

**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
SUMMARY**

Metro-North Railroad's (Metro-North) financial performance compared to the 2023 Final Estimate was favorable by \$33.4 million. This favorable result was primarily due to higher operating revenues.

Metro-North's cash deficit of \$783.2 million was \$129.7 million lower than the Final Estimate, primarily due to the timing of professional and maintenance services, payroll for wage adjustments for pending union agreements, higher farebox and other operating revenues as well as lower expenses due to the timing of insurance and health insurance premiums. These were partially offset by higher materials, overtime, other business expenses and other fringe benefits due to higher employee injury claims. Excluding timing-related items, the Metro-North cash position was \$41.8 million favorable.

Total Non-Reimbursable Revenues of \$637.7 million was \$35.8 million or 5.9% higher than the Final Estimate. Farebox revenue of \$558.4 million was \$19.9 million or 3.7% favorable, reflecting higher ridership across all lines. Other operating revenue of \$79.4 million was \$15.9 million favorable versus the Final Estimate, primarily reflecting higher Grand Central Terminal (GCT) retail revenue.

Total Non-Reimbursable Expenses (before non-cash liability adjustments) total was \$1,522.8 million.

Labor Expenses of \$1,062.4 million, were \$21.9 million or 2.0% favorable versus the Final Estimate, reflecting lower health and welfare expense as well as lower payroll expense partially offset by higher overtime costs.

Non-Labor Expenses of \$460.4 million were \$24.2 million or 5.5% unfavorable compared to the Final Estimate, primarily due to higher materials and supplies expense as well as higher maintenance and operating contracts costs.

Non-Cash Liability Adjustments of \$445.8 million were \$40.8 million below the Final Estimate mainly due to the timing of year-end Actuarial Valuation Adjustments for GASB 75, partially offset by an increase in depreciation.

Total Reimbursable Revenues and Expenses totaling \$234.8 million were \$27.9 million lower than the Final Estimate primarily due to revised project scope estimates and the timing of several major initiatives.

Cash Deficit of \$783.2 million was \$129.7 million or 14.2% lower than the Final Estimate, consisting of a favorable timing variance of \$87.8 million and a favorable real variance of \$41.8 million. Cash receipts of \$1,157.5 million were \$29.2 million or 2.6% higher than the Final Estimate, comprising a \$51.3 million favorable real variance partially offset by a \$22.0 million unfavorable timing variance. The real variance is primarily due to higher than anticipated reimbursements for reimbursable projects of \$24.1 million, combined with higher farebox and other operating revenue of \$27.2 million. The unfavorable timing variance was mainly due to the timing of reimbursements for CDOT reimbursable projects.

Cash expenditures of \$1,940.7 million were \$100.4 million or 4.9% lower than the Final Estimate, of which \$109.9 million represents a favorable timing difference and \$9.4 million represents an unfavorable real variance. The favorable timing variance is primarily due to the timing of wage adjustments for pending union agreements and insurance premiums, in addition to Inter-agency

payments to MTA Headquarters for Payroll and Accounts Payable Processing, IT, and MTA Police Department. These are for services provided by MTA Headquarters in support of Metro-North's New Haven Line (NHL). The \$9.4 million unfavorable real variance is primarily due to higher materials & supplies, other business expenses and passenger claims partially offset by lower consulting and engineering services as well as lower miscellaneous maintenance & operating contracts.

**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES  
BY GENERIC CATEGORY – ACCRUAL BASIS**

**2023 ACTUALS VS FINAL ESTIMATE**

**NON-REIMBURSABLE**

**Revenue:**

- **Farebox Revenue** was \$19.9 million or 3.7% favorable, reflecting higher ridership across all lines.
  
- **Other Operating Revenue** was \$15.9 million or 25.0% higher than the Final Estimate, reflecting increased net Grand Central Terminal (GCT) retail, advertising, and station revenues.

**Expense:**

- **Payroll** was \$9.7 million or 1.6% favorable to the Final Estimate, reflecting revised wage assumptions.
  
- **Overtime** was \$11.0 million or 11.6% unfavorable to the Final Estimate, reflecting coverage for vacant positions.
  
- **Health and Welfare** was \$12.6 million or 8.9% favorable to the Final Estimate, reflecting lower rates.
  
- **OPEB Current Payment** was \$0.7 million or 1.5% favorable to the Final Estimate, reflecting fewer retirees receiving healthcare premiums.
  
- **Pensions** was \$3.0 million or 2.3% below the Final Estimate, reflecting the latest actuarial estimate.
  
- **Other Fringe Benefits** was \$4.7 million or 3.3% favorable to the Final Estimate, reflecting lower rates and employee claims.
  
- **Reimbursable Overhead** was \$2.1 million or 2.7% favorable to the Final Estimate, due to higher activity on various capital projects.
  
- **Electric Power** was \$6.5 million or 7.0% favorable to the Final Estimate, primarily due to lower rates.
  
- **Fuel** was \$0.9 million or 3.5% unfavorable to the Final Estimate, primarily due to higher rates.
  
- **Insurance** was essentially flat versus the Final Estimate.
  
- **Claims** was \$3.4 million unfavorable to the Final Estimate, based on higher passenger claims.

- **Maintenance and Other Operating Contracts** was unfavorable to the Final Estimate by \$10.9 million or 8.9%, reflecting the timing of miscellaneous maintenance and operating contracts.
- **Professional Service Contracts** was \$3.0 million or 6.4% favorable to the Final Estimate due to lower than anticipated consulting and engineering services costs.
- **Materials & Supplies** was \$13.4 million or 13.2% unfavorable to the Final Estimate due to higher usage.
- **Other Business Expenses** was \$4.9 million or 18.7% higher than the Final Estimate, due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and capital project write-offs, partially offset by a reduction to bad debt reserves for GCT tenants and lower miscellaneous expenses.
- **Depreciation** was \$38.3 million or 12.5% unfavorable to the Final Estimate, reflecting higher capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** was \$7.7 million, or 11.7%, favorable to the Final Estimate, based on the year-end Actuarial Valuation Report.
- **Environmental Remediation** was \$0.6 million or 15.9% unfavorable to the Final Estimate, reflecting the timing of projects requiring remediation.
- **GASB 75 OPEB Adjustment** was \$80.3 million or 68.9% favorable to the Final Estimate, based upon the year-end Actuarial Valuation Report.
- **GASB 87 Lease Adjustment** was \$1.4 million or \$7.6 million unfavorable to the Final Estimate, reflecting the timing of lease accounting adjustments for public sector entities.
- **GASB 96 SBITA Adjustment** was \$0.7 million unfavorable to the Final Estimate, reflecting the timing of Subscription-Based Information Technology Arrangements (SBITA) adjustments for public sector entities.

## REIMBURSABLE

**Total Capital and Other Reimbursements** of \$234.8 million were \$27.9 million lower than the Final Estimate of \$262.6 million. Labor expenses (including fringe benefits and reimbursable overhead) totaling \$190.8 million were \$11.4 million or 5.7% lower than the Final Estimate, while non-labor expenditures of \$43.9 million were \$16.4 million or 27.2% lower than the Final Estimate, primarily due to revised project scope estimates and the timing of several major initiatives.

## 2023 ACTUALS vs. ADOPTED BUDGET

### NON-REIMBURSABLE

Metro-North's financial performance compared to the 2023 Adopted Budget was favorable by \$27.0 million. This favorable result was due to higher operating revenues partially offset by higher non-reimbursable payroll and overtime labor costs.

Total non-reimbursable revenue of \$637.7 million was \$62.1 million favorable to the Adopted Budget. Farebox revenue of \$558.4 million was \$50.0 million higher than the Adopted Budget, reflecting increased ridership across all East of Hudson lines. Other operating revenue of \$79.4 million was \$12.1 million higher than the Adopted Budget, primarily reflecting higher net Grand Central Terminal (GCT) retail income as well as increased advertising.

Non-reimbursable labor expenses of \$1,062.4 million were \$42.7 million higher than the Adopted Budget, reflecting higher payroll and overtime costs, lower reimbursable recoveries due to scheduling and timing changes in capital project expenditures, and higher health and welfare expenses.

Non-reimbursable non-labor expenses of \$460.4 million were \$7.6 million lower than the Adopted Budget, due to lower energy costs partially offset by increased other business expense.

Non-Cash Liability Adjustments of \$445.8 million were \$59.8 million above the Adopted Budget mainly due to a higher GASB 68 pension adjustment and depreciation expense, partially offset by a lower GASB 75 adjustment based upon the year-end Actuarial Valuation Report.

Further details by the generic cost category follow.

### NON-REIMBURSABLE

#### Revenue:

- **Farebox Revenue** was \$50.0 million or 9.8% higher than the Adopted Budget, primarily due to increased ridership across all East of Hudson lines.
- **Other Operating Revenue** was \$12.1 million or 18.0% higher than the Adopted Budget, primarily reflecting higher net Grand Central Terminal (GCT) retail income as well as increased advertising.

#### Expense:

- **Payroll** was \$15.0 million or 2.6% higher than the Adopted Budget, primarily due to lower than budgeted capital work partially offset by lower hiring.
- **Overtime** was \$10.8 million or 11.4% higher than the Adopted Budget, reflecting coverage for vacant positions.
- **Health and Welfare** was \$6.5 million or 5.3% unfavorable to the Adopted Budget due to higher labor costs.
- **OPEB Current Payment** was \$2.3 million or 4.9% unfavorable to the Adopted Budget, reflecting a higher than projected number of retirees.
- **Pensions** was \$1.4 million or 1.2% unfavorable to the Adopted Budget, reflecting the latest actuarial estimate.

- **Other Fringe Benefits** was \$3.7 million or 2.6% favorable to the Adopted Budget, reflecting lower rates and employee claims provision than budgeted, partially offset by higher labor costs.
- **Reimbursable Overhead** was \$10.4 million or 11.8% unfavorable to the Adopted Budget, reflecting lower than expected activity on capital projects.
- **Electric Power** was \$15.4 million or 15.3% favorable to the Adopted Budget, primarily due to lower electric usage and rates.
- **Fuel** was \$6.6 million or 19.4% favorable to the Adopted Budget, primarily due to lower fuel rates and usage.
- **Insurance** was \$4.9 million or 20.6% favorable to the Adopted Budget, based on lower premiums.
- **Claims** was \$3.4 million unfavorable to the Adopted Budget due to changes to claim provision estimates.
- **Maintenance and Other Operating Contracts** was \$4.6 million or 3.6% unfavorable to the Adopted Budget, primarily due to the timing of expenses for miscellaneous maintenance and operating contracts.
- **Professional Service Contracts** was \$2.0 million or 4.3% favorable to the Adopted Budget, due to lower than anticipated consulting and engineering services.
- **Materials & Supplies** was \$4.3 million or 3.9% unfavorable to the Adopted Budget, primarily due to miscellaneous material adjustments and the timing of infrastructure repairs partially offset by the timing of rolling stock maintenance events and rolling stock material usage.
- **Other Business Expenses** was \$9.0 million or 40.2% higher than the Adopted Budget, primarily due to higher catch-up subsidy payments to New Jersey Transit resulting from inflationary adjustments, capital project write-offs, higher credit card fees, and lower than expected expense recoveries for operation and maintenance of M8 rail cars in Shore Line East Service, partially offset by a reduction to bad debt reserves for GCT tenants.
- **Depreciation** was \$46.0 million or 15.4% unfavorable to the Adopted Budget, reflecting higher capitalization of assets than the budget due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** was \$46.7 million unfavorable to the Adopted Budget, based upon the year-end Actuarial Valuation Report.
- **Environmental Remediation** was \$0.6 million or 15.9% unfavorable to the Adopted Budget, reflecting the timing of projects requiring remediation.
- **GASB 75 OPEB Adjustment** was \$33.6 million or 48.1% favorable to the Adopted Budget, based upon the year-end Actuarial Valuation Report.
- **GASB 87 Lease Adjustment** was \$0.7 million or 32.4% favorable to the Adopted Budget, reflecting the timing of lease accounting adjustments for public sector entities.

- **GASB 96 SBITA Adjustment** was \$0.7 million unfavorable to the Adopted Budget reflecting the timing of Subscription-Based Information Technology Arrangements (SBITA) adjustments for public sector entities.

## **REIMBURSABLE**

**Total Capital and Other Reimbursements** totaling \$234.8 million were \$97.7 million lower than the Adopted Budget. Labor expenses, including fringe benefits and overhead recovery, were \$58.5 million lower than the Adopted Budget while non-payroll expenditures were \$39.2 million lower than the Adopted Budget, primarily due to revised project scope estimates and the timing of several major initiatives.

**MTA METRO NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

SCHEDULE I-A

**NON-REIMBURSABLE**

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$508.372	\$538.462	\$558.352	\$49.981	9.8	\$19.890	3.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	67.263	63.523	79.389	12.126	18.0	15.866	25.0
<i>Capital &amp; Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$575.635</b>	<b>\$601.985</b>	<b>\$637.741</b>	<b>\$62.106</b>	<b>10.8</b>	<b>\$35.756</b>	<b>5.9</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$577.475	\$602.166	\$592.477	(\$15.001)	(2.6)	\$9.689	1.6
Overtime	94.939	94.728	105.726	(10.787)	(11.4)	(10.998)	(11.6)
Health and Welfare	122.575	141.665	129.079	(6.504)	(5.3)	12.586	8.9
OPEB Current Payment	46.000	49.000	48.253	(2.253)	(4.9)	0.747	1.5
Pensions	125.254	129.738	126.697	(1.443)	(1.2)	3.041	2.3
Other Fringe Benefits	142.192	143.160	138.452	3.740	2.6	4.708	3.3
Reimbursable Overhead	(88.707)	(76.192)	(78.283)	(10.425)	(11.8)	2.091	2.7
<b>Total Labor</b>	<b>\$1,019.728</b>	<b>\$1,084.265</b>	<b>\$1,062.401</b>	<b>(\$42.673)</b>	<b>(4.2)</b>	<b>\$21.864</b>	<b>2.0</b>
<i>Non-Labor:</i>							
Electric Power	\$101.008	\$92.027	\$85.571	\$15.437	15.3	\$6.455	7.0
Fuel	33.996	26.479	27.402	6.594	19.4	(0.923)	(3.5)
Insurance	24.023	19.010	19.084	4.939	20.6	(0.074)	(0.4)
Claims	1.000	1.000	4.403	(3.403)	*	(3.403)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	128.872	122.582	133.510	(4.638)	(3.6)	(10.928)	(8.9)
Professional Service Contracts	46.035	47.061	44.035	2.000	4.3	3.027	6.4
Materials & Supplies	110.752	101.665	115.068	(4.316)	(3.9)	(13.403)	(13.2)
Other Business Expenses	22.363	26.424	31.364	(9.001)	(40.2)	(4.940)	(18.7)
<b>Total Non-Labor</b>	<b>\$468.050</b>	<b>\$436.249</b>	<b>\$460.437</b>	<b>\$7.612</b>	<b>1.6</b>	<b>(\$24.188)</b>	<b>(5.5)</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1,487.778</b>	<b>\$1,520.514</b>	<b>\$1,522.838</b>	<b>(\$35.060)</b>	<b>(2.4)</b>	<b>(\$2.324)</b>	<b>(0.2)</b>
Depreciation	\$298.566	\$306.305	\$344.591	(\$46.025)	(15.4)	(\$38.285)	(12.5)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	11.610	66.010	58.310	(46.700)	*	7.700	11.7
Environmental Remediation	4.000	4.000	4.635	(0.635)	(15.9)	(0.635)	(15.9)
GASB 75 Adjustment	69.844	116.518	36.251	33.593	48.1	80.267	68.9
GASB 87 Lease Adjustment	2.032	(6.189)	1.374	0.658	32.4	(7.562)	*
GASB 96 SBITA Adjustment	0.000	0.000	0.678	(0.678)	-	(0.678)	-
<b>Total Expenses</b>	<b>\$1,873.829</b>	<b>\$2,007.158</b>	<b>\$1,968.676</b>	<b>(\$94.847)</b>	<b>(5.1)</b>	<b>\$38.482</b>	<b>1.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,298.194)</b>	<b>(\$1,405.173)</b>	<b>(\$1,330.935)</b>	<b>(\$32.741)</b>	<b>(2.5)</b>	<b>\$74.238</b>	<b>5.3</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$298.566	\$306.305	\$344.591	\$46.025	15.4	\$38.285	12.5
Operating/Capital	(74.696)	(32.474)	(28.831)	45.865	61.4	3.643	11.2
Other Cash Adjustments	19.685	218.453	231.954	212.269	*	13.501	6.2
<b>Total Cash Conversion Adjustments</b>	<b>\$243.555</b>	<b>\$492.284</b>	<b>\$547.713</b>	<b>\$304.158</b>	<b>*</b>	<b>\$55.429</b>	<b>11.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,054.639)</b>	<b>(\$912.889)</b>	<b>(\$783.222)</b>	<b>\$271.417</b>	<b>25.7</b>	<b>\$129.667</b>	<b>14.2</b>

**Notes:**  
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.



**MTA METRO NORTH RAILROAD  
2023 YEAR-END REPORT  
2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
(\$ in millions)**

SCHEDULE I-B

<b>REIMBURSABLE</b>
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	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital &amp; Other Reimbursements:</i>							
MTA	187.640	125.821	115.742	(71.898)	(38.3)	(10.079)	(8.0)
CDOT	131.955	120.119	100.537	(31.418)	(23.8)	(19.583)	(16.3)
Other	12.857	16.699	18.483	5.625	43.8	1.784	10.7
Total Capital and Other Reimbursements	332.452	262.639	234.761	(97.691)	(29.4)	(27.878)	(10.6)
<b>Total Revenue</b>	<b>\$332.452</b>	<b>\$262.639</b>	<b>\$234.761</b>	<b>(\$97.691)</b>	<b>(29.4)</b>	<b>(\$27.878)</b>	<b>(10.6)</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$66.280	\$47.240	\$42.500	\$23.780	35.9	\$4.739	10.0
Overtime	34.204	30.049	28.812	5.392	15.8	1.237	4.1
Health and Welfare	23.970	20.986	19.212	4.758	19.8	1.774	8.5
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	18.479	13.206	12.020	6.459	35.0	1.186	9.0
Other Fringe Benefits	18.156	13.945	12.751	5.405	29.8	1.194	8.6
Reimbursable Overhead	88.223	76.858	75.545	12.679	14.4	1.313	1.7
<b>Total Labor</b>	<b>\$249.312</b>	<b>\$202.284</b>	<b>\$190.840</b>	<b>\$58.472</b>	<b>23.5</b>	<b>\$11.444</b>	<b>5.7</b>
<i>Non-Labor:</i>							
Electric Power	\$0.000	\$0.017	\$0.245	(\$0.245)	-	(\$0.228)	*
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	1.885	1.090	1.105	0.780	41.4	(0.014)	(1.3)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	19.384	23.285	13.734	5.650	29.1	9.552	41.0
Professional Service Contracts	38.322	11.026	4.889	33.433	87.2	6.137	55.7
Materials & Supplies	23.549	24.809	23.631	(0.082)	(0.3)	1.178	4.7
Other Business Expenses	0.000	0.128	0.318	(0.318)	-	(0.190)	*
<b>Total Non-Labor</b>	<b>\$83.140</b>	<b>\$60.355</b>	<b>\$43.921</b>	<b>\$39.219</b>	<b>47.2</b>	<b>\$16.433</b>	<b>27.2</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$332.452</b>	<b>\$262.639</b>	<b>\$234.761</b>	<b>\$97.691</b>	<b>29.4</b>	<b>\$27.878</b>	<b>10.6</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$332.452</b>	<b>\$262.639</b>	<b>\$234.761</b>	<b>\$97.691</b>	<b>29.4</b>	<b>\$27.878</b>	<b>10.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

**Notes:**

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-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**(\$ in millions)**

SCHEDULE I-C

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>
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	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$508.372	\$538.462	\$558.352	\$49.981	9.8	\$19.890	3.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	67.263	63.523	79.389	12.126	18.0	15.866	25.0
<i>Capital &amp; Other Reimbursements:</i>							
MTA	187.640	125.821	115.742	(71.898)	(38.3)	(10.079)	(8.0)
CDOT	131.955	120.119	100.537	(31.418)	(23.8)	(19.583)	(16.3)
Other	12.857	16.699	18.483	5.625	43.8	1.784	10.7
Total Capital and Other Reimbursements	332.452	262.639	234.761	(97.691)	(29.4)	(27.878)	(10.6)
<b>Total Revenue</b>	<b>\$908.087</b>	<b>\$864.624</b>	<b>\$872.502</b>	<b>(\$35.585)</b>	<b>(3.9)</b>	<b>\$7.878</b>	<b>0.9</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$643.756	\$649.405	\$634.977	\$8.778	1.4	\$14.428	2.2
Overtime	129.143	124.777	134.538	(5.395)	(4.2)	(9.761)	(7.8)
Health and Welfare	146.545	162.651	148.291	(1.746)	(1.2)	14.360	8.8
OPEB Current Payment	46.000	49.000	48.253	(2.253)	(4.9)	0.747	1.5
Pensions	143.732	142.944	138.717	5.015	3.5	4.227	3.0
Other Fringe Benefits	160.348	157.105	151.203	9.145	5.7	5.902	3.8
Reimbursable Overhead	(0.484)	0.666	(2.738)	2.254	*	3.405	*
<b>Total Labor</b>	<b>\$1,269.040</b>	<b>\$1,286.549</b>	<b>\$1,253.241</b>	<b>\$15.799</b>	<b>1.2</b>	<b>\$33.309</b>	<b>2.6</b>
<i>Non-Labor:</i>							
Electric Power	\$101.008	\$92.043	\$85.816	\$15.192	15.0	\$6.227	6.8
Fuel	33.996	26.479	27.402	6.594	19.4	(0.923)	(3.5)
Insurance	25.908	20.100	20.189	5.719	22.1	(0.089)	(0.4)
Claims	1.000	1.000	4.403	(3.403)	*	(3.403)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	148.257	145.868	147.244	1.013	0.7	(1.376)	(0.9)
Professional Service Contracts	84.357	58.087	48.924	35.433	42.0	9.164	15.8
Materials & Supplies	134.301	126.474	138.699	(4.398)	(3.3)	(12.225)	(9.7)
Other Business Expenses	22.363	26.552	31.682	(9.319)	(41.7)	(5.130)	(19.3)
<b>Total Non-Labor</b>	<b>\$551.190</b>	<b>\$496.604</b>	<b>\$504.359</b>	<b>\$46.832</b>	<b>8.5</b>	<b>(\$7.755)</b>	<b>(1.6)</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1,820.230</b>	<b>\$1,783.153</b>	<b>\$1,757.599</b>	<b>\$62.631</b>	<b>3.4</b>	<b>\$25.554</b>	<b>1.4</b>
Depreciation	\$298.566	\$306.305	\$344.591	(\$46.025)	(15.4)	(\$38.285)	(12.5)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	11.610	66.010	58.310	(46.700)	*	7.700	11.7
Environmental Remediation	4.000	4.000	4.635	(0.635)	(15.9)	(0.635)	(15.9)
GASB 75 Adjustment	69.844	116.518	36.251	33.593	48.1	80.267	68.9
GASB 87 Lease Adjustment	2.032	(6.189)	1.374	0.658	32.4	(7.562)	-
GASB 96 SBITA Adjustment	0.000	0.000	0.678	(0.678)	-	(0.678)	-
<b>Total Expenses</b>	<b>\$2,206.281</b>	<b>\$2,269.797</b>	<b>\$2,203.437</b>	<b>\$2.844</b>	<b>0.1</b>	<b>\$66.360</b>	<b>2.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,298.194)</b>	<b>(\$1,405.173)</b>	<b>(\$1,330.935)</b>	<b>(\$32.741)</b>	<b>(2.5)</b>	<b>\$74.238</b>	<b>5.3</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$298.566	\$306.305	\$344.591	\$46.025	15.4	\$38.285	12.5
Operating/Capital	(74.696)	(32.474)	(28.831)	45.865	61.4	3.643	11.2
Other Cash Adjustments	19.685	218.453	231.954	212.269	*	13.501	6.2
<b>Total Cash Conversion Adjustments</b>	<b>243.555</b>	<b>492.284</b>	<b>547.713</b>	<b>\$304.158</b>	<b>*</b>	<b>\$55.429</b>	<b>11.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,054.639)</b>	<b>(\$912.889)</b>	<b>(\$783.222)</b>	<b>\$271.417</b>	<b>25.7</b>	<b>\$129.667</b>	<b>14.2</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

**2023 ACTUALS VS FINAL ESTIMATE**

**RECEIPTS**

- **Farebox Revenue** was \$17.4 million or 3.3% higher than the Final Estimate, primarily reflecting higher farebox revenue across all East of Hudson lines.
- **Other Operating Revenue** was \$11.1 million or 3.2% above the Final Estimate, primarily due to higher net GCT retail and miscellaneous revenues.
- **Capital and Other Reimbursements** were \$0.7 million higher than the Final Estimate, mostly due to a favorable real variance from reimbursements from MTA of \$15.9 million and CDOT of \$11.3 million for capital related project activity. This favorable real variance is partially offset by an unfavorable timing variance of \$23.4 million from CDOT, which is primarily due to timing of cash receipts of capital related project activity.

**EXPENDITURES**

- **Payroll** was \$19.6 million or 3.1% favorable to the Final Estimate, due to a favorable timing variance reflecting wage adjustments for pending union agreements combined with a favorable real variance reflecting the net impact of hiring and attrition offset by inter-agency payroll.
- **Overtime** was \$5.5 million or 4.3% unfavorable to the Final Estimate, due to a real variance reflecting coverage for vacant positions partially offset by the timing of wage adjustments for pending union agreements.
- **Health and Welfare** was \$9.1 million or 5.1% favorable to the Final Estimate, reflecting lower health insurance rates as well as the timing of payments for health insurance premiums.
- **OPEB Current Payment** was \$0.4 million or 0.8% favorable to the Final Estimate, reflecting a lower number of retirees receiving healthcare premiums.
- **Pensions** was essentially flat to the Final Estimate.
- **Other Fringe Benefits** was \$4.0 million or 2.6% unfavorable to the Final Estimate, representing a real variance driven by higher employee claim payments and inter-agency payroll taxes, partially offset by a favorable timing variance for fringe benefits associated with the wage adjustments for pending union agreements.
- **Electric Power** was \$0.5 million or 0.5% favorable to the Final Estimate, primarily due to lower rates.
- **Fuel** was \$3.1 million or 11.7% unfavorable to the Final Estimate, primarily due to prior year invoices paid this year.
- **Insurance** was \$10.3 million or 32.1% favorable to the Final Estimate, due to the timing of premium payments combined with lower insurance premiums.

- **Claims** was \$3.1 million unfavorable to the Final Estimate, representing a real variance reflecting higher passenger injury claim settlements.
- **Maintenance and Other Operating Contracts** was \$48.6 million or 27.2% favorable to the Final Estimate, reflecting the timing of payments for MTAPD allocations and real estate management services combined with a real variance representing lower miscellaneous maintenance and other operating contracts.
- **Professional Service Contracts** was \$59.2 million or 57.1% favorable to the Final Estimate, reflecting a favorable timing variance of \$44.1 million, which represents the timing of payments for the NHL allocation for MTA BSC and IT combined with a favorable real variance of \$15.2 million, reflecting lower consulting and engineering services costs.
- **Materials and Supplies** was \$26.4 million or 21.8% unfavorable to the Final Estimate, due to an unfavorable real variance representing higher payments for rolling stock and infrastructure materials.
- **Other Business Expenses** was \$5.1 million or 9.1% unfavorable to the Final Estimate, reflecting an unfavorable real variance of \$8.2 million which represents higher subsidy payments to New Jersey Transit resulting from inflationary adjustments, partially offset by a favorable timing variance of \$3.1 million for Passenger Rail Investment and Improvement Act (PRIIAA) Hudson Line Operating costs to reimbursed to the MTA.

The cash receipts and expenditures activity noted above resulted in a net cash deficit of \$783.2 million, which was \$129.7 million or 14.2% favorable to the Final Estimate.

## 2023 ACTUALS vs. ADOPTED BUDGET

### RECEIPTS

- **Farebox Revenue** was \$45.0 million or 9.1% favorable to the Adopted Budget, primarily due to an increase in ridership across all East of Hudson lines.
- **Other Operating Revenue** was \$282.2 million favorable to the Adopted Budget, primarily due to the transfer of Other Local Subsidy Resources to cover 2023 and 2024 MTA-sponsored pension plan expenses and a settlement from a Grand Central Terminal tenant for early termination of their lease.
- **Capital and Other Reimbursements** were \$69.1 million or 20.8% lower than the Adopted Budget, reflecting scheduling changes in capital project activity.

### EXPENDITURES

- **Payroll** was \$38.4 million or 5.8% favorable to the Adopted Budget, primarily due to the timing of wage adjustments for pending union agreements combined with the net impact of hiring and attrition, partially offset by an unfavorable variance driven by inter-agency payroll.
- **Overtime** was \$0.6 million or 0.5% unfavorable to the Adopted Budget, reflecting coverage for vacant positions.
- **Health & Welfare** was \$11.1 million or 7.0% unfavorable to the Adopted Budget, primarily reflecting higher rates.

- **OPEB Current Payment** was \$2.6 million or 5.6% unfavorable to the Adopted Budget, primarily due to a higher than planned number of retirees receiving healthcare coverage.
- **Pensions** was \$134.9 million or 93.7% higher than the Adopted Budget, reflecting a prepayment of the 2024 Defined Pension Plan.
- **Other Fringe Benefits** was \$4.8 million or 3.0% lower than the Adopted Budget, primarily due to lower rates and labor costs.
- **Electric Power** was \$9.4 million or 9.1% lower than the Adopted Budget, primarily due to lower electric rates and usage.
- **Fuel** was \$4.4 million or 13.0% lower than the Adopted Budget, primarily due to lower fuel rates and usage.
- **Insurance** was \$5.5 million or 20.1% favorable to the Adopted Budget, primarily due to the timing of premium payments.
- **Claims** was \$3.1 million higher than the Adopted Budget, due to higher than budgeted passenger injury settlements.
- **Maintenance and Other Operating Contracts** was \$59.1 million or 31.2% lower than the Adopted Budget, reflecting the timing of payments for MTAPD, the rescheduling of project activity, and the timing of real estate management services as well as other miscellaneous maintenance and other operating contracts.
- **Professional Service Contracts** was \$49.3 million or 52.6% favorable to the Adopted Budget, reflecting the rescheduling of capital activity and lower than anticipated consulting and engineering services.
- **Materials and Supplies** was \$2.1 million or 1.4% lower than the Adopted Budget, due to the rescheduling of project activity and the timing of rolling stock maintenance events and rolling stock material usage.
- **Other Business Expenses** was \$7.5 million or 13.8% unfavorable to the Adopted Budget, reflecting higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher miscellaneous expenses.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$783.2 million, \$271.4 million or 25.7% lower than the Adopted Budget.

**MTA METRO NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$492.974	\$520.578	\$537.970	\$44.996	9.1	\$17.392	3.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	73.974	345.056	356.191	282.217	*	11.135	3.2
<i>Capital &amp; Other Reimbursements:</i>							
MTA	187.640	125.821	141.704	(45.936)	(24.5)	15.883	12.6
CDOT	131.955	120.119	108.080	(23.875)	(18.1)	(12.039)	(10.0)
Other	12.857	16.699	13.556	0.699	5.4	(3.143)	(18.8)
Total Capital and Other Reimbursements	332.452	262.639	263.340	(69.112)	(20.8)	0.701	0.3
<b>Total Receipts</b>	<b>\$899.401</b>	<b>\$1,128.273</b>	<b>\$1,157.501</b>	<b>\$258.100</b>	<b>28.7</b>	<b>\$29.228</b>	<b>2.6</b>
<b>Expenditures</b>							
<i>Labor:</i>							
Payroll	\$657.818	\$639.032	\$619.435	\$38.383	5.8	\$19.597	3.1
Overtime	134.261	129.363	134.885	(0.624)	(0.5)	(5.522)	(4.3)
Health and Welfare	157.917	178.057	169.000	(11.083)	(7.0)	9.057	5.1
OPEB Current Payment	46.000	49.000	48.594	(2.594)	(5.6)	0.406	0.8
Pensions	143.915	278.815	278.778	(134.863)	(93.7)	0.037	0.0
Other Fringe Benefits	160.931	152.148	156.149	4.782	3.0	(4.001)	(2.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(0.000)	0.000	0.000	(0.000)	(100.0)	0.000	100.0
<b>Total Labor</b>	<b>\$1,300.842</b>	<b>\$1,426.416</b>	<b>\$1,406.841</b>	<b>(\$105.999)</b>	<b>(8.1)</b>	<b>\$19.575</b>	<b>1.4</b>
<i>Non-Labor:</i>							
Electric Power	\$103.667	\$94.703	\$94.235	\$9.432	9.1	\$0.468	0.5
Fuel	\$33.996	\$26.479	\$29.589	4.407	13.0	(3.110)	(11.7)
Insurance	\$27.267	\$32.086	\$21.774	5.493	20.1	10.312	32.1
Claims	\$1.146	\$1.146	\$4.261	(3.115)	*	(3.115)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	189.341	178.841	130.226	59.115	31.2	48.615	27.2
Professional Service Contracts	93.797	103.708	44.470	49.327	52.6	59.238	57.1
Materials & Supplies	149.695	121.146	147.548	2.147	1.4	(26.402)	(21.8)
Other Business Expenditures	54.289	56.636	61.779	(7.490)	(13.8)	(5.143)	(9.1)
<b>Total Non-Labor</b>	<b>\$653.198</b>	<b>\$614.746</b>	<b>\$533.882</b>	<b>\$119.316</b>	<b>18.3</b>	<b>\$80.864</b>	<b>13.2</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,954.040</b>	<b>\$2,041.162</b>	<b>\$1,940.723</b>	<b>\$13.317</b>	<b>0.7</b>	<b>\$100.439</b>	<b>4.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,054.639)</b>	<b>(\$912.889)</b>	<b>(\$783.222)</b>	<b>\$271.417</b>	<b>25.7</b>	<b>\$129.667</b>	<b>14.2</b>
<b>Subsidies</b>							
MTA	\$787.675	\$648.817	\$656.725	(\$130.950)	(16.6)	\$7.908	1.2
CDOT	266.964	264.072	269.078	2.114	0.8	5.006	1.9
<b>Total Subsidies</b>	<b>\$1,054.639</b>	<b>\$912.889</b>	<b>\$925.803</b>	<b>(\$128.836)</b>	<b>(12.2)</b>	<b>\$12.914</b>	<b>1.4</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>0.000</b>	<b>1.813</b>	<b>1.813</b>	<b>-</b>	<b>1.813</b>	<b>100.0</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2023			Favorable/(Unfavorable) Variance			
	Adopted	Final Estimate	Actual	Adopted Budget		Final Estimate	
	Budget			\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	(\$15.397)	(\$17.884)	(\$20.382)	(\$4.985)	(32.4)	(\$2.498)	(14.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	6.711	281.533	276.802	270.091	*	(4.730)	(1.7)
<i>Capital &amp; Other Reimbursements:</i>							
MTA	0.000	(0.000)	25.962	25.962	-	25.962	*
CDOT	0.000	0.000	7.543	7.543	-	7.543	*
Other	0.000	(0.000)	(4.927)	(4.927)	-	(4.927)	*
Total Capital and Other Reimbursements	0.000	0.000	28.579	28.579	-	28.579	*
<b>Total Receipts</b>	<b>(\$8.686)</b>	<b>\$263.649</b>	<b>\$284.999</b>	<b>\$293.685</b>	<b>*</b>	<b>\$21.350</b>	<b>8.1</b>
<b>Expenditures</b>							
<i>Labor:</i>							
Payroll	(\$14.063)	\$10.373	\$15.542	\$29.605	*	\$5.169	49.8
Overtime	(5.118)	(4.586)	(0.347)	4.771	93.2	4.239	92.4
Health and Welfare	(11.372)	(15.406)	(20.709)	(9.337)	(82.1)	(5.303)	(34.4)
OPEB Current Payment	0.000	0.000	(0.341)	(0.341)	-	(0.341)	*
Pensions	(0.183)	(135.871)	(140.061)	(139.878)	*	(4.190)	(3.1)
Other Fringe Benefits	(0.583)	4.956	(4.946)	(4.363)	*	(9.902)	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(0.484)	0.666	(2.738)	(2.254)	*	(3.405)	*
<b>Total Labor</b>	<b>(\$31.803)</b>	<b>(\$139.867)</b>	<b>(\$153.600)</b>	<b>(\$121.798)</b>	<b>*</b>	<b>(\$13.733)</b>	<b>(9.8)</b>
<i>Non-Labor:</i>							
Electric Power	(\$2.659)	(\$2.659)	(\$8.419)	(\$5.759)	*	(\$5.759)	*
Fuel	\$0.000	\$0.000	(\$2.187)	(2.187)	-	(2.187)	*
Insurance	(1.358)	(11.986)	(1.585)	(0.227)	(16.7)	10.401	86.8
Claims	(0.146)	(0.146)	0.142	0.288	*	0.288	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(41.085)	(32.973)	17.018	58.102	*	49.991	*
Professional Service Contracts	(9.440)	(45.620)	4.454	13.894	*	50.074	*
Materials & Supplies	(15.393)	5.328	(8.849)	6.545	42.5	(14.176)	*
Other Business Expenditures	(31.926)	(30.084)	(30.097)	1.829	5.7	(0.013)	0.0
<b>Total Non-Labor</b>	<b>(\$102.008)</b>	<b>(\$118.142)</b>	<b>(\$29.523)</b>	<b>\$72.485</b>	<b>71.1</b>	<b>\$88.618</b>	<b>75.0</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>(\$133.811)</b>	<b>(\$258.009)</b>	<b>(\$183.124)</b>	<b>(\$49.313)</b>	<b>(36.9)</b>	<b>\$74.885</b>	<b>29.0</b>
Depreciation	\$298.566	\$306.305	\$344.591	\$46.025	15.4	\$38.285	12.5
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	11.610	66.010	58.310	46.700	*	(7.700)	(11.7)
Environmental Remediation	4.000	4.000	4.635	0.635	15.9	0.635	15.9
GASB75 Adjustment	69.844	116.518	36.251	(33.593)	(48.1)	(80.267)	(68.9)
GASB87 Lease Adjustment	2.032	(6.189)	1.374	(0.658)	(32.4)	7.562	*
GASB 96 SBITA Adjustment	0.000	0.000	0.678	0.678	-	0.678	-
<b>Total Expenditures Adjustments</b>	<b>\$386.051</b>	<b>\$486.644</b>	<b>\$445.838</b>	<b>\$59.787</b>	<b>15.5</b>	<b>(\$40.806)</b>	<b>(8.4)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$243.555</b>	<b>\$492.284</b>	<b>\$547.713</b>	<b>\$304.158</b>	<b>*</b>	<b>\$55.429</b>	<b>11.3</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 CASH RESULTS - FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b><u>Receipts</u></b>					
Farebox Revenue	\$520.6	\$538.0	\$17.4	\$17.4	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	345.1	356.2	11.1	9.8	1.3
Capital and Other Reimbursements	262.6	263.3	0.7	24.1	(23.4)
<b>Total Receipts</b>	<b>1,128.3</b>	<b>1,157.5</b>	<b>29.2</b>	<b>51.3</b>	<b>(22.0)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	\$639.0	\$619.4	\$19.6	\$6.6	\$13.0
Overtime	129.4	134.9	(5.5)	(8.8)	3.2
Health and Welfare	178.1	169.0	9.1	8.1	1.0
OPEB Current Payment	49.0	48.6	0.4	0.4	0.0
Pensions	278.8	278.8	0.0	0.0	0.0
Other Fringe Benefits	152.1	156.1	(4.0)	(7.4)	3.4
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>1,426.4</b>	<b>1,406.8</b>	<b>19.6</b>	<b>(1.0)</b>	<b>20.6</b>
Non-Labor:					
Electric Power	94.7	94.2	0.5	0.5	0.0
Traction Power	78.2	76.7	1.5	1.5	0.0
Non-Traction Power	16.5	17.5	(1.1)	(1.1)	0.0
Fuel	26.5	29.6	(3.1)	(3.1)	0.0
Revenue Vehicle Fuel	21.8	24.5	(2.7)	(2.7)	0.0
Non-Revenue Fuel	4.7	5.1	(0.4)	(0.4)	0.0
Insurance	32.1	21.8	10.3	2.2	8.1
Claims	1.1	4.3	(3.1)	(3.1)	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	178.8	130.2	48.6	14.6	34.0
Professional Service Contracts	103.7	44.5	59.2	15.2	44.1
Materials & Supplies	121.1	147.5	(26.4)	(26.4)	0.0
Other Business Expenses	56.6	61.8	(5.1)	(8.2)	3.1
<b>Total Non-Labor Expenditures</b>	<b>614.7</b>	<b>533.9</b>	<b>80.9</b>	<b>(8.4)</b>	<b>89.3</b>
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Expenditures</b>	<b>2,041.2</b>	<b>1,940.7</b>	<b>100.4</b>	<b>(9.4)</b>	<b>109.9</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$912.9)</b>	<b>(\$783.2)</b>	<b>\$129.7</b>	<b>\$41.8</b>	<b>\$87.8</b>

Totals may not agree due to rounding.  
Results are subject to audit



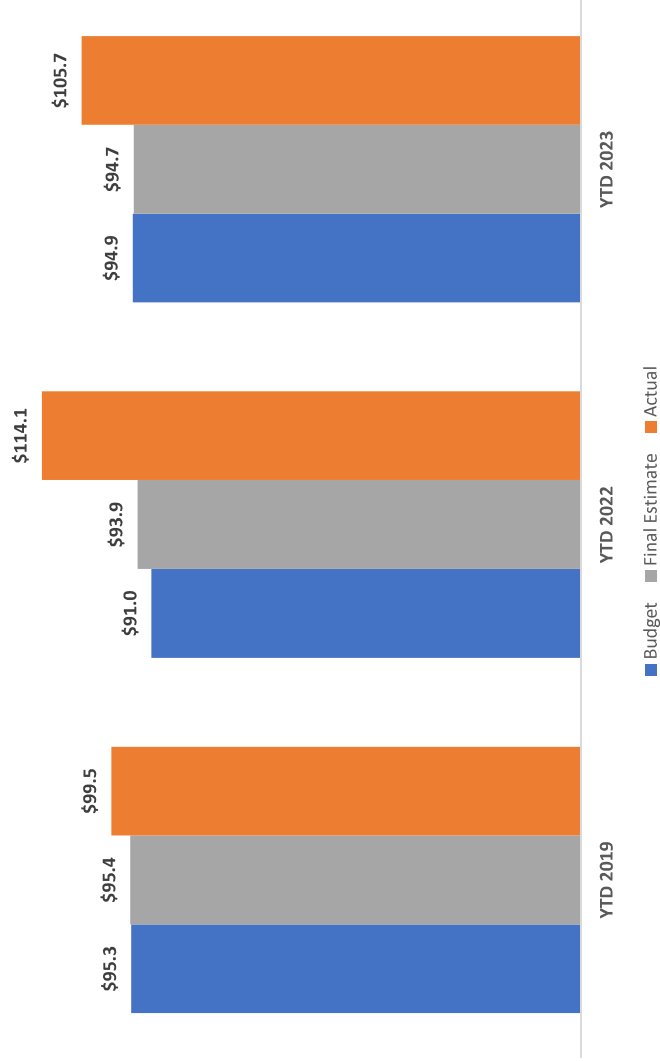
## METRO-NORTH RAILROAD

### THE BIG PICTURE

- Overspending of \$11.0M vs Final Estimate through December is primarily due to higher programmatic maintenance, scheduled service needs, vacancy coverage and weather emergencies
- Combined Non-Reimbursable and Reimbursable Overtime is unfavorable vs Final Estimate by \$9.8M

### Non-Reimbursable Overtime - YTD December Variance

(all dollars in millions)



## NON-REIMBURSABLE OVERTIME

### Agency Detail

#### Maintenance of Way

- Maintenance of Way Overtime of \$44.0M is 41.6% of YTD December 2023 Actuals
- Higher programmatic maintenance and weather emergencies partially offset by vacancy coverage and scheduled service drive overtime costs
- Maintenance of Way is unfavorable by \$4.2M to Final Estimate

#### Transportation

- Transportation Overtime of \$36.5M is 34.5% of YTD December 2023 Actuals
- Scheduled service needs, vacancy coverage and higher programmatic maintenance drive overtime costs
- Transportation is unfavorable by \$3.3M to Final Estimate

#### Maintenance of Equipment

- Maintenance of Equipment Overtime of \$19.2M is 18.2% of YTD December 2023 Actuals
- Maintenance of Equipment overtime is driven mainly by higher vacancy coverage and scheduled service cost
- Maintenance of Equipment is unfavorable by \$2.6M to Final Estimate

#### Stations

- Stations Overtime of \$4.3M is 4.0% of YTD December 2023 Actuals
- Stations Overtime is driven by higher scheduled services, vacancy coverage and programmatic maintenance
- Stations is unfavorable by \$0.5M to Final Estimate

# METRO-NORTH RAILROAD

# REIMBURSABLE OVERTIME

## THE BIG PICTURE

- Underspending of \$1.2M vs Final Estimate through December is due to lower Maintenance of Way work and Transportation flagging costs

## Agency Detail

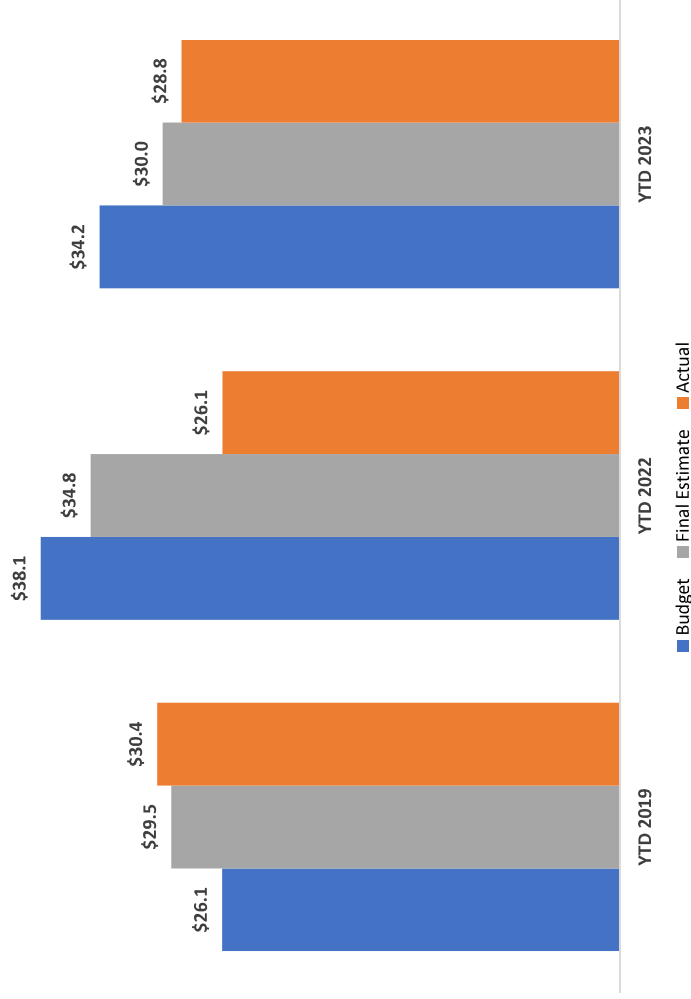
### Maintenance of Way

- Maintenance of Way Overtime of \$22.4M is 77.7% of 2023 YTD Actuals
- Maintenance of Way is favorable by \$0.8M to Final Estimate

### Transportation

- Transportation Overtime of \$6.3M is 21.8% of YTD December 2023 Actuals.
- Transportation is favorable by \$0.5M to Final Estimate

**Reimbursable Overtime - YTD December Variance**  
(all dollars in millions)



**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON  
RIDERSHIP (UTILIZATION)**

**2023 ACTUALS vs. FINAL ESTIMATE**

Total annual East of Hudson ridership of 59.1 million was 3.1% favorable to the Final Estimate. Non-commutation ridership was 36.7 million or 1.4% favorable to the Final Estimate, and commutation ridership was 22.4 million or 6.1% favorable to the Final Estimate. West of Hudson ridership was 1.0 million for the year or 7.8% unfavorable to the Final Estimate.

**2023 ACTUALS vs. ADOPTED BUDGET**

Total annual East of Hudson ridership of 59.1 million was 10.0% favorable to the Adopted Budget. Non-commutation and commutation ridership were both favorable to the Adopted Budget by 11.5% and 7.7%, respectively. West-of-Hudson ridership was 1.0 million for the year or 1.8% unfavorable to the Adopted Budget.



**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
EXPLANATION OF VARIANCES ON  
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS  
By FUNCTION and DEPARTMENT**

**2023 ACTUALS vs. FINAL ESTIMATE**

Effective December 31, 2023, Metro-North's employee staff count of 6,498 positions was 10 higher than the Final Estimate of 6,488 positions.

The 10 positions were in Corporate (303) partially offset by the Maintenance of Way 93, Maintenance of Equipment 72, Transportation 38, Other/Administrative 73, and Stations departments 17. The variance in Corporate reflects a forecast adjustment to reflect a realistic monthly growth of approximately 20 full-time equivalents.

**2023 ACTUALS vs. ADOPTED BUDGET**

Effective December 31, 2023, Metro-North's employee staff count of 6,498 positions was 416 lower than the Adopted Budget of 6,914 positions.

The 416 positions were in the Maintenance of Equipment 163, Maintenance of Way 140, Transportation 46, Other/Administrative 49, and Stations Department 18.

**MTA METRO-NORTH RAILROAD**  
**2023 YEAR-END REPORT**  
**2023 FINAL ESTIMATE VS. ACTUAL**  
**TOTAL FULL-TIME POSITIONS AND FTEs by FUNCTION AND DEPARTMENT**  
**December 31, 2023**

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Notes
<b>Administration</b>				
President	5	4	1	
Labor Relations	13	13	-	
Safety	93	84	9	
Security	22	23	(1)	
VP Ops Support and Org Res	28	24	4	
Corporate & Public Affairs	12	11	1	
Customer Service	52	48	4	
Legal	8	9	(1)	
Claims	5	5	(0)	
VP Human Resources	34	35	(1)	
Training	94	89	5	
Employee Relations & Diversity	5	5	-	
Capital Planning & Programming	10	5	5	
Long Range Planning	4	4	0	
Controller	56	53	3	
Budget	14	13	1	
Procurement & Material Management	15	7	8	
Rolling Stock Delivery & Integration	9	9	(0)	
<b>Total Administration</b>	<b>479</b>	<b>441</b>	<b>38</b>	
<b>Operations</b>				
Operations Support	66	57	9	
Enterprise Asset Management	23	16	7	
Transportation	1,735	1,697	38	B
Customer Service	395	382	13	B
Metro-North West	31	33	(2)	
Corporate	0	0	0	
<b>Total Operations</b>	<b>2,250</b>	<b>2,185</b>	<b>65</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,645	1,573	72	A,B
Maintenance of Way	2,227	2,134	93	A,B
Procurement & Material Management	118	104	14	B
Corporate	(303)	-	(303)	C
<b>Total Maintenance</b>	<b>3,687</b>	<b>3,811</b>	<b>(124)</b>	
<b>Engineering/Capital</b>				
Construction Management	17	14	3	
Engineering & Design	55	47	8	
<b>Total Engineering/Capital</b>	<b>72</b>	<b>61</b>	<b>11</b>	
<b>Total Positions</b>	<b>6,488</b>	<b>6,498</b>	<b>(10)</b>	
<i>Non-Reimbursable</i>	5,841	6,072	(231)	
<i>Reimbursable</i>	647	426	221	
<i>Total Full-Time</i>	6,487	6,497	(10)	
<i>Total Full-Time-Equivalents</i>	1	1	-	

**Notes**

(A) Variance reflects higher attrition than planned

(B) Variance reflects delayed hiring of vacant positions

(C) Budget adjustment to reflect realistic monthly growth of approximately 20 Full-Time Equivalents

**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
EXPLANATIONS of VARIANCES on  
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
By OCCUPATIONAL GROUP**

**2023 ACTUALS vs. FINAL ESTIMATE**

Effective December 31, 2023, Metro-North's employee staff count of 6,498 positions was 10 positions higher than the Final Estimate of 6,488 positions.

The 10 positions were in Operational Hourlies (172) partially offset by Professional 91 and Managers/Supervisors 71 titles. Operational Hourlies include a forecast adjustment to reflect a realistic monthly growth of approximately 20 full-time equivalents.

**2023 ACTUALS vs. ADOPTED BUDGET**

Effective December 31, 2023, Metro-North's employee staff count of 6,498 positions was 416 positions lower than the Adopted Budget of 6,914 positions.

The 416 positions consisted of Operational Hourlies 309 and Professional 141, partially offset by Managers/Supervisors (34) titles.

**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
2023 FINAL ESTIMATE VS. ACTUAL  
TOTAL POSITIONS BY FUNCTION AND OCCUPATION**

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	167	158	9
Professional, Technical, Clerical	312	283	29
Operational Hourlies	-	-	-
<b>Total Administration</b>	479	441	38
<b>Operations</b>			
Managers/Supervisors	309	281	28
Professional, Technical, Clerical	238	225	13
Operational Hourlies	1,703	1,679	24
<b>Total Operations</b>	2,250	2,185	65
<b>Maintenance</b>			
Managers/Supervisors	730	701	29
Professional, Technical, Clerical	531	488	43
Operational Hourlies	2,426	2,622	(196)
<b>Total Maintenance</b>	3,687	3,811	(124)
<b>Engineering/Capital</b>			
Managers/Supervisors	36	31	5
Professional, Technical, Clerical	36	30	6
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	72	61	11
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	-	-	-
<b>Total Positions</b>			
Managers/Supervisors	1,242	1,171	71
Professional, Technical, Clerical	1,117	1,026	91
Operational Hourlies	4,129	4,301	(172)
<b>Total Positions</b>	6,488	6,498	(10)



**MTA METRO-NORTH RAILROAD  
2023 YEAR-END REPORT  
2023 FINAL ESTIMATE vs. ACTUAL  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
DECEMBER 2023**

	YEAR-TO-DATE			VARIANCE	
	Final Estimate	2023	2022	Fav/(Unfav)	2022
Farebox Operating Ratio					
Standard <sup>(B)</sup>	35.8%	37.2%	31.5%	1.4%	5.7%
Adjusted <sup>(C)</sup>	40.7%	43.2%	35.9%	2.5%	7.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$25.75	\$24.95	\$29.11	\$0.80	\$4.16
Adjusted <sup>(C)</sup>	\$24.91	\$24.15	\$28.32	\$0.76	\$4.17
Passenger Revenue/Passenger	\$9.22	\$9.28	\$9.17	\$0.07	\$0.11

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68), Lease Adjustment (GASB 87) and Environmental Remediation (GASB 49) as well as the NHL share of MTA Police, Business Service Center and IT costs.

(C) 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.