants</td>
<td>$884</td>
<td>$820</td>
<td>$137*</td>
<td>$218</td>
</tr>
<tr>
<td>Biltmore Room/Passage</td>
<td>$943</td>
<td>$864</td>
<td>$223</td>
<td>$208</td>
</tr>
<tr>
<td>All GCT</td>
<td>$1622</td>
<td>$1528</td>
<td>$370</td>
<td>$389</td>
</tr>
<tr>
<td>All GCT (excluding restaurants)</td>
<td>$1998</td>
<td>$1883</td>
<td>$486</td>
<td>$473</td>
</tr>
</tbody>
</table>
*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:
- 42nd Street 9%
- Main Concourse 3%
- Shuttle Passage 3%
- 42nd 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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Sales Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>42nd Street</td>
<td>13%</td>
</tr>
<tr>
<td>Main Concourse</td>
<td>-8%</td>
</tr>
<tr>
<td>Shuttle Passage</td>
<td>5%</td>
</tr>
<tr>
<td>42nd St Passage</td>
<td>14%</td>
</tr>
<tr>
<td>Graybar Passage</td>
<td>9%</td>
</tr>
<tr>
<td>Lexington Passage</td>
<td>5%</td>
</tr>
<tr>
<td>Grand Central Market</td>
<td>6%</td>
</tr>
<tr>
<td>Dining Concourse</td>
<td>2%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>15%</td>
</tr>
<tr>
<td>Biltmore Room/Passage</td>
<td>-7%</td>
</tr>
</tbody>
</table>

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 1st 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 1st 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 1st, 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. 42nd 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 3rd qtr. 2014.
### Internal Approvals

<table>
<thead>
<tr>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X President</td>
<td></td>
<td>V.P. Planning</td>
</tr>
<tr>
<td></td>
<td>X Sr. V.P. Operations</td>
<td></td>
<td>Capital Programs</td>
</tr>
<tr>
<td></td>
<td>X V.P. Finance &amp; IT</td>
<td>X V.P. General Counsel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>X V.P. Engineering</td>
<td></td>
<td>Chief of Staff</td>
</tr>
</tbody>
</table>

### Internal Approvals (cont.)

<table>
<thead>
<tr>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Safety</td>
<td></td>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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:

<table>
<thead>
<tr>
<th>Schedule Requiring Two-Thirds Vote (or more, where noted)</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schedule Requiring Majority Vote</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule E: Miscellaneous Procurement Contracts</td>
<td>1</td>
<td>$1,450,000</td>
</tr>
<tr>
<td>Railware, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schedule G: Miscellaneous Service Contracts</td>
<td>1</td>
<td>$65,369</td>
</tr>
<tr>
<td>Kato Engineering Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schedule H: Modifications to Personal/Miscellaneous Service Contracts</td>
<td>1</td>
<td>$1,359,000</td>
</tr>
<tr>
<td>Transportation Technology Center, Inc. (TTC)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SUB TOTAL: 3 $2,874,369
MNR proposes to award competitive procurements in the following categories:

<table>
<thead>
<tr>
<th>Schedules Requiring Two-Thirds Vote (or more, where noted)</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule B: Competitive Requests for Proposals</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>(Solicitation of Purchase and Public Work Contracts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Request to use RFP Process</td>
<td></td>
<td>TBD</td>
</tr>
</tbody>
</table>

Schedules Requiring Majority Vote

| 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:

<table>
<thead>
<tr>
<th>Schedules Requiring Two-Thirds Vote (or more, where noted)</th>
<th># of Actions</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule D: Ratification of Completed Procurement Actions</td>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

Schedules Requiring Majority Vote

| Schedule K: Ratification of Completed Procurement Actions  | 1            | $125,740 |
|                                                            |              |          |
| • Koppers, Inc.                                           |              | $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.
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

<table>
<thead>
<tr>
<th>Item Number:</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor Name (&amp; Location)</td>
<td>Railware, Inc.</td>
</tr>
<tr>
<td>Description</td>
<td>Centralized Traffic Control System Maintenance Services &amp; new Training Simulation, Plate Blocking order, WebPortal</td>
</tr>
<tr>
<td>Contract Term (including Options, if any)</td>
<td>Three Years</td>
</tr>
<tr>
<td>Option(s) included in Total Amount?</td>
<td>☐ Yes ☑ No</td>
</tr>
<tr>
<td>Procurement Type</td>
<td>☐ Competitive ☑ Non-competitive</td>
</tr>
<tr>
<td>Solicitation Type</td>
<td>☐ RFP ☐ Bid ☑ Other: Sole Source/Negotiated</td>
</tr>
<tr>
<td>Contract Number</td>
<td>38068</td>
</tr>
<tr>
<td>AWO/Modification #</td>
<td></td>
</tr>
<tr>
<td>Renewal?</td>
<td>☑ Yes ☐ No</td>
</tr>
<tr>
<td>Total Amount: not-to-exceed</td>
<td>$1,450,000</td>
</tr>
<tr>
<td>Funding Source</td>
<td>☑ Operating ☐ Capital ☐ Federal ☐ Other:</td>
</tr>
<tr>
<td>Requesting Dept/Div &amp; Deputy Head Name:</td>
<td>Procurement &amp; Material Management, Anthony J. Bombace, Jr.</td>
</tr>
</tbody>
</table>

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 duel security password protected access protocol is requested to replace the current Track Driver View (TDV) application.
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

<table>
<thead>
<tr>
<th>Item Number:</th>
<th>H</th>
<th>Contract Number</th>
<th>AWO/Modification #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor Name &amp; Location</td>
<td>Transportation Technology Center, Inc.</td>
<td>1000027923</td>
<td>N/A</td>
</tr>
<tr>
<td>Description</td>
<td>Automated Track Inspection Survey and Data Management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Term (including Options, if any)</td>
<td>One Year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Option(s) Included in Total Amount?</td>
<td>Yes x No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Procurement Type</td>
<td>□ Competitive x Non-competitive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solicitation Type</td>
<td>□ RFP □ Bid x Other:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Source</td>
<td>x Operating □ Capital □ Federal □ Other:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Requesting Dept/Div &amp; Dept/Div Head Name:</td>
<td>Procurement &amp; Material Management, Anthony J. Bombace, Jr.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
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 Staff Summary Attached
   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. - 3rd Rail Sectionalizing Switches, Interlocking Snow Melter Systems, 3rd Rail Feeder and Continuity Jumper Replacements, 3rd 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.
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. - 3rd Rail Sectionalizing Switches, Interlocking Snow Melter Systems, 3rd Rail Feeder and Continuity Jumper Replacements, 3rd 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.
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.
Safety Report

June 2014
MTA Metro-North Railroad
Summary of Employee Injuries thru April

**Total Employee Injuries**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Total FI*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>57</td>
<td>2.79</td>
</tr>
<tr>
<td>2011</td>
<td>74</td>
<td>3.62</td>
</tr>
<tr>
<td>2012</td>
<td>64</td>
<td>3.10</td>
</tr>
<tr>
<td>2013</td>
<td>65</td>
<td>3.09</td>
</tr>
<tr>
<td>2014</td>
<td>80</td>
<td>3.71</td>
</tr>
</tbody>
</table>

% change from last year: 20.2%

2013 Total FI Goal 2.80

---

**Employee FRA Reportable Injuries**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>FRA FI*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>48</td>
<td>2.35</td>
</tr>
<tr>
<td>2011</td>
<td>63</td>
<td>3.08</td>
</tr>
<tr>
<td>2012</td>
<td>49</td>
<td>2.37</td>
</tr>
<tr>
<td>2013</td>
<td>53</td>
<td>2.52</td>
</tr>
<tr>
<td>2014</td>
<td>69</td>
<td>3.20</td>
</tr>
</tbody>
</table>

% change from last year: 27.2%

2013 FRA FI Goal 2.35

---

**Employee Lost Time and Restricted Duty Injuries**

<table>
<thead>
<tr>
<th>Year</th>
<th>LT</th>
<th>RD</th>
<th>LT FI*</th>
<th>RD FI*</th>
<th>LT&amp;RD FI*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>34</td>
<td>6</td>
<td>1.66</td>
<td>0.29</td>
<td>1.96</td>
</tr>
<tr>
<td>2011</td>
<td>45</td>
<td>10</td>
<td>2.20</td>
<td>0.49</td>
<td>2.69</td>
</tr>
<tr>
<td>2012</td>
<td>36</td>
<td>1</td>
<td>1.74</td>
<td>0.05</td>
<td>1.79</td>
</tr>
<tr>
<td>2013</td>
<td>35</td>
<td>4</td>
<td>1.66</td>
<td>0.19</td>
<td>1.85</td>
</tr>
<tr>
<td>2014</td>
<td>59</td>
<td>0</td>
<td>2.74</td>
<td>0.00</td>
<td>2.74</td>
</tr>
</tbody>
</table>

% 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**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Total FI*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>59</td>
<td>2.37</td>
</tr>
<tr>
<td>2011</td>
<td>97</td>
<td>3.86</td>
</tr>
<tr>
<td>2012</td>
<td>76</td>
<td>2.87</td>
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<tr>
<td>2013</td>
<td>57</td>
<td>2.17</td>
</tr>
<tr>
<td>2014</td>
<td>78</td>
<td>3.01</td>
</tr>
</tbody>
</table>

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

**Top 5 Customer Injuries by Type**

<table>
<thead>
<tr>
<th>Year</th>
<th>Slip/Trip/Fall</th>
<th>Gap</th>
<th>Train Doors</th>
<th>Mugging</th>
<th>Misc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>47</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2014</td>
<td>55</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>16</td>
</tr>
</tbody>
</table>

**Contractor Injuries**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>FRA Rpt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>2014</td>
<td>4</td>
<td>0</td>
</tr>
</tbody>
</table>

% Chg -33.3% 0.0%

* - Injuries per 1,000,000 rides
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):

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alerters</td>
<td>• 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.</td>
</tr>
<tr>
<td>NTSB R-14-07 Permanent Speed</td>
<td>• Approach permanent speed restrictions signs are in procurement. Installation is on schedule for June.</td>
</tr>
<tr>
<td>Restriction Signs</td>
<td>• 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.</td>
</tr>
<tr>
<td>Speed Compliance</td>
<td>• For the month of May 2014, 194 radar observations completed, 149 event recorder downloads were analyzed and there was 1 exception.</td>
</tr>
<tr>
<td>PTC</td>
<td>• Change Orders to enhance PTC were fully executed 5/23/14. • Meetings held with the System Integrator (BT/Siemens) to discuss acceleration, including expansion of their manufacturing facility for onboard equipment. • Detailed schedules are being developed.</td>
</tr>
</tbody>
</table>
Operations Report

June 2014
**Performance Summary**

### On Time Performance

(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)

<table>
<thead>
<tr>
<th></th>
<th>System</th>
<th>Overall</th>
<th>2014 Data</th>
<th>2013 Data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>May</td>
<td>May</td>
</tr>
<tr>
<td><strong>Annual Goal</strong></td>
<td></td>
<td></td>
<td>93.0%</td>
<td>96.1%</td>
</tr>
<tr>
<td><strong>May</strong></td>
<td></td>
<td></td>
<td>91.1%</td>
<td>94.0%</td>
</tr>
<tr>
<td><strong>YTD thru May</strong></td>
<td></td>
<td></td>
<td>90.7%</td>
<td>92.2%</td>
</tr>
<tr>
<td><strong>Total Peak</strong></td>
<td></td>
<td></td>
<td>93.0%</td>
<td>95.9%</td>
</tr>
<tr>
<td><strong>On Time Performance</strong></td>
<td>AM Peak</td>
<td>93.0%</td>
<td>96.5%</td>
<td>94.4%</td>
</tr>
<tr>
<td></td>
<td>AM Reverse Peak</td>
<td>93.0%</td>
<td>96.7%</td>
<td>97.1%</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>93.0%</td>
<td>97.8%</td>
<td>97.3%</td>
</tr>
<tr>
<td></td>
<td>Total Peak</td>
<td>93.0%</td>
<td>95.9%</td>
<td>96.8%</td>
</tr>
<tr>
<td></td>
<td>Off Peak Weekday</td>
<td>93.0%</td>
<td>95.4%</td>
<td>97.4%</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>93.0%</td>
<td>98.0%</td>
<td>98.3%</td>
</tr>
<tr>
<td><strong>Hudson Line</strong></td>
<td>Overall</td>
<td>94.0%</td>
<td>97.7%</td>
<td>98.2%</td>
</tr>
<tr>
<td></td>
<td>AM Peak</td>
<td>94.0%</td>
<td>98.7%</td>
<td>97.8%</td>
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<tr>
<td></td>
<td>AM Reverse Peak</td>
<td>94.0%</td>
<td>97.3%</td>
<td>98.0%</td>
</tr>
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<td>PM Peak</td>
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<td>96.5%</td>
<td>98.2%</td>
</tr>
<tr>
<td></td>
<td>Total Peak</td>
<td>94.0%</td>
<td>97.6%</td>
<td>98.0%</td>
</tr>
<tr>
<td></td>
<td>Off Peak Weekday</td>
<td>94.0%</td>
<td>97.6%</td>
<td>98.4%</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>94.0%</td>
<td>98.1%</td>
<td>98.4%</td>
</tr>
<tr>
<td><strong>Harlem Line</strong></td>
<td>Overall</td>
<td>94.0%</td>
<td>97.4%</td>
<td>98.1%</td>
</tr>
<tr>
<td></td>
<td>AM Peak</td>
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<td>97.4%</td>
<td>97.3%</td>
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<tr>
<td></td>
<td>AM Reverse Peak</td>
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<td>98.1%</td>
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<td>PM Peak</td>
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<td>94.8%</td>
<td>97.3%</td>
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<td></td>
<td>Total Peak</td>
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<td>96.5%</td>
<td>97.4%</td>
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<td></td>
<td>Off Peak Weekday</td>
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<td>97.7%</td>
<td>98.3%</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>94.0%</td>
<td>98.5%</td>
<td>98.7%</td>
</tr>
<tr>
<td><strong>New Haven Line</strong></td>
<td>Overall</td>
<td>92.0%</td>
<td>94.1%</td>
<td>96.3%</td>
</tr>
<tr>
<td></td>
<td>AM Peak</td>
<td>92.0%</td>
<td>94.4%</td>
<td>94.7%</td>
</tr>
<tr>
<td></td>
<td>AM Reverse Peak</td>
<td>92.0%</td>
<td>95.1%</td>
<td>95.7%</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>92.0%</td>
<td>94.1%</td>
<td>96.6%</td>
</tr>
<tr>
<td></td>
<td>Total Peak</td>
<td>92.0%</td>
<td>94.4%</td>
<td>95.6%</td>
</tr>
<tr>
<td></td>
<td>Off Peak Weekday</td>
<td>92.0%</td>
<td>92.4%</td>
<td>96.1%</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>92.0%</td>
<td>97.4%</td>
<td>98.0%</td>
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### Operating Statistics

<table>
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<tr>
<th></th>
<th>Trains Scheduled</th>
<th>19,330</th>
<th>19,483</th>
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<tr>
<td><strong>Trains Canceled</strong></td>
<td>160</td>
<td>33</td>
<td>12</td>
</tr>
<tr>
<td><strong>Trains Terminated</strong></td>
<td>160</td>
<td>49</td>
<td>61</td>
</tr>
<tr>
<td><strong>Percent of Scheduled Trips Completed</strong></td>
<td>99.8%</td>
<td>99.6%</td>
<td>99.4%</td>
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</table>

### Consist Compliance

Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)

<table>
<thead>
<tr>
<th></th>
<th>Overall</th>
<th>99.8%</th>
<th>98.0%</th>
<th>98.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak</td>
<td>99.8%</td>
<td>96.3%</td>
<td>97.5%</td>
</tr>
<tr>
<td></td>
<td>AM Reverse Peak</td>
<td>99.8%</td>
<td>100.0%</td>
<td>99.8%</td>
</tr>
<tr>
<td></td>
<td>PM Peak</td>
<td>99.8%</td>
<td>95.9%</td>
<td>97.6%</td>
</tr>
<tr>
<td></td>
<td>Total Peak</td>
<td>99.8%</td>
<td>96.6%</td>
<td>97.9%</td>
</tr>
<tr>
<td></td>
<td>Off Peak Weekday</td>
<td>99.8%</td>
<td>99.0%</td>
<td>99.2%</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>99.8%</td>
<td>98.5%</td>
<td>99.3%</td>
</tr>
</tbody>
</table>

|                      | Hudson Line | AM Peak | 99.8% | 99.8% |
|                      | PM Peak     | 99.8% | 99.7% | 99.7% |
|                      | Harlem Line | AM Peak | 99.8% | 99.3% |
|                      | PM Peak     | 99.8% | 99.0% | 99.5% |
|                      | New Haven Line | AM Peak | 99.8% | 91.3% |
|                      | PM Peak     | 99.8% | 90.7% | 95.0% |
### Categories of Delay

<table>
<thead>
<tr>
<th>Category</th>
<th>2014 Data</th>
<th>2013 Data</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>April</td>
<td>May</td>
</tr>
<tr>
<td>Train Delay Incidents Resulting in Late Trains.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance of Way</td>
<td>1785</td>
<td>2627</td>
</tr>
<tr>
<td>Capital Projects</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Maintenance of Equipment</td>
<td>206</td>
<td>365</td>
</tr>
<tr>
<td>Operations Services</td>
<td>138</td>
<td>36</td>
</tr>
<tr>
<td>Police Incidents</td>
<td>105</td>
<td>123</td>
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<tr>
<td>Other</td>
<td>8</td>
<td>11</td>
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<tr>
<td>Customers</td>
<td>216</td>
<td>212</td>
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<tr>
<td>3rd Party Operations</td>
<td>19</td>
<td>9</td>
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<tr>
<td>(Other railroads, marine traffic, etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weather and Environmental</td>
<td>37</td>
<td>164</td>
</tr>
</tbody>
</table>
# Events Resulting in 10 or More Late (L), Canceled (C) or Terminated (T) Trains

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>Description of Event</th>
<th>AM Peak L</th>
<th>AM Reverse L</th>
<th>PM Peak L</th>
<th>Off Peak L</th>
<th>Weekend L</th>
<th>TOTAL Late</th>
<th>TOTAL Canceled Terminals</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/01</td>
<td>Thu</td>
<td>Congestion account Smoke Condition from CP3-CP1.</td>
<td>66 0 0</td>
<td>10 0 0</td>
<td>9 0 0</td>
<td>0 0 0</td>
<td>86 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/01</td>
<td>Thu</td>
<td>Operating restrictions at various locations on all three lines, including M/W TK1 O.O.S. CP12-CP106.</td>
<td>54 0 0</td>
<td>4 0 0</td>
<td>8 0 0</td>
<td>36 0 0</td>
<td>0 0 0</td>
<td>104 0 0</td>
<td></td>
</tr>
<tr>
<td>05/01</td>
<td>Thu</td>
<td>Speed Restriction from CP19-CP12 account Mud Slide.</td>
<td>25 0 0</td>
<td>7 0 0</td>
<td>6 0 0</td>
<td>21 0 1</td>
<td>0 0 0</td>
<td>59 0 1</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Speed Restriction from CP19-CP12 account Mud Slide.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>2 0 0</td>
<td>15 0 0</td>
<td>0 0 0</td>
<td>17 0 0</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Heavy travel to and from Yankee Stadium.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>1 0 0</td>
<td>14 0 0</td>
<td>0 0 0</td>
<td>15 0 0</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Train 670 was unable to take power at Harlem 125th Street Station on track 2.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>3 0 0</td>
<td>17 0 0</td>
<td>0 0 0</td>
<td>20 0 0</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>18 0 0</td>
<td>2 0 0</td>
<td>0 0 0</td>
<td>19 0 0</td>
<td>0 0 0</td>
<td>39 0 0</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>3 0 0</td>
<td>20 0 0</td>
<td>0 0 0</td>
<td>23 0 0</td>
<td></td>
</tr>
<tr>
<td>05/02</td>
<td>Fri</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>19 0 0</td>
<td>0 0 0</td>
<td>20 0 0</td>
<td></td>
</tr>
<tr>
<td>05/03</td>
<td>Sat</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>12 0 0</td>
<td>0 0 0</td>
<td>12 0 0</td>
<td></td>
</tr>
<tr>
<td>05/05</td>
<td>Mon</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>9 0 0</td>
<td>1 0 0</td>
<td>2 0 0</td>
<td>12 0 0</td>
<td>0 0 0</td>
<td>24 0 0</td>
<td></td>
</tr>
</tbody>
</table>
## Events Resulting in 10 or More Late (L), Canceled (C) or Terminated (T) Trains

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>Description of Event</th>
<th>AM Peak</th>
<th>AM Reverse</th>
<th>PM Peak</th>
<th>Off Peak</th>
<th>Weekend</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/05</td>
<td>Mon</td>
<td>10mph Speed Restrictions over the 13 Switch in effect at CP123, due to defective Frog.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>13 0 0 0</td>
<td>0 0 0 0</td>
<td>13 0 0</td>
</tr>
<tr>
<td>05/05</td>
<td>Mon</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>3 0 0 0</td>
<td>0 0 0 0</td>
<td>5 0 0 0</td>
<td>31 0 0 0</td>
<td>0 0 0 0</td>
<td>39 0 0</td>
</tr>
<tr>
<td>05/05</td>
<td>Mon</td>
<td>Congestion account a fire on track 1 at CP3.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>19 0 0 0</td>
<td>0 0 0 0</td>
<td>19 0 0</td>
</tr>
<tr>
<td>05/06</td>
<td>Tue</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>2 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>17 0 0 0</td>
<td>0 0 0 0</td>
<td>19 0 0</td>
</tr>
<tr>
<td>05/06</td>
<td>Tue</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>4 0 0 0</td>
<td>1 0 0 0</td>
<td>1 0 0 0</td>
<td>8 0 0 0</td>
<td>0 0 0 0</td>
<td>14 0 0</td>
</tr>
<tr>
<td>05/07</td>
<td>Wed</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>16 0 0 0</td>
<td>0 0 0 0</td>
<td>16 0 0</td>
</tr>
<tr>
<td>05/07</td>
<td>Wed</td>
<td>Congestion account track circuit down on track 2 at CP3.</td>
<td>8 0 0 0</td>
<td>3 0 0 0</td>
<td>0 0 0 0</td>
<td>8 0 0 0</td>
<td>0 0 0 0</td>
<td>19 0 0</td>
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<tr>
<td>05/07</td>
<td>Wed</td>
<td>Congestion account the 31 Switch failure at CP4.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>18 0 0 0</td>
<td>0 0 0 0</td>
<td>18 0 0</td>
</tr>
<tr>
<td>05/08</td>
<td>Thu</td>
<td>Train 829 was terminated on track 1 at Cold Spring Station due to a locked axle fault, passengers handled by train 833.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>5 0 0 0</td>
<td>11 0 1 0</td>
<td>0 0 0 0</td>
<td>16 0 1</td>
</tr>
<tr>
<td>05/08</td>
<td>Thu</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>10 0 0 0</td>
<td>3 0 0 0</td>
<td>0 0 0 0</td>
<td>5 0 0 0</td>
<td>0 0 0 0</td>
<td>18 0 0</td>
</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>4 0 0 0</td>
<td>2 0 0 0</td>
<td>4 0 0 0</td>
<td>11 0 0 0</td>
<td>0 0 0 0</td>
<td>21 0 0</td>
</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>1 0 0 0</td>
<td>24 0 0 0</td>
<td>0 0 0 0</td>
<td>25 0 0</td>
</tr>
<tr>
<td>Date</td>
<td>Day</td>
<td>DESCRIPTION OF EVENT</td>
<td>AM Peak</td>
<td>AM Reverse</td>
<td>PM Peak</td>
<td>Off Peak</td>
<td>Weekend</td>
<td>TOTAL</td>
</tr>
<tr>
<td>--------</td>
<td>-------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>---------</td>
<td>------------</td>
<td>---------</td>
<td>----------</td>
<td>---------</td>
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</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>Amtrak Train 171 struck a trespasser on track 1 at Cat. 911 (Milford Station).</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>15 0 1</td>
<td>0 0 0</td>
<td>15 0 1</td>
<td></td>
</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>4 0 0</td>
<td>2 0 0</td>
<td>11 0 0</td>
<td>0 0 0</td>
<td>21 0 0</td>
<td></td>
</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>10 0 0</td>
<td>0 0 0</td>
<td>13 0 0</td>
<td></td>
</tr>
<tr>
<td>05/09</td>
<td>Fri</td>
<td>3rd Rail Fire on track 4 in Park Avenue Tunnel at 72nd Street.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>13 0 0</td>
<td>0 0 0</td>
<td>26 0 0</td>
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</tr>
<tr>
<td>05/10</td>
<td>Sat</td>
<td>Central Instrument Location at CP229 caught on fire, resulting in delays.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>65 2 2</td>
<td>65 2 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/10</td>
<td>Sat</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>21 0 0</td>
<td>21 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/10</td>
<td>Sat</td>
<td>Delays at various locations due to programmed Track Work on the New Haven line.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>41 0 0</td>
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<td></td>
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</tr>
<tr>
<td>05/10</td>
<td>Sat</td>
<td>Delays due to matching bridge plates from CP229-CP223 and from CP12-CP19.</td>
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<td>15 0 0</td>
<td>15 0 0</td>
<td></td>
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</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>23 0 0</td>
<td>1 0 0</td>
<td>16 0 0</td>
<td>0 0 0</td>
<td>41 0 0</td>
<td></td>
</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>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.</td>
<td>10 0 0</td>
<td>2 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>12 0 0</td>
<td></td>
</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>17 0 0</td>
<td>1 0 0</td>
<td>10 0 0</td>
<td>0 0 0</td>
<td>29 0 0</td>
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</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>Unable to Normal the 53 Switch at CP234, causing congestion.</td>
<td>20 0 0</td>
<td>1 0 0</td>
<td>2 0 0</td>
<td>0 0 0</td>
<td>23 0 0</td>
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</tr>
<tr>
<td>Date</td>
<td>Day</td>
<td>DESCRIPTION OF EVENT</td>
<td>Number of Late Trains</td>
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<tr>
<td>------</td>
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</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>Congestion account 3rd Rail Burner at CP5 on track</td>
<td>AM Peak Cxld Term</td>
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<td></td>
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<td>L  C  T</td>
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</tr>
<tr>
<td>0011</td>
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<td>1  0  0</td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>05/12</td>
<td>Mon</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>AM Reverse PM Peak Off Peak Weekend TOTAL</td>
<td></td>
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</tr>
<tr>
<td></td>
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<tr>
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<td>19  0  0  2  0  0  2  0  0  0  0  0  0  0  23  0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/13</td>
<td>Tue</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td></td>
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<td></td>
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<tr>
<td></td>
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<td>L  C  T  L  C  T  L  C  T  L  C  T</td>
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<td></td>
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</tr>
<tr>
<td>05/13</td>
<td>Tue</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>L  C  T  L  C  T  L  C  T  L  C  T</td>
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<tr>
<td>0000</td>
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<td>9  0  0  0  0  0  5  0  0  0  0  0  0  0  14  0</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>05/13</td>
<td>Tue</td>
<td>The 21 Switch at CP248 failed to go Normal.</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>L  C  T  L  C  T  L  C  T  L  C  T</td>
<td></td>
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</tr>
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<td>0014</td>
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<td></td>
</tr>
<tr>
<td>05/14</td>
<td>Wed</td>
<td>Suspension of train service between Irvington and CP25 due to President Security measures on the Hudson Line.</td>
<td></td>
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<tr>
<td></td>
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<td>L  C  T  L  C  T  L  C  T  L  C  T</td>
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</tr>
<tr>
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<td></td>
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</tr>
<tr>
<td>05/14</td>
<td>Wed</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td></td>
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<tr>
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<td></td>
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<tr>
<td>05/14</td>
<td>Wed</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td></td>
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<tr>
<td>05/15</td>
<td>Thu</td>
<td>Operating restrictions at various locations on all three lines.</td>
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<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>05/16</td>
<td>Fri</td>
<td>Train 1244 stopped at CP3 on track 3 account pan down indication.</td>
<td></td>
<td></td>
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<tr>
<td>05/16</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/16</td>
<td>Fri</td>
<td>A broken Span wire across tracks 1, 2 and 4 at Cat. 304 (Cos Cob).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
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<td>38</td>
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<td></td>
<td>6  2  11  3  5  0  0  0  11  0  0  0  0  66  9  7</td>
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<td></td>
</tr>
<tr>
<td>Date</td>
<td>Day</td>
<td>DESCRIPTION OF EVENT</td>
<td>AM Peak</td>
<td>AM Reverse</td>
<td>PM Peak</td>
<td>Off Peak</td>
<td>Weekend</td>
<td>TOTAL</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>----------------------</td>
<td>---------</td>
<td>------------</td>
<td>---------</td>
<td>----------</td>
<td>---------</td>
<td>-------</td>
</tr>
<tr>
<td>05/16</td>
<td>Fri</td>
<td>Trains were held due to scheduled trains ahead.</td>
<td>0 0 0</td>
<td>1 0 0</td>
<td>10 0 0</td>
<td>0 0 0</td>
<td>11 0 0</td>
<td></td>
</tr>
<tr>
<td>05/17</td>
<td>Sat</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>12 0 0</td>
<td>12 0 0</td>
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</tr>
<tr>
<td>05/19</td>
<td>Mon</td>
<td>Single tracking account vehicle fire on crossing at Cleveland Avenue in Valhalla.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>11 2 0</td>
<td>0 0 0</td>
<td>11 2 1</td>
<td></td>
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<tr>
<td>05/19</td>
<td>Mon</td>
<td>Congestion account a vehicle on fire at Cleveland Avenue in Valhalla, Stop and Warn in effect.</td>
<td>0 0 0</td>
<td>11 0 4</td>
<td>4 0 2</td>
<td>0 0 0</td>
<td>15 0 6</td>
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<tr>
<td>05/19</td>
<td>Mon</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>3 0 0</td>
<td>3 0 0</td>
<td>13 0 0</td>
<td>0 0 0</td>
<td>19 0 0</td>
<td></td>
</tr>
<tr>
<td>05/19</td>
<td>Mon</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>9 0 0</td>
<td>1 0 0</td>
<td>5 0 0</td>
<td>0 0 0</td>
<td>15 0 0</td>
<td></td>
</tr>
<tr>
<td>05/20</td>
<td>Tue</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>25 0 0</td>
<td>0 0 0</td>
<td>5 0 0</td>
<td>0 0 0</td>
<td>30 0 0</td>
<td></td>
</tr>
<tr>
<td>05/20</td>
<td>Tue</td>
<td>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.</td>
<td>11 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>11 0 0</td>
<td></td>
</tr>
<tr>
<td>05/21</td>
<td>Wed</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>6 0 0</td>
<td>2 0 0</td>
<td>18 0 0</td>
<td>0 0 0</td>
<td>26 0 0</td>
<td></td>
</tr>
<tr>
<td>05/21</td>
<td>Wed</td>
<td>Delays at various locations due to programmed Track Work on all three lines.</td>
<td>5 0 0</td>
<td>2 0 0</td>
<td>15 0 0</td>
<td>0 0 0</td>
<td>22 0 0</td>
<td></td>
</tr>
<tr>
<td>05/21</td>
<td>Wed</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>10 0 0</td>
<td>1 0 0</td>
<td>11 0 0</td>
<td>0 0 0</td>
<td>22 0 0</td>
<td></td>
</tr>
<tr>
<td>05/21</td>
<td>Wed</td>
<td>The 2A track circuit at CP106 and 2B track circuit at CPS dropped intermittently.</td>
<td>13 0 0</td>
<td>0 0 0</td>
<td>2 0 0</td>
<td>0 0 0</td>
<td>15 0 0</td>
<td></td>
</tr>
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</table>
# EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>DESCRIPTION OF EVENT</th>
<th>AM Peak</th>
<th>AM Reverse</th>
<th>PM Peak</th>
<th>Off Peak</th>
<th>Weekend</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/22</td>
<td>Thu</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>12 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>13 0 0</td>
</tr>
<tr>
<td>05/23</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>21 0 0</td>
<td>0 0 0</td>
<td>4 0 0</td>
<td>7 0 0</td>
<td>0 0 0</td>
<td>32 0 0</td>
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<tr>
<td>05/25</td>
<td>Sun</td>
<td>The R4B track circuit was down at CP106 on track 4.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>13 0 0</td>
<td>13 0 0</td>
</tr>
<tr>
<td>05/27</td>
<td>Tue</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>7 0 0</td>
<td>0 0 0</td>
<td>3 0 0</td>
<td>2 0 0</td>
<td>0 0 0</td>
<td>12 0 0</td>
</tr>
<tr>
<td>05/28</td>
<td>Wed</td>
<td>Congestion from CPS to CP1 due to train 1712 disabled on track 3 south of 125th Street Station.</td>
<td>28 0 0</td>
<td>3 0 1</td>
<td>0 0 0</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>32 0 1</td>
</tr>
<tr>
<td>05/29</td>
<td>Thu</td>
<td>Unable to close Walk Bridge at CP241 due to problems with gears and wedges.</td>
<td>24 6 11</td>
<td>4 4 2</td>
<td>0 0 0</td>
<td>6 1 0</td>
<td>0 0 0</td>
<td>34 11 13</td>
</tr>
<tr>
<td>05/30</td>
<td>Fri</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>1 0 0</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>9 0 0</td>
<td>0 0 0</td>
<td>11 0 0</td>
</tr>
<tr>
<td>05/31</td>
<td>Sat</td>
<td>Operating restrictions at various locations on all three lines.</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>14 0 0</td>
<td>14 0 0</td>
</tr>
<tr>
<td><strong>TOTAL FOR MONTH</strong></td>
<td></td>
<td></td>
<td>582 12 13</td>
<td>65 7 9</td>
<td>98 0 5</td>
<td>696 3 5</td>
<td>193 2 2</td>
<td>1634 24 34</td>
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</table>
### Mean Distance Between Failures (MDBF)

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**

![Graph showing the mean distance between failures from 2009 to 2014 for different fleets.](image-url)
## West of Hudson Performance Summary

**On Time Performance**

(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)

<table>
<thead>
<tr>
<th>Line</th>
<th>Overall</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Total Peak</th>
<th>Off Peak Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of Hudson</td>
<td>97.0%</td>
<td>97.1%</td>
<td>96.3%</td>
<td>98.1%</td>
<td>97.3%</td>
<td>97.3%</td>
</tr>
<tr>
<td>Hudson Total</td>
<td>97.3%</td>
<td>97.6%</td>
<td>98.5%</td>
<td>94.2%</td>
<td>98.0%</td>
<td>96.0%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>98.1%</td>
<td>93.8%</td>
<td>94.5%</td>
<td>97.0%</td>
<td>97.4%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Total Peak</td>
<td>97.0%</td>
<td>94.7%</td>
<td>94.2%</td>
<td>97.8%</td>
<td>96.9%</td>
<td>96.9%</td>
</tr>
<tr>
<td>Off Peak Weekday</td>
<td>97.1%</td>
<td>98.4%</td>
<td>95.1%</td>
<td>97.4%</td>
<td>97.4%</td>
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</tr>
<tr>
<td>Weekend</td>
<td>97.3%</td>
<td>98.2%</td>
<td>94.6%</td>
<td>98.0%</td>
<td>98.0%</td>
<td>98.0%</td>
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</table>

<table>
<thead>
<tr>
<th>Line</th>
<th>Overall</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Total Peak</th>
<th>Off Peak Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pascack Line</td>
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<td>97.6%</td>
<td>99.3%</td>
<td>98.4%</td>
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<td>99.8%</td>
</tr>
<tr>
<td>Valley Line</td>
<td>97.8%</td>
<td>97.6%</td>
<td>94.8%</td>
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<td>99.0%</td>
<td>99.8%</td>
</tr>
<tr>
<td>Total Peak</td>
<td>98.5%</td>
<td>95.3%</td>
<td>98.8%</td>
<td>98.5%</td>
<td>97.2%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Off Peak Weekday</td>
<td>97.5%</td>
<td>99.1%</td>
<td>95.3%</td>
<td>99.0%</td>
<td>97.2%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Weekend</td>
<td>97.8%</td>
<td>98.8%</td>
<td>95.7%</td>
<td>98.6%</td>
<td>97.2%</td>
<td>97.2%</td>
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</table>

<table>
<thead>
<tr>
<th>Line</th>
<th>Overall</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Total Peak</th>
<th>Off Peak Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Jervis Line</td>
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<td>97.8%</td>
<td>96.2%</td>
<td>97.8%</td>
<td>97.8%</td>
</tr>
<tr>
<td>AM Peak</td>
<td>96.2%</td>
<td>97.6%</td>
<td>94.2%</td>
<td>97.6%</td>
<td>97.8%</td>
<td>97.8%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>95.2%</td>
<td>97.6%</td>
<td>94.2%</td>
<td>97.6%</td>
<td>97.8%</td>
<td>97.8%</td>
</tr>
<tr>
<td>Total Peak</td>
<td>95.1%</td>
<td>93.1%</td>
<td>96.0%</td>
<td>91.6%</td>
<td>96.9%</td>
<td>96.9%</td>
</tr>
<tr>
<td>Off Peak Weekday</td>
<td>96.5%</td>
<td>97.3%</td>
<td>94.8%</td>
<td>94.8%</td>
<td>96.5%</td>
<td>96.5%</td>
</tr>
<tr>
<td>Weekend</td>
<td>96.5%</td>
<td>97.1%</td>
<td>92.7%</td>
<td>97.3%</td>
<td>96.5%</td>
<td>96.5%</td>
</tr>
</tbody>
</table>

### Operating Statistics

- **Trains Scheduled**: 1,703, 8,280, 1,729, 8,384
- **Avg. Delay per Late Train (min)**: 14.8, 19.2, 23.0, 20.4
- **Trains Over 15 min. Late**: 80, 6, 167, 23, 86
- **Trains Canceled**: 3, 42, 1, 17
- **Trains Terminated**: 2, 17, 4, 18
- **Percent of Scheduled Trips Completed**: 99.8%, 99.7%, 99.3%, 99.7%, 99.6%
## MAY 2014 STANDEE REPORT

### East of Hudson

<table>
<thead>
<tr>
<th></th>
<th>MAY 2013</th>
<th>YTD 2013</th>
<th>MAY 2014</th>
<th>YTD 2014</th>
</tr>
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<tbody>
<tr>
<td><strong>Daily Average</strong></td>
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<tr>
<td><strong>AM Peak</strong></td>
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<td>0</td>
</tr>
<tr>
<td>Program Standees</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Add'l Standees</td>
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<td>0</td>
<td>1</td>
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</tr>
<tr>
<td>Program Standees</td>
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<td>81</td>
</tr>
<tr>
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<td>0</td>
</tr>
<tr>
<td>Add'l Standees</td>
<td>10</td>
<td>32</td>
<td>81</td>
<td>82</td>
</tr>
<tr>
<td>Total Standees</td>
<td>10</td>
<td>32</td>
<td>81</td>
<td>82</td>
</tr>
<tr>
<td><strong>EAST OF HUDSON TOTAL - AM PEAK</strong></td>
<td>10</td>
<td>32</td>
<td>99</td>
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### West of Hudson

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### 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.
Financial Report

June 2014
FINANCIAL STATEMENTS

MONTH ENDED: APRIL 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS
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.
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 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 employees in training not yet qualified for train service coverage, multiple snow storm events, an increase in cost for FRA mandated MoE 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.
### SCHEDULE I - A

#### MTA METRO-NORTH RAILROAD

**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**

**ACCRAUL STATEMENT OF OPERATIONS by CATEGORY**

April 2014

($ in millions)

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
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<tr>
<td>Farebox Revenue</td>
<td>$53.772</td>
<td>$53.432</td>
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<td>Total Revenue/Receipts</td>
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<table>
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<th>Variance</th>
<th>Percent</th>
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<td>$62.352</td>
<td>($0.013)</td>
<td>(0.0)</td>
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</table>

| Non-Labor: Electric Power | $6.993 | $7.376 | ($0.382) | (5.5) |
|Fuel | 2.119 | 1.830 | 0.289 | 13.6 |
|Insurance | 1.437 | 1.308 | 0.129 | 9.6 |
|Claims | 0.054 | 0.086 | 0.032 | (3) |
|Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - |
|Maintenance and Other Operating Contracts | 8.654 | 7.979 | 0.675 | (8.3) |
|Professional Service Contracts | 2.557 | 2.548 | 0.009 | (0.3) |
|Materials & Supplies | 6.092 | 6.121 | (0.029) | (0.4) |
|Other Business Expenses | 1.915 | 1.930 | (0.015) | (0.8) |
|Total Non-Labor | $29.821 | $28.848 | ($0.973) | (3.3) |

| Other Adjustments: Other | 0.000 | 0.000 | 0.000 | - |
|Total Other Adjustments | 0.000 | 0.000 | 0.000 | - |
|Total Expenses before Non-Cash Liability Adj. | $92.160 | $91.236 | ($0.923) | (1.0) |

| Total Expenses | $116.521 | $115.482 | $0.039 | (0.3) |

| Net Surplus/(Deficit) | ($58.303) | ($57.522) | ($0.780) | (1.3) |

| Cash Conversion Adjustments: Depreciation | 18.936 | 18.921 | 0.015 | (0.1) |
|Operating/Capital | (2.104) | (1.688) | 0.416 | 19.8 |
|Other Cash Adjustments | 11.333 | 2.943 | (8.390) | (74.0) |
|Total Cash Conversion Adjustments | $28.166 | $20.076 | ($8.089) | (28.7) |

| Net Cash Surplus/(Deficit) | ($30.137) | ($37.446) | ($7.309) | (24.3) |

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

* Variance exceeds 100%.

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Master Page # 69 of 106 - Metro-North Railroad Committee Meeting 6/23/2014
## Nonreimbursable Reimbursable Total

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<th>Favorable (Unfavorable)</th>
<th>Adopted</th>
<th>Favorable (Unfavorable)</th>
<th>Adopted</th>
<th>Favorable (Unfavorable)</th>
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</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>$207.830</td>
<td>$202.186 ($5.644) (2.7)</td>
<td>$0.000</td>
<td>$0.000 $0.000 -</td>
<td>$207.830</td>
<td>$202.186 ($5.644) (2.7)</td>
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<tr>
<td>Vehicle Toll Revenue</td>
<td>$17.353</td>
<td>17.812 0.459 2.6</td>
<td>$0.000</td>
<td>$0.000 $0.000 -</td>
<td>17.353</td>
<td>17.812 0.459 2.6</td>
</tr>
<tr>
<td>Total Capital and Other Reimbursements</td>
<td>$57.700</td>
<td>49.218 (8.482) (14.7)</td>
<td>$0.000</td>
<td>$0.000 $0.000 -</td>
<td>57.700</td>
<td>49.218 (8.482) (14.7)</td>
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<tr>
<td>Total Revenue/Receipts</td>
<td>$225.182</td>
<td>$219.997 ($5.185) (2.3)</td>
<td>$57.700</td>
<td>$49.218 ($8.482) (14.7)</td>
<td>$282.882</td>
<td>$269.215 ($13.667) (4.8)</td>
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## Expenses

### Labor
- 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)
- 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
- Total Labor: $250.866 $252.596 ($1.730) (0.7) $40.967 $35.636 $5.331 13.0 $291.833 $288.232 $3.601 1.2

### Non-Labor
- 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
- Materials & Supplies: 24.616 23.365 1.251 5.1 7.474 4.033 3.441 47.9 32.363 27.398 4.965 15.3

### Other Adjustments
- Other: 0.000 0.000 0.000 - 0.000 0.000 0.000 - 0.000 0.000 0.000 -
- Total Other Adjustments: $0.000 $0.000 $0.000 - $0.000 $0.000 $0.000 - $0.000 $0.000 $0.000 -

### Total Expenses before Non-Cash Liability Adj.

### 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)
- Total Expenses: $470.154 $466.145 $4.010 0.9 $57.700 $49.218 $8.482 14.7 $527.854 $515.363 $12.491 2.4

### Net Surplus/(Deficit)
- ($244.972) ($246.147) ($1.176) (0.5) $0.000 $0.000 $0.000 - ($244.972) ($246.147) ($1.176) (0.5)

### Cash Conversion Adjustments
- 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
- Total Cash Conversion Adjustments: $98.307 $98.692 $0.385 0.4 $0.000 $0.000 $0.000 - $98.307 $98.692 $0.385 0.4

### Net Cash Surplus/(Deficit)
- ($146.664) ($147.455) ($0.791) (0.5) $0.000 $0.000 $0.000 - ($146.664) ($147.455) ($0.791) (0.5)
### 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)

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Current Month vs. Adopted Budget</th>
<th>Year to Date vs. Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Non Reimb. or Reimb.</td>
<td>Variance Fav (Unfav)</td>
</tr>
<tr>
<td></td>
<td>$</td>
<td>%</td>
</tr>
<tr>
<td><strong>CAPITAL AND OTHER REIMBURSEMENTS</strong></td>
<td>Reimb</td>
<td>$0.212</td>
</tr>
<tr>
<td><strong>PAYROLL</strong></td>
<td>Reimb</td>
<td>$0.569</td>
</tr>
<tr>
<td><strong>OVERTIME</strong></td>
<td>Non-Reimb</td>
<td>$(1.430)</td>
</tr>
<tr>
<td></td>
<td>Reimb</td>
<td>$(0.375)</td>
</tr>
<tr>
<td><strong>HEALTH AND WELFARE</strong></td>
<td>Non-Reimb</td>
<td>$0.673</td>
</tr>
<tr>
<td></td>
<td>Reimb</td>
<td>$0.136</td>
</tr>
<tr>
<td><strong>OPEB CURRENT PAYMENT</strong></td>
<td>Non-Reimb</td>
<td>$(0.186)</td>
</tr>
<tr>
<td><strong>PENSIONS</strong></td>
<td>Reimb</td>
<td>$0.074</td>
</tr>
<tr>
<td><strong>OTHER FRINGE BENEFITS</strong></td>
<td>Reimb</td>
<td>$0.033</td>
</tr>
</tbody>
</table>
## EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS

**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**

**APRIL 2014**

($) in millions

### REIMBURSABLE OVERHEAD

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$0.352</td>
<td>9.3%</td>
<td>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.</td>
</tr>
<tr>
<td>($0.218)</td>
<td>(5.9%)</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$0.579</td>
</tr>
</tbody>
</table>

### ELECTRIC POWER

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>($0.382)</td>
<td>(5.5%)</td>
<td>Higher rates of the Harlem and Hudson Lines.</td>
</tr>
<tr>
<td>($0.032)</td>
<td>(9.0%)</td>
<td>Reflects higher project activity.</td>
</tr>
<tr>
<td>$0.289</td>
<td>13.6%</td>
<td>Reflects timing of expenses for the New Haven Line.</td>
</tr>
<tr>
<td>($0.529)</td>
<td>(1.8%)</td>
<td></td>
</tr>
</tbody>
</table>

### FUEL

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$0.289</td>
<td>13.6%</td>
<td>Reflects timing of expenses for the New Haven Line.</td>
</tr>
<tr>
<td>($0.529)</td>
<td>(6.3%)</td>
<td>Primarily due to higher heating fuel consumption resulting from colder weather conditions.</td>
</tr>
</tbody>
</table>

### INSURANCE

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>($0.032)</td>
<td>(9.0%)</td>
<td>Reflects higher project activity.</td>
</tr>
<tr>
<td>$0.100</td>
<td>9.2%</td>
<td>Reflects lower project activity.</td>
</tr>
</tbody>
</table>

### CLAIMS

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>($0.032)</td>
<td>(59.9%)</td>
<td>Primarily reflects Spuyten Duyvil derailment injury claim settlements.</td>
</tr>
<tr>
<td>($0.739)</td>
<td>*</td>
<td>Primarily reflects Spuyten Duyvil derailment injury claim settlements.</td>
</tr>
</tbody>
</table>

### MAINTENANCE AND OTHER OPERATING CONTRACTS

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$0.857</td>
<td>9.9%</td>
<td>Reflects timing of maintenance contracts primarily for the Infrastructure Improvement Program partly offset by higher expenses for bus and ferry services.</td>
</tr>
<tr>
<td>($0.160)</td>
<td>(19.6%)</td>
<td>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.</td>
</tr>
<tr>
<td>$4.806</td>
<td>13.9%</td>
<td>Primarily reflects timing of expense for maintenance contracts and Genesis locomotive overhaul partly offset by 2013 4th quarter adjustment for MTA Police services.</td>
</tr>
<tr>
<td>$0.753</td>
<td>22.5%</td>
<td>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.</td>
</tr>
</tbody>
</table>

### PROFESSIONAL SERVICE CONTRACTS

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Non Reimb.</th>
<th>Reimb.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variance</strong></td>
<td>Fav (Unfav)</td>
<td>$</td>
</tr>
<tr>
<td><strong>Reason for Variance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$0.209</td>
<td>8.2%</td>
<td>Favorable variance reflects the timing of expenses for IT costs and outside training partly offset by higher legal expenses related to 2013 incidents.</td>
</tr>
<tr>
<td>($0.030)</td>
<td>(2.7%)</td>
<td></td>
</tr>
<tr>
<td>$1.784</td>
<td>19.9%</td>
<td>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.</td>
</tr>
<tr>
<td>$0.448</td>
<td>10.4%</td>
<td>Reflects timing of the WOH Signal Improvements, Positive Train Control and the NHL - EMU Fleet Replacement - MB Specification Dev. partially offset by higher than anticipated activity on the MNR Technology Move and the NHL Signal System.</td>
</tr>
</tbody>
</table>
### 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)

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Current Month vs. Adopted Budget</th>
<th>Year to Date vs. Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$ (Fav (Unfav))</td>
<td>%</td>
</tr>
<tr>
<td>MATERIAL AND SUPPLIES</td>
<td>Non-Reimb</td>
<td>($0.029)</td>
</tr>
<tr>
<td></td>
<td>Reimb</td>
<td>$0.199</td>
</tr>
<tr>
<td>OTHER BUSINESS EXPENSES</td>
<td>Reimb</td>
<td>($0.401)</td>
</tr>
<tr>
<td>ENVIRONMENTAL REMEDIATION</td>
<td>Non-Reimb</td>
<td>$0.000</td>
</tr>
<tr>
<td>OPERATING CAPITAL</td>
<td>Non-Reimb</td>
<td>$0.416</td>
</tr>
</tbody>
</table>

* Variance exceeds 100%.
<table>
<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Actuals</th>
<th>Var. - Fav./(Unfav)</th>
<th>Adopted Budget</th>
<th>Actuals</th>
<th>Var. - Fav./(Unfav)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours $</td>
<td>Hours $</td>
<td>Hours $</td>
<td>Hours $</td>
<td>Hours $</td>
<td>Hours $</td>
</tr>
<tr>
<td><strong>NON-REIMBURSABLE OVERTIME</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled Service 1</td>
<td>50,977 $2.00</td>
<td>44,822 $2.60</td>
<td>6,155 $(0.7)</td>
<td>214,535 $8.30</td>
<td>184,893 $10.30</td>
<td>29,642 $(2.0)</td>
</tr>
<tr>
<td></td>
<td>12.1% -33.3%</td>
<td></td>
<td></td>
<td>13.8% -23.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Service</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $(0.0)</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $(0.0)</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Programmatic/Routine Maintenance</td>
<td>37,921 $1.70</td>
<td>44,284 $2.10</td>
<td>(6,363) $(0.4)</td>
<td>133,832 $6.10</td>
<td>148,173 $7.00</td>
<td>(14,341) $(1.0)</td>
</tr>
<tr>
<td></td>
<td>-16.8% -20.9%</td>
<td></td>
<td></td>
<td>-10.7% -15.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage 2</td>
<td>15,597 $0.90</td>
<td>26,161 $1.20</td>
<td>(10,564) $(0.3)</td>
<td>54,615 $3.20</td>
<td>94,336 $4.30</td>
<td>(39,721) $(1.1)</td>
</tr>
<tr>
<td></td>
<td>-67.7% -29.8%</td>
<td></td>
<td></td>
<td>-72.7% -33.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>282 $0.00</td>
<td>1,533 $0.10</td>
<td>(1,251) $(0.1)</td>
<td>20,072 $1.20</td>
<td>80,246 $3.70</td>
<td>(60,174) $(2.5)</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement 3</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
<td>0 $0.00</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Other 4</td>
<td>2,448 $0.10</td>
<td>3,464 $0.20</td>
<td>(1,016) $(0.1)</td>
<td>10,610 $0.50</td>
<td>12,145 $0.60</td>
<td>(1,535) $(0.1)</td>
</tr>
<tr>
<td></td>
<td>-41.5% -49.1%</td>
<td></td>
<td></td>
<td>-14.5% -21.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>107,225 $4.73</td>
<td>120,264 $6.16</td>
<td>(13,039) $(1.43)</td>
<td>433,664 $19.29</td>
<td>519,793 $25.95</td>
<td>(86,129) $(6.66)</td>
</tr>
<tr>
<td></td>
<td>-12.2% -30.2%</td>
<td></td>
<td></td>
<td>-19.9% -34.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME</strong></td>
<td>29,441 $1.48</td>
<td>35,123 $1.86</td>
<td>(5,682) $(0.38)</td>
<td>91,719 $4.61</td>
<td>100,257 $4.80</td>
<td>(8,539) $(0.19)</td>
</tr>
<tr>
<td></td>
<td>-19.3% -25.4%</td>
<td></td>
<td></td>
<td>-9.3% -4.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>136,666 $6.21</td>
<td>155,387 $8.01</td>
<td>(18,721) $(1.80)</td>
<td>525,383 $23.90</td>
<td>620,051 $30.75</td>
<td>(94,668) $(6.66)</td>
</tr>
<tr>
<td></td>
<td>-13.7% -29.1%</td>
<td></td>
<td></td>
<td>-18.0% -28.7%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Totals may not add due to rounding.

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

* Exceeds 100%

1 Includes Service Delay and Tour Length related overtime.
2 Excludes T&E crew coverage (included in Scheduled Service category)
3 Not Applicable
4 Reflects overtime for administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.
### Non-Reimbursable/Reimbursable Overtime

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>April</th>
<th>April Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Var. - Fav./Unfav</td>
<td>Var. - Fav./Unfav</td>
</tr>
<tr>
<td></td>
<td>Hours  $</td>
<td>Explanations</td>
</tr>
<tr>
<td><strong>NON-REIMBURSABLE OVERTIME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled Service 1</td>
<td>6,155 ($0.7)</td>
<td>Increased overtime requirements for service coverage.</td>
</tr>
<tr>
<td></td>
<td>12.1% -33.3%</td>
<td></td>
</tr>
<tr>
<td>Unscheduled Service</td>
<td>0 ($0.0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Programmatic/Routine Maintenance</td>
<td>(6,363) ($0.4)</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>-16.8% -20.9%</td>
<td></td>
</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>0 $0.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage 2</td>
<td>(10,564) ($0.3)</td>
<td>Vacation and sick time coverage.</td>
</tr>
<tr>
<td></td>
<td>-67.7% -29.8%</td>
<td></td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>(1,251) ($0.1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement 3</td>
<td>0 $0.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other 4</td>
<td>(1,016) ($0.1)</td>
<td>Reflects timing differences related to payroll and calendar cutoff dates.</td>
</tr>
<tr>
<td></td>
<td>-41.5% -49.1%</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>(13,039) ($1.4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-12.2% -30.2%</td>
<td></td>
</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME</strong></td>
<td>(5,682) ($0.4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-19.3% -25.4%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>(18,721) ($1.8)</td>
<td></td>
</tr>
</tbody>
</table>

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

1 Includes Service Delay and Tour Length related overtime.
2 Excludes T&E crew coverage (included in Scheduled Service category)
3 Not Applicable
4 Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.
### REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Service</td>
<td>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 &amp; Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).</td>
</tr>
<tr>
<td>Unscheduled Service</td>
<td>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.</td>
</tr>
<tr>
<td>Programmatic/Routine Maintenance</td>
<td>Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, 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.</td>
</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>Resulting from an extraordinary event (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.</td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage</td>
<td>Provides coverage for an absent employee or a vacant position.</td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.</td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>Coverage required to provide additional customer &amp; employee protection and to secure MTA fleet facilities, transportation routes, and security training.</td>
</tr>
<tr>
<td>Other</td>
<td>Includes overtime coverage for clerical, administrative positions that are eligible for overtime.</td>
</tr>
<tr>
<td>Reimbursable Overtime</td>
<td>Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.</td>
</tr>
</tbody>
</table>
## SCHEDULE III

### CASH RECEIPTS AND EXPENDITURES

#### MTA METRO-NORTH RAILROAD

**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Receipts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Receipts</td>
<td>$54,292</td>
<td>$54,610</td>
<td>$0.318</td>
<td>0.6</td>
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<tr>
<td>Toll Receipts</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Receipts</td>
<td>6.542</td>
<td>6.807</td>
<td>0.265</td>
<td>4.1</td>
</tr>
<tr>
<td>Capital &amp; Other Reimbursements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA</td>
<td>8.819</td>
<td>2.854</td>
<td>(5.965)</td>
<td>(67.6)</td>
</tr>
<tr>
<td>CDOT</td>
<td>4.575</td>
<td>6.689</td>
<td>2.114</td>
<td>46.2</td>
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<tr>
<td>Other</td>
<td>1.314</td>
<td>1.335</td>
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<tr>
<td>Total Capital and Other Reimbursements</td>
<td>14.708</td>
<td>10.878</td>
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<td><strong>Total Receipts</strong></td>
<td>$75,542</td>
<td>$72,295</td>
<td>($3.247)</td>
<td>(4.3)</td>
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<thead>
<tr>
<th></th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
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<tbody>
<tr>
<td><strong>Expenditures</strong></td>
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</tr>
<tr>
<td>Labor:</td>
<td></td>
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<tr>
<td>Payroll</td>
<td>$36,792</td>
<td>$34,756</td>
<td>$2,036</td>
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<tr>
<td>Overtime</td>
<td>6.100</td>
<td>6.690</td>
<td>(0.590)</td>
<td>(9.7)</td>
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<tr>
<td>Health and Welfare</td>
<td>10.459</td>
<td>17.048</td>
<td>(6.589)</td>
<td>(63.0)</td>
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<tr>
<td>OPEB Current Payment</td>
<td>1.837</td>
<td>2.169</td>
<td>(0.332)</td>
<td>(18.0)</td>
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<td>Pensions</td>
<td>7.132</td>
<td>6.932</td>
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<td>Other Fringe Benefits</td>
<td>9.536</td>
<td>8.608</td>
<td>0.928</td>
<td>10.0</td>
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<tr>
<td>GASB Account</td>
<td>0.743</td>
<td>1.486</td>
<td>(0.743)</td>
<td>(100.0)</td>
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<tr>
<td>Reimbursable Overhead</td>
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<td>0.000</td>
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<tr>
<td>Total Labor</td>
<td>$72,599</td>
<td>$77,689</td>
<td>($5,090)</td>
<td>(7.0)</td>
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<tr>
<td>Non-Labor:</td>
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<tr>
<td>Electric Power</td>
<td>$7,147</td>
<td>$7,284</td>
<td>($0,677)</td>
<td>(9.5)</td>
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<tr>
<td>Fuel</td>
<td>1.819</td>
<td>2.264</td>
<td>(0,445)</td>
<td>(24.5)</td>
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<tr>
<td>Insurance</td>
<td>0.011</td>
<td>0.000</td>
<td>0.011</td>
<td>100.0</td>
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<td>Claims</td>
<td>0.057</td>
<td>0.412</td>
<td>(0.355)</td>
<td>-</td>
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<tr>
<td>Paratransit Service Contracts</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>7.249</td>
<td>6.934</td>
<td>0.315</td>
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<tr>
<td>Professional Services</td>
<td>4.230</td>
<td>2.576</td>
<td>1.654</td>
<td>65.6</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>8.373</td>
<td>7.839</td>
<td>0.534</td>
<td>6.6</td>
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<tr>
<td>Other Business Expenditures</td>
<td>4.194</td>
<td>4.203</td>
<td>(0.009)</td>
<td>(0.2)</td>
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<tr>
<td>Total Non-Labor</td>
<td>$33,080</td>
<td>$32,052</td>
<td>$1,028</td>
<td>3.1</td>
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<td>Other Adjustments:</td>
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<td>Other</td>
<td>0.000</td>
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<td>0.000</td>
<td>-</td>
</tr>
<tr>
<td>Other Post Employment Benefits</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
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<tr>
<td>Total Other Adjustments</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>-</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td>$105,679</td>
<td>$109,741</td>
<td>($4,062)</td>
<td>(3.8)</td>
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<tr>
<td><strong>Net Cash Deficit ( excludes Opening Cash Balance)</strong></td>
<td>($30,137)</td>
<td>($37,446)</td>
<td>($7,309)</td>
<td>(24.3)</td>
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<tr>
<td><strong>Subsidies</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA</td>
<td>22,362</td>
<td>31,284</td>
<td>8,922</td>
<td>39.9</td>
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<tr>
<td>CDOT</td>
<td>7,775</td>
<td>20,177</td>
<td>12,402</td>
<td>-</td>
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<tr>
<td>Total Subsidies</td>
<td>$30,137</td>
<td>$51,461</td>
<td>$21,324</td>
<td>70.8</td>
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<tr>
<td><strong>Cash Timing and Availability Adjustment</strong></td>
<td>$0.000</td>
<td>($17,217)</td>
<td>($17,217)</td>
<td>-</td>
</tr>
</tbody>
</table>

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.
<table>
<thead>
<tr>
<th>Generic Receipt or Expense Category</th>
<th>April Month vs Budget</th>
<th>Year-To-Date as of April 30, 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Variance $ (Fav/Unfav)</td>
<td>Variance $ (Fav/Unfav)</td>
</tr>
<tr>
<td>FARE REVENUE</td>
<td>0.318 (0.6%)</td>
<td>(4.659) (2.2%)</td>
</tr>
<tr>
<td>OTHER OPERATING REVENUE</td>
<td>0.265 (4.1%)</td>
<td>3.134 (13.8%)</td>
</tr>
<tr>
<td>CAPITAL AND OTHER REIMBURSEMENTS:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA</td>
<td>(5.965) (67.6%)</td>
<td>(6.904) (21.6%)</td>
</tr>
<tr>
<td>CDOT</td>
<td>2.114 (46.2%)</td>
<td>(4.774) (27.6%)</td>
</tr>
<tr>
<td>OTHER</td>
<td>0.021 (1.6%)</td>
<td>(1.238) (26.7%)</td>
</tr>
<tr>
<td>PAYROLL</td>
<td>2.036 (5.5%)</td>
<td>10.171 (6.5%)</td>
</tr>
<tr>
<td>OVERTIME</td>
<td>(0.590) (9.7%)</td>
<td>(5.910) (24.4%)</td>
</tr>
<tr>
<td>HEALTH &amp; WELFARE</td>
<td>(6.589) (63.0%)</td>
<td>(0.542) (1.3%)</td>
</tr>
<tr>
<td>OPEB CURRENT PAYMENT</td>
<td>(0.332) (18.1%)</td>
<td>(2.132) (29.0%)</td>
</tr>
<tr>
<td>PENSIONS</td>
<td>0.200 (2.8%)</td>
<td>(0.631) (4.3%)</td>
</tr>
<tr>
<td>OTHER FRINGE BENEFITS</td>
<td>0.928 (9.7%)</td>
<td>3.026 (7.5%)</td>
</tr>
<tr>
<td>GASB ACCOUNT</td>
<td>(0.743) *</td>
<td>0.000 (0.0%)</td>
</tr>
<tr>
<td>ELECTRIC POWER</td>
<td>(0.677) (9.5%)</td>
<td>2.890 (9.6%)</td>
</tr>
<tr>
<td>FUEL</td>
<td>(0.445) (24.5%)</td>
<td>(2.524) (31.6%)</td>
</tr>
<tr>
<td>Generic Receipt or Expense Category</td>
<td>April Month vs Budget</td>
<td>Year-To-Date as of April 30, 2014</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-----------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td></td>
<td>Variance (Fav Unfav)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$ %</td>
<td>Reason for Variance</td>
</tr>
<tr>
<td>INSURANCE</td>
<td>0.011 100.0%</td>
<td>Timing of insurance premiums.</td>
</tr>
<tr>
<td>CLAIMS</td>
<td>(0.355)</td>
<td>* Passenger injury settlements relating to various passenger injuries as well as the Spuyten Duyvil incident.</td>
</tr>
<tr>
<td>MAINTENANCE &amp; OTHER OPERATING CONTRACTS</td>
<td>0.315 4.3%</td>
<td></td>
</tr>
<tr>
<td>PROFESSIONAL SERVICE CONTRACTS</td>
<td>1.654 39.1%</td>
<td>Timing of Engineering Services, Locomotive Simulator and I.T. Costs partially offset by higher capital project activity.</td>
</tr>
<tr>
<td>MATERIALS &amp; SUPPLIES</td>
<td>0.534 6.4%</td>
<td>Lower capital projects $1.0M (Hot Box Detector &amp; Wheel Box Detector - $0.7M and PTC - $0.3M) partially offset by timing of material purchases $0.5M.</td>
</tr>
<tr>
<td>OTHER BUSINESS EXPENSES</td>
<td>(0.009) (0.2%)</td>
<td></td>
</tr>
<tr>
<td>MTA SUBSIDY RECEIPTS</td>
<td>8.922 39.9%</td>
<td>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.</td>
</tr>
<tr>
<td>CDOT SUBSIDY RECEIPTS</td>
<td>12.402 *</td>
<td>May CDOT estimated deficit paid in April, and true-up of prior period subsidy billing estimates.</td>
</tr>
<tr>
<td>TOTAL SUBSIDY RECEIPTS</td>
<td>21.324 70.8%</td>
<td></td>
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</table>

* Variance exceeds 100%
### Receipts

<table>
<thead>
<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>$0.520</td>
<td>$1.178</td>
<td>$0.657</td>
<td>-</td>
<td>48.5</td>
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<tr>
<td>Toll Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>2.096</td>
<td>2.280</td>
<td>0.184</td>
<td>8.8</td>
<td>49.6</td>
</tr>
<tr>
<td>Capital &amp; Other Reimbursements:</td>
<td>(0.979)</td>
<td>(5.675)</td>
<td>(4.695)</td>
<td>-</td>
<td>-</td>
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<tr>
<td>MTA</td>
<td>(0.130)</td>
<td>0.072</td>
<td>(0.202)</td>
<td>-</td>
<td>*</td>
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<tr>
<td>Other</td>
<td>(0.195)</td>
<td>0.256</td>
<td>0.451</td>
<td>-</td>
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<tr>
<td>Total Capital and Other Reimbursements</td>
<td>(1.304)</td>
<td>(5.346)</td>
<td>(4.042)</td>
<td>-</td>
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<tr>
<td>Total Revenue/Receipts</td>
<td>$1.311</td>
<td>($1.889)</td>
<td>($3.201)</td>
<td>-</td>
<td>(21.0)</td>
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</table>

### Expenditures

#### Labor:

<table>
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<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
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</thead>
<tbody>
<tr>
<td>Payroll</td>
<td>$3.216</td>
<td>$4.153</td>
<td>$0.936</td>
<td>29.1</td>
<td>$3.347</td>
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<tr>
<td>Overtime</td>
<td>0.109</td>
<td>1.324</td>
<td>1.215</td>
<td>-</td>
<td>*</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>(0.250)</td>
<td>(7.648)</td>
<td>(7.398)</td>
<td>-</td>
<td>*</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>0.000</td>
<td>(0.146)</td>
<td>0.000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pensions</td>
<td>(0.023)</td>
<td>0.070</td>
<td>0.093</td>
<td>*</td>
<td>*</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>(0.150)</td>
<td>0.730</td>
<td>0.880</td>
<td>-</td>
<td>*</td>
</tr>
<tr>
<td>GASB Account</td>
<td>(0.743)</td>
<td>(1.486)</td>
<td>(0.743)</td>
<td>(100.0)</td>
<td>*</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>(0.106)</td>
<td>(0.240)</td>
<td>(0.134)</td>
<td>*</td>
<td>*</td>
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<tr>
<td>Total Labor</td>
<td>$2.053</td>
<td>($3.243)</td>
<td>($5.296)</td>
<td>-</td>
<td>($6.594)</td>
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#### Non-Labor:

<table>
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<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Power</td>
<td>($0.154)</td>
<td>($0.441)</td>
<td>($0.287)</td>
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<td>*</td>
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<tr>
<td>Fuel</td>
<td>0.300</td>
<td>(0.434)</td>
<td>(0.734)</td>
<td>-</td>
<td>(0.942)</td>
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<td>Insurance</td>
<td>1.782</td>
<td>1.785</td>
<td>0.003</td>
<td>0.2</td>
<td>(1.774)</td>
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<tr>
<td>Claims</td>
<td>(0.003)</td>
<td>(0.326)</td>
<td>(0.323)</td>
<td>*</td>
<td>*</td>
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<tr>
<td>Paratransit Service Contracts</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>2.222</td>
<td>1.840</td>
<td>(0.363)</td>
<td>(17.2)</td>
<td>(1.873)</td>
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<td>Professional Service Contracts</td>
<td>(0.557)</td>
<td>0.919</td>
<td>1.475</td>
<td>*</td>
<td>(2.561)</td>
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<tr>
<td>Materials &amp; Supplies</td>
<td>(0.927)</td>
<td>(0.563)</td>
<td>0.364</td>
<td>39.3</td>
<td>(0.284)</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>(2.224)</td>
<td>(1.817)</td>
<td>0.407</td>
<td>18.3</td>
<td>(1.160)</td>
</tr>
<tr>
<td>Total Non-Labor</td>
<td>$0.440</td>
<td>$0.963</td>
<td>$0.523</td>
<td>-</td>
<td>($6.594)</td>
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</table>

#### Other Adjustments:

<table>
<thead>
<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Other Adjustments</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
<td>-</td>
<td>$0.000</td>
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</table>

### Total Expenditures Adjustments before Non-Cash Liability Adj.

<table>
<thead>
<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depreciation</td>
<td>$2.493</td>
<td>($2.280)</td>
<td>($4.773)</td>
<td>-</td>
<td>(21.2)</td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>18.936</td>
<td>18.821</td>
<td>(0.115)</td>
<td>(0.6)</td>
<td>(0.331)</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>5.425</td>
<td>5.425</td>
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<td>0.0</td>
</tr>
<tr>
<td>Total Expenditures Adjustments</td>
<td>$26.854</td>
<td>$21.965</td>
<td>($4.889)</td>
<td>(18.2)</td>
<td>$1.159</td>
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</table>

### Total Cash Conversion Adjustments

<table>
<thead>
<tr>
<th>Description</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (%Unfavorable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cash Conversion</td>
<td>$28.166</td>
<td>$20.076</td>
<td>($8.089)</td>
<td>(28.7)</td>
<td>$0.385</td>
</tr>
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</table>

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.
<table>
<thead>
<tr>
<th>Utilization</th>
<th>Month of April</th>
<th>Variance</th>
<th>Year-to-Date April</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Budget</td>
<td>Actual</td>
<td>Favorable (Unfavorable)</td>
<td>Amount (%)</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harlem Line</td>
<td>$15.977</td>
<td>$15.770</td>
<td>($0.207)</td>
<td>-1.3</td>
</tr>
<tr>
<td>Hudson Line</td>
<td>$11.698</td>
<td>$11.666</td>
<td>($0.031)</td>
<td>-0.3</td>
</tr>
<tr>
<td>New Haven Line</td>
<td>$26.055</td>
<td>$25.961</td>
<td>($0.093)</td>
<td>-0.4</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$53.729</td>
<td>$53.398</td>
<td>($0.332)</td>
<td>-0.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ridership</th>
<th>Month of April</th>
<th>Variance</th>
<th>Year-to-Date April</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Budget</td>
<td>Actual</td>
<td>Favorable (Unfavorable)</td>
<td>Amount (%)</td>
</tr>
<tr>
<td>Harlem Line</td>
<td>2.347</td>
<td>2.304</td>
<td>(0.043)</td>
<td>-1.8</td>
</tr>
<tr>
<td>Hudson Line</td>
<td>1.389</td>
<td>1.385</td>
<td>(0.005)</td>
<td>-0.3</td>
</tr>
<tr>
<td>New Haven Line</td>
<td>3.380</td>
<td>3.330</td>
<td>(0.050)</td>
<td>-1.5</td>
</tr>
<tr>
<td>Total Ridership East of Hudson</td>
<td>7.116</td>
<td>7.019</td>
<td>(0.098)</td>
<td>-1.4</td>
</tr>
<tr>
<td>West of Hudson</td>
<td>0.135</td>
<td>0.140</td>
<td>0.006</td>
<td>4.1</td>
</tr>
<tr>
<td>Total Ridership</td>
<td>7.251</td>
<td>7.159</td>
<td>(0.092)</td>
<td>-1.3</td>
</tr>
</tbody>
</table>

(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 ADOPTEO BUDGET VS. ACTUALS
### TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
### April 30, 2014

<table>
<thead>
<tr>
<th>Department</th>
<th>Budget</th>
<th>Actual</th>
<th>Favorable Variance</th>
</tr>
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<tbody>
<tr>
<td><strong>Administration</strong></td>
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</tr>
<tr>
<td>President</td>
<td>3</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>Labor Relations</td>
<td>9</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Safety (1)</td>
<td>45</td>
<td>31</td>
<td>14</td>
</tr>
<tr>
<td>COS/Corporate &amp; Public Affairs</td>
<td>17</td>
<td>15</td>
<td>2</td>
</tr>
<tr>
<td>Legal</td>
<td>18</td>
<td>18</td>
<td>-</td>
</tr>
<tr>
<td>Claims Services (2)</td>
<td>14</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Environmental Compliance &amp; Svce</td>
<td>7</td>
<td>7</td>
<td>-</td>
</tr>
<tr>
<td>VP Administration</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>VP Human Resources</td>
<td>7</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Human Resources (2)</td>
<td>28</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td>Training (3)</td>
<td>58</td>
<td>49</td>
<td>9</td>
</tr>
<tr>
<td>Employee Relations &amp; Diversity</td>
<td>5</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>VP Planning</td>
<td>2</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>Operations Planning &amp; Analysis</td>
<td>18</td>
<td>17</td>
<td>1</td>
</tr>
<tr>
<td>Capital Planning &amp; Programming</td>
<td>16</td>
<td>13</td>
<td>3</td>
</tr>
<tr>
<td>GCT &amp; Corporate Development (4)</td>
<td>26</td>
<td>31</td>
<td>(5)</td>
</tr>
<tr>
<td>Long Range Planning</td>
<td>8</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>VP Finance &amp; Information Systems</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Controller (2)</td>
<td>80</td>
<td>75</td>
<td>5</td>
</tr>
<tr>
<td>Information Technology &amp; Project Mgmt (2)</td>
<td>121</td>
<td>100</td>
<td>21</td>
</tr>
<tr>
<td>Budget</td>
<td>18</td>
<td>18</td>
<td>0</td>
</tr>
<tr>
<td>Customer Service (2)</td>
<td>49</td>
<td>44</td>
<td>5</td>
</tr>
<tr>
<td>Procurement &amp; Material Mgmt (2)</td>
<td>42</td>
<td>28</td>
<td>14</td>
</tr>
<tr>
<td>Corporate</td>
<td>2</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total Administration</strong></td>
<td>599</td>
<td>510</td>
<td>89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operations</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations Administration (2)</td>
<td>61</td>
<td>55</td>
<td>6</td>
</tr>
<tr>
<td>Operations Services (2)</td>
<td>1,449</td>
<td>1,441</td>
<td>8</td>
</tr>
<tr>
<td>Customer Service (2)</td>
<td>236</td>
<td>229</td>
<td>7</td>
</tr>
<tr>
<td>GCT &amp; Corporate Development (4)</td>
<td>38</td>
<td>35</td>
<td>3</td>
</tr>
<tr>
<td>Metro-North West (5)</td>
<td>30</td>
<td>37</td>
<td>(7)</td>
</tr>
<tr>
<td><strong>Total Operations</strong></td>
<td>1,814</td>
<td>1,797</td>
<td>17</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maintenance</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GCT &amp; Corporate Development (4)</td>
<td>174</td>
<td>165</td>
<td>9</td>
</tr>
<tr>
<td>Maintenance of Equipment (2)</td>
<td>1,691</td>
<td>1,624</td>
<td>67</td>
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<tr>
<td>Maintenance of Way (2)</td>
<td>1,895</td>
<td>1,845</td>
<td>50</td>
</tr>
<tr>
<td>Procurement &amp; Material Mgmt</td>
<td>124</td>
<td>122</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total Maintenance</strong></td>
<td>3,884</td>
<td>3,757</td>
<td>127</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engineering/Capital</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Management (2)</td>
<td>42</td>
<td>37</td>
<td>5</td>
</tr>
<tr>
<td>Engineering &amp; Design (2)</td>
<td>68</td>
<td>58</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total Engineering/Capital</strong></td>
<td>110</td>
<td>95</td>
<td>15</td>
</tr>
</tbody>
</table>

| Total Positions | 6,407   | 6,159  | 248               |
| Non-Reimbursable | 5,772   | 5,715  | 57                |
| Reimbursable | 635     | 444    | 191               |
| **Total Full-Time** | 6,406   | 6,158  | 248               |
| **Total Full-Time-Equivalents** (of part-time positions) | 1       | 1      | -                 |

---

(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

<table>
<thead>
<tr>
<th>Function/Occupation</th>
<th>Budget (Managers/Supervisors)</th>
<th>Budget (Professional, Technical, Clerical)</th>
<th>Budget (Operational Hourlies)</th>
<th>Actual (Managers/Supervisors)</th>
<th>Actual (Professional, Technical, Clerical)</th>
<th>Actual (Operational Hourlies)</th>
<th>Favorable (Unfavorable) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Administration (1)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>196</td>
<td>402</td>
<td></td>
<td>160</td>
<td>350</td>
<td></td>
<td>36 (53)</td>
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<td>Professional, Technical, Clerical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>1,428</td>
<td></td>
<td></td>
<td>1,428</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Administration</strong></td>
<td>599</td>
<td>510</td>
<td></td>
<td>89</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operations (1)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors (2)</td>
<td>149</td>
<td>238</td>
<td></td>
<td>147</td>
<td>226</td>
<td></td>
<td>2 (12)</td>
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<tr>
<td>Professional, Technical, Clerical</td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Operational Hourlies (2)</td>
<td>1,428</td>
<td></td>
<td></td>
<td>1,428</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Operations</strong></td>
<td>1,814</td>
<td>1,797</td>
<td></td>
<td>17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maintenance (1)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors (2)</td>
<td>545</td>
<td>500</td>
<td></td>
<td>482</td>
<td>478</td>
<td></td>
<td>62 (21)</td>
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<tr>
<td>Professional, Technical, Clerical</td>
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<tr>
<td>Operational Hourlies (2)</td>
<td>2,840</td>
<td></td>
<td></td>
<td>2,796</td>
<td></td>
<td></td>
<td>43 (43)</td>
</tr>
<tr>
<td><strong>Total Maintenance</strong></td>
<td>3,884</td>
<td>3,757</td>
<td></td>
<td>127</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Engineering/Capital</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>49</td>
<td>61</td>
<td></td>
<td>41</td>
<td>54</td>
<td></td>
<td>8 (7)</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
<td>- (0)</td>
</tr>
<tr>
<td><strong>Total Engineering/Capital</strong></td>
<td></td>
<td></td>
<td></td>
<td>110</td>
<td>95</td>
<td></td>
<td>15 (15)</td>
</tr>
<tr>
<td><strong>Public Safety</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
<td>- (0)</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
<td>- (0)</td>
</tr>
<tr>
<td><strong>Total Public Safety</strong></td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
<td>- (0)</td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td>6,407</td>
<td>6,159</td>
<td></td>
<td>248</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
2. Headcount actuals adjusted to reflect the budgeted re-organization of the Car Appearance unit from Operations Services to the Maintenance of Equipment department.
### Agency-wide (Non-Reimbursable and Reimbursable) Budget vs. Actuals

**April 30, 2014**

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Budget</th>
<th>Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Operations (1)</em></td>
<td>1,814</td>
<td>1,797</td>
<td>17</td>
<td>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).</td>
</tr>
<tr>
<td><em>Maintenance (1)</em></td>
<td>3,884</td>
<td>3,757</td>
<td>127</td>
<td>Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle &amp; machine operators and signal maintainers) and Maintenance of Equipment positions (electricians, carmen, machinists and sheetmetal workers).</td>
</tr>
<tr>
<td><em>Administration (1)</em></td>
<td>599</td>
<td>510</td>
<td>89</td>
<td>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).</td>
</tr>
<tr>
<td><em>Engineering / Capital</em></td>
<td>110</td>
<td>95</td>
<td>15</td>
<td>Reflects vacancies in Engineering &amp; Design (engineers and project directors) and Construction Management (engineers and site construction managers) positions.</td>
</tr>
<tr>
<td><strong>Total Agency-wide Headcount</strong></td>
<td><strong>6,407</strong></td>
<td><strong>6,159</strong></td>
<td><strong>248</strong></td>
<td></td>
</tr>
<tr>
<td>Non-Reimbursable</td>
<td>5,772</td>
<td>5,715</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>Reimbursable</td>
<td>635</td>
<td>444</td>
<td>191</td>
<td></td>
</tr>
</tbody>
</table>

**Notes**

## Monthly Performance Indicators *

### April 2014

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2013</th>
<th>VARIANCE</th>
<th>BUDGET</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farebox Operating Ratio</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard (1)</td>
<td>59.8%</td>
<td>59.3%</td>
<td>64.9%</td>
<td>0.5%</td>
<td>-5.1%</td>
</tr>
<tr>
<td>Adjusted (2)</td>
<td>67.6%</td>
<td>66.6%</td>
<td>86.3%</td>
<td>1.0%</td>
<td>-18.7%</td>
</tr>
<tr>
<td><strong>Cost per Passenger</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard (1)</td>
<td>$12.87</td>
<td>$12.89</td>
<td>$11.57</td>
<td>$0.02</td>
<td>$(1.30)</td>
</tr>
<tr>
<td>Adjusted (2)</td>
<td>$12.62</td>
<td>$12.69</td>
<td>$11.36</td>
<td>$0.07</td>
<td>$(1.26)</td>
</tr>
<tr>
<td><strong>Passenger Revenue/Passenger (3)</strong></td>
<td>$7.70</td>
<td>$7.64</td>
<td>$7.50</td>
<td>$0.06</td>
<td>$0.20</td>
</tr>
</tbody>
</table>

### Year-to-Date

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2013</th>
<th>VARIANCE</th>
<th>BUDGET</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farebox Operating Ratio</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard (1)</td>
<td>56.3%</td>
<td>57.0%</td>
<td>60.5%</td>
<td>-0.7%</td>
<td>-4.2%</td>
</tr>
<tr>
<td>Adjusted (2)</td>
<td>63.2%</td>
<td>63.3%</td>
<td>70.7%</td>
<td>-0.1%</td>
<td>-7.5%</td>
</tr>
<tr>
<td><strong>Cost per Passenger</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard (1)</td>
<td>$13.98</td>
<td>$13.81</td>
<td>$12.46</td>
<td>$(0.17)</td>
<td>$(1.52)</td>
</tr>
<tr>
<td>Adjusted (2)</td>
<td>$13.66</td>
<td>$13.58</td>
<td>$12.24</td>
<td>$(0.08)</td>
<td>$(1.42)</td>
</tr>
<tr>
<td><strong>Passenger Revenue/Passenger (3)</strong></td>
<td>$7.88</td>
<td>$7.87</td>
<td>$7.53</td>
<td>$0.01</td>
<td>$0.35</td>
</tr>
</tbody>
</table>

---

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.
Ridership Report
June 2014
MTA METRO-NORTH RAILROAD

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

<table>
<thead>
<tr>
<th>Month</th>
<th>2014</th>
<th>2013</th>
<th>PCT CHG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>6.53</td>
<td>6.68</td>
<td>-2.3%</td>
</tr>
<tr>
<td>Feb</td>
<td>5.96</td>
<td>6.00</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Mar</td>
<td>6.82</td>
<td>6.96</td>
<td>-2.0%</td>
</tr>
<tr>
<td>Apr</td>
<td>7.16</td>
<td>7.11</td>
<td>0.7%</td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td></td>
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<tr>
<td>Jul</td>
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<tr>
<td>Aug</td>
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<tr>
<td>Sep</td>
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<td></td>
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<tr>
<td>Oct</td>
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<td></td>
</tr>
<tr>
<td>Nov</td>
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<tr>
<td>Dec</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>-1.0%</td>
</tr>
</tbody>
</table>

1) Includes East and West of Hudson.
**APRIL RAIL COMMUTATION RIDERSHIP**

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

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2014</td>
<td>4.01</td>
<td>3.64</td>
<td>4.10</td>
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<td></td>
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<td>15.98</td>
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<tr>
<td>2013</td>
<td>4.01</td>
<td>3.66</td>
<td>4.09</td>
<td>4.27</td>
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<td>16.04</td>
</tr>
<tr>
<td>PCT CHG.</td>
<td>0.0%</td>
<td>-0.6%</td>
<td>0.3%</td>
<td>-1.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-0.3%</td>
</tr>
</tbody>
</table>

1) Includes East and West of Hudson.
April's Rail Non-Commutation Ridership was 3.3% above 2013 and 0.2% below budget.

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>2.51</td>
<td>2.33</td>
<td>2.72</td>
<td>2.93</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>10.49</td>
</tr>
<tr>
<td>2013</td>
<td>2.66</td>
<td>2.34</td>
<td>2.87</td>
<td>2.83</td>
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<td></td>
<td>10.71</td>
</tr>
<tr>
<td>PCT CHG.</td>
<td>-5.7%</td>
<td>-0.4%</td>
<td>-5.3%</td>
<td>3.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-2.1%</td>
</tr>
</tbody>
</table>

1) Includes East and West of Hudson.
April's Total Rail Revenue was 3.4% above 2013 and 0.5% below budget.
# MTA Metro-North Railroad Ridership Summary

## April 2014

<table>
<thead>
<tr>
<th>Ticket Type/Service</th>
<th>April 2014</th>
<th>April 2013 (1)</th>
<th>Change vs. 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rail Commutation Ridership</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of Hudson</td>
<td>4,147,844</td>
<td>4,193,907</td>
<td>(46,063) -1.1%</td>
</tr>
<tr>
<td>West of Hudson</td>
<td>85,349</td>
<td>81,013</td>
<td>4,336 5.4%</td>
</tr>
<tr>
<td>Total Rail Commutation Ridership</td>
<td>4,233,193</td>
<td>4,274,920</td>
<td>(41,727) -1.0%</td>
</tr>
<tr>
<td><strong>Rail Non-Commutation Ridership</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of Hudson</td>
<td>2,870,871</td>
<td>2,779,439</td>
<td>91,432 3.3%</td>
</tr>
<tr>
<td>West of Hudson</td>
<td>54,790</td>
<td>51,870</td>
<td>2,920 5.6%</td>
</tr>
<tr>
<td>Total Rail Non-Commutation Ridership</td>
<td>2,925,661</td>
<td>2,831,309</td>
<td>94,352 3.3%</td>
</tr>
<tr>
<td><strong>Total Rail Ridership</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of Hudson</td>
<td>7,018,715</td>
<td>6,973,346</td>
<td>45,369 0.7%</td>
</tr>
<tr>
<td>West of Hudson</td>
<td>140,139</td>
<td>132,883</td>
<td>7,256 5.5%</td>
</tr>
<tr>
<td>Total Rail Ridership</td>
<td>7,158,854</td>
<td>7,106,229</td>
<td>52,625 0.7%</td>
</tr>
<tr>
<td><strong>Connecting Services Ridership</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td>46,319</td>
<td>48,748</td>
<td>(2,429) -5.0%</td>
</tr>
<tr>
<td><strong>Total MNR System Ridership</strong></td>
<td>7,205,173</td>
<td>7,154,977</td>
<td>50,196 0.7%</td>
</tr>
</tbody>
</table>

**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

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

**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

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

**Notes:**
1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.
<table>
<thead>
<tr>
<th>TICKET TYPE/SERVICE</th>
<th>2014 YTD ACTUAL</th>
<th>2014 YTD BUDGET</th>
<th>VARIANCE VS. BUDGET</th>
<th>2013 YTD RESTATED</th>
<th>CHANGE FROM 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>AMOUNT</td>
<td>PERCENT</td>
<td>AMOUNT</td>
</tr>
<tr>
<td><strong>EAST OF HUDSON</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harlem Line</td>
<td>8,623,709</td>
<td>8,898,831</td>
<td>(275,122)</td>
<td>-3.1%</td>
<td>8,711,357</td>
</tr>
<tr>
<td>Hudson Line</td>
<td>5,037,458</td>
<td>5,168,607</td>
<td>(131,149)</td>
<td>-2.5%</td>
<td>5,073,572</td>
</tr>
<tr>
<td>New Haven Line</td>
<td>12,286,564</td>
<td>12,625,317</td>
<td>(338,753)</td>
<td>-2.7%</td>
<td>12,459,528</td>
</tr>
<tr>
<td><strong>Total East of Hudson</strong></td>
<td>25,947,731</td>
<td>26,692,755</td>
<td>(745,024)</td>
<td>-2.8%</td>
<td>26,244,457</td>
</tr>
<tr>
<td><strong>WEST OF HUDSON</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Jervis Line</td>
<td>316,703</td>
<td>309,199</td>
<td>7,504</td>
<td>2.4%</td>
<td>308,149</td>
</tr>
<tr>
<td>Pascack Valley Line</td>
<td>203,893</td>
<td>190,844</td>
<td>13,049</td>
<td>6.8%</td>
<td>188,137</td>
</tr>
<tr>
<td><strong>Total West of Hudson</strong></td>
<td>520,596</td>
<td>500,043</td>
<td>20,553</td>
<td>4.1%</td>
<td>496,286</td>
</tr>
<tr>
<td><strong>TOTAL RAIL RIDERSHIP</strong></td>
<td>26,468,327</td>
<td>27,192,798</td>
<td>(724,471)</td>
<td>-2.7%</td>
<td>26,740,743</td>
</tr>
<tr>
<td><strong>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hudson Rail Link</td>
<td>122,717</td>
<td>122,323</td>
<td>394</td>
<td>0.3%</td>
<td>118,415</td>
</tr>
<tr>
<td>Haverstraw-Ossining Ferry</td>
<td>31,566</td>
<td>41,901</td>
<td>(10,335)</td>
<td>-24.7%</td>
<td>41,241</td>
</tr>
<tr>
<td>Newburgh-Beacon Ferry</td>
<td>13,507</td>
<td>21,009</td>
<td>(7,502)</td>
<td>-35.7%</td>
<td>21,009</td>
</tr>
<tr>
<td><strong>Total Connecting Services</strong></td>
<td>167,790</td>
<td>185,233</td>
<td>(17,443)</td>
<td>-9.4%</td>
<td>180,665</td>
</tr>
<tr>
<td><strong>TOTAL MNR SYSTEM</strong></td>
<td>26,636,117</td>
<td>27,378,031</td>
<td>(741,914)</td>
<td>-2.7%</td>
<td>26,921,408</td>
</tr>
</tbody>
</table>

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


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 ongoing. 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 3rd 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 3rd 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

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<th>Completions</th>
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2014 Goals

Actual as of May 31, 2014

Forecast: May 31, 2014
Police Report

June 2014
## May 2014 vs. 2013

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<th>2014</th>
<th>2013</th>
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<th>% Change</th>
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## Year to Date 2014 vs. 2013

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## May 2014 vs. 2013

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## Year to Date 2014 vs. 2013

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<tr>
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<tr>
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FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION
## INDEX CRIME REPORT
**Per Day Average**
*May 2014*

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<thead>
<tr>
<th>Crime</th>
<th>Systemwide</th>
<th>LIRR</th>
<th>MNRR</th>
<th>SIRT</th>
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<td>0</td>
</tr>
<tr>
<td>Rape</td>
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<tr>
<td>Robbery</td>
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<td>3</td>
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<tr>
<td>Fel. Assault</td>
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<tr>
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<tr>
<td>GLA</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>32</strong></td>
<td><strong>19</strong></td>
<td><strong>10</strong></td>
<td><strong>3</strong></td>
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<tr>
<td><strong>Crimes Per Day</strong></td>
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<td><strong>0.61</strong></td>
<td><strong>0.32</strong></td>
<td><strong>0.10</strong></td>
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## Arrest Classification Total Arrests

<table>
<thead>
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<tbody>
<tr>
<td>Robbery</td>
<td>22</td>
</tr>
<tr>
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<tr>
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<td>Disorderly Conduct</td>
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<tr>
<td>Drug Offenses</td>
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<td>Forgery</td>
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**Arrest Totals** 432