



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

March 2021

Members

K. Law (Co-Chair)

R. Herman (Co-Chair)

F. Borelli

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Wednesday, 3/17/2021
10:00 AM - 5:00 PM ET

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions - None

MNR Summary of Actions

MNR Summary of Actions - Page 5

MTA C&D Summary of Actions

MTA C&D Summary of Actions - Page 6

3. Approval of Minutes - February 18, 2021

Minutes - Page 7

4. 2021 Work Plans

LIRR 2021 Work Plan

LIRR 2021 Work Plan - Page 8

MNR 2021 Work Plan

MNR 2021 Work Plan - Page 13

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 19

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 22

MTA C&D Report (None)

MTA Police Report

MTA Police Report - Page 25

6. AGENCY INFORMATION ITEMS

LIRR Information Items

- **Annual Elevator/Escalator Report**

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- **Spring Trackwork Programs**

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MNR Information Items

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- **Annual Elevator & Escalator Report**

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7. PROCUREMENTS

LIRR Procurements (None)

MNR Procurements

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- **MNR Non-Competitive - None**

- **MNR Competitive**

MNR Competitive - Page 57

- **MNR Ratifications - None**

MTA C&D Procurements

MTA C&D Procurements - Page 60

- **MTA C&D Non-Competitive - None**

- **MTA C&D Competitive - None**

- **MTA C&D Ratifications**

MTA C&D Ratifications - Page 64

8. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

LIRR Performance Summaries

- **LIRR Operations Report**

LIRR Operations Report - Page 67

- **LIRR Performance Metrics Report**

LIRR Performance Metrics Report - Page 77

- **LIRR Finance Report**

LIRR Finance Report - Page 83

- **LIRR Ridership Report**

LIRR Ridership Report - Page 105

- **LIRR Capital Program Report**

LIRR Capital Program Report - Page 113

MNR Reports

- **MNR Operations Report**

MNR Operations Report - Page 116

- **MNR Performance Metrics Report**

MNR Performance Metrics Report - Page 126

- **MNR Finance Report**

MNR Finance Report - Page 131

- **MNR Ridership Report**

MNR Ridership Report - Page 151

- **MNR Capital Program Report**

MNR Capital Program Report - Page 162

**METRO-NORTH RAILROAD
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for March 2021**

| Responsible Department | Vendor Name | Total Amount | Summary of action |
|-------------------------------|--------------------|---------------------|--|
| Metro-North Procurement | TBD | TBD | MNR requests MTA Board approval to use the competitive RFP process for the solicitation of proactive integrated pest management (IPM) services for Grand Central Terminal (GCT) facilities and retail shops. |

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for MARCH 2021**

| Responsible Department | Vendor Name | Total Amount | Summary of Action |
|------------------------|----------------------------------|--------------|--|
| Contracts | Skanska USA Civil Northeast Inc. | \$6,200,000 | MTA Construction and Development requests the Board ratify a retroactive modification (No. 31) for furnishing and installation of track, special trackwork, third rail, and catenary for the Loop 1A track in F Interlocking. |
| Contracts | Tutor Perini Corporation | \$1,647,665 | MTA Construction and Development request the Board ratify a retroactive modification (No. 421) to Contract CS179 to extend the Backbone Communication System to support phones, Public Address and Variable Message Signs, and the Automatic Temperature Control system into the Mid-Day Storage Yard. |

Minutes of the Joint MNR/LIRR Committee Meeting
February 18, 2021
2 Broadway, 20th Floor Board Room
New York, NY 10004

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on February 18, 2021, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight;
- Diversity

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the February 18, 2021 Board minutes in the February Board Book available here on the Board materials

website: <https://new.mta.info/transparency/board-and-committee-meetings/February-2021>

Long Island Rail Road Committee Work Plan

| | |
|---|---------------------------|
| I. <u>RECURRING AGENDA ITEMS</u> | <u>Responsibility</u> |
| Approval of Minutes | Committee Chair & Members |
| 2021 Committee Work Plan | Committee Chair & Members |
| Agency President's/Chief's Reports | President/Senior Staff |
| Safety Report | Chief Safety Officer |
| MTA Capital Construction Report | MTA Capital Construction |
| MTA Police Report | MTA Police |
| Information Items (if any) | |
| Action Items (if any) | |
| Procurements | Procurement & Logistics |
| Performance Summaries | President/Senior Staff |
| Status of Operations | Sr. VP – Operations |
| Performance Metrics Report | President/Senior Staff |
| Financial/Ridership Report | VP & CFO |
| Capital Program Report | SVP - Engineering |
| II. <u>SPECIFIC AGENDA ITEMS</u> | <u>Responsibility</u> |
| <u>March 2021</u> | |
| Annual Elevator/Escalator Report | Engineering |
| Spring Trackwork Programs | Service Planning |
| <u>April 2021</u> | |
| Final Review of 2020 Operating Budget Results | Management & Budget |
| 2020 Annual Ridership Report | Finance/Marketing |
| <u>May 2021</u> | |
| Summer Track Work Programs | Service Planning |
| Diversity/EEO Report – 1 st Q 2021 | Administration/Diversity |
| PTC Status Report | President |
| <u>June 2021</u> | |
| Track Work Programs | Service Planning |
| <u>July 2021</u> | |
| September Timetable Change & Trackwork Programs | Service Planning |
| <u>September 2021</u> | |
| 2021 Preliminary Budget (Public Comment) | Management & Budget |
| 2021 Mid-Year Forecast | Service Planning |
| Fall Trackwork Programs | Administration/Diversity |
| Diversity/EEO Report – 2 nd Quarter 2021 | |

October 2021

| | |
|--|------------------|
| 2021 Preliminary Budget (Public Comment) | President |
| LIRR/MNR PTC Project Update | President |
| November Timetable Change & Trackwork Programs | Service Planning |

November 2021

| | |
|--|---------------------|
| East Side Access Support Projects Update | President/Sr. Staff |
| Year-End Trackwork Programs | Service Planning |

December 2021

| | |
|---|---------------------------|
| 2022 Final Proposed Budget | Management & Budget |
| 2022 Proposed Committee Work Plan | Committee Chair & Members |
| Diversity/EEO Report – 3 rd Q 2021 | Administration/Diversity |
| Winter Trackwork Program | Service Planning |
| Review of Committee Charter | Committee Chair & Members |

January 2022

| | |
|--|------------------|
| Winter Trackwork Programs & Schedule Adjustments | Service Planning |
|--|------------------|

February 2022

| | |
|---|--------------------------|
| Adopted Budget/Financial Plan 2022 | Management & Budget |
| 2021 Annual Operating Results | Operations |
| Diversity/EEO Report – 4 th Q 2021 | Administration/Diversity |
| March Timetable and Trackwork Programs | Service Planning |

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

A monthly project update report will be provided for the month reported.

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. 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.

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

MARCH 2021

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2020.

APRIL 2021

Final Review of 2020 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.

2020 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2019 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

MAY 2021

Summer Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2021.

Diversity & EEO Report– 1st Quarter 2021

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

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

JUNE 2021

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects

JULY 2021

September Timetable Change & Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2021.

SEPTEMBER 2021

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2019

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.

OCTOBER 2021

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

The Committee will be briefed on 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 and

as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2021

East Side Access Support Projects Update

The Committee will be briefed on the status of the East Side Access Support Projects.

Year-End Schedule

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

DECEMBER 2021

Diversity & EEO Report– 3rd Quarter 2021

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.

2022 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

Proposed 2022 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

JANUARY 2022

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

The Agency will present its revised 2022 Financial Plan. These plans will reflect the 2022 Adopted Budget and an updated Financial Plan for 2022 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget.

2021 Annual Operating Results

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

Diversity & EEO Report– 4th Quarter 2021

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.

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

2021 Metro-North Railroad Committee Work Plan

| I. <u>RECURRING AGENDA ITEMS</u> | <u>Responsibility</u> |
|---|--------------------------------|
| Approval of Minutes | Committee Chairs & Members |
| 2021 Committee Work Plan | Committee Chairs & Members |
| President's Report | President/Senior Staff |
| Safety Report | |
| MTA Police Report | |
| Information Items (if any) | |
| Action Items (if any) | |
| Procurements | |
| Agency Reports | Senior Staff |
| Operations | |
| Finance | |
| Ridership | |
| Capital Program | |
| | |
| II. <u>SPECIFIC AGENDA ITEMS</u> | <u>Responsibility</u> |
| | |
| <u>March 2021</u> | |
| Annual Elevator & Escalator Report | Engineering |
| | |
| <u>April 2021</u> | |
| Final Review of 2020 Operating Budget Results | Finance |
| 2020 Annual Ridership Report | Operations Planning & Analysis |
| | |
| <u>May 2021</u> | |
| Track Program Quarterly Update | Engineering |
| LIRR/MNR PTC Implementation Update | President |
| Diversity/EEO Report – 1 st Quarter 2021 | Diversity and EEO |
| | |
| <u>June 2021</u> | |
| Progress on Way Ahead Strategic Plan | Strategic Initiatives |
| | |
| <u>July 2021</u> | |
| Grand Central Terminal Retail Development | MTA Real Estate |
| Track Program Quarterly Update | Engineering |
| | |
| <u>September 2021</u> | |
| 2022 Preliminary Budget (Public Comment) | Finance |
| 2021 Mid-Year Forecast | Finance |
| Diversity/EEO Report – 2 nd Quarter 2021 | Diversity and EEO |

October 2021

2022 Preliminary Budget (Public Comment)
LIRR/MNR PTC Implementation Update
Track Program Quarterly Update

Finance
President
Engineering

November 2021

Progress on Way Ahead Strategic Plan

Strategic Initiatives

December 2021

2022 Final Proposed Budget
2022 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2021
Review of Committee Charter

Finance
Committee Chairs & Members
Diversity and EEO
Committee Chair & Members

January 2022

Approval of 2022 Committee Work Plan
Track Program Quarterly Update

Committee Chairs & Members
Engineering

February 2022

Adopted Budget/Financial Plan 2022
2021 Annual Operating Results
Diversity/EEO Report – 4th Quarter 2020

Finance
Operations
Diversity and EEO

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

MARCH 2021

Annual Elevator/Escalator Report

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

APRIL 2021

Final Review of 2020 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.

2020 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2020 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

MAY 2021

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

Diversity & EEO Report– 1st Quarter 2021

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

JUNE 2021

Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

JULY 2021

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.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

SEPTEMBER 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

2021 Mid-Year Forecast

The agency will provide the 2021 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2021

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

LIRR/MNR PTC Project Update

The Committee will be briefed on the status of project implementation and close-out following full Positive Train Control functionality for both railroads going into effect in December 2020.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

NOVEMBER 2021

Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

DECEMBER 2021

2022 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2022.

2022 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2022 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2021

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

JANUARY 2022

Approval of 2022 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2022 that will address initiatives to be reported on throughout the year.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

The Agency will present its revised 2022 Financial Plan. These plans will reflect the 2022 Adopted Budget and an updated Financial Plan for 2022 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget.

2021 Annual Operating Results

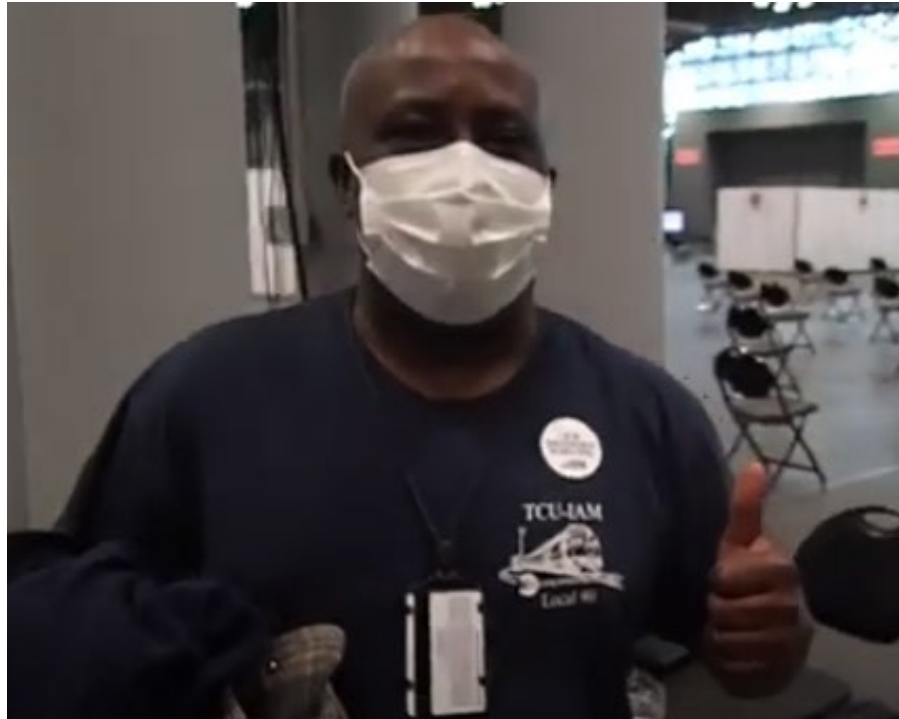
A review of the prior year's performance of railroad service will be provided to the Committee.

Diversity & EEO Report– 4th Quarter 2021

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.



Safety Report Highlights



Elton Nock, Assistant Warehouse Person



Main Street Crossing
Mineola



Long Island Rail Road

As New York State Essential Employees under the Phase 1b designation, our heroic employees started receiving their first vaccinations at the Javits Center on January 13th. Thanks to Anthony Simon, General Chairman SMART Transportation Division (SMART-UTU), our employees have been able to participate as transportation employees in the Nassau County and Suffolk County vaccination programs through County Executives Laura Curran and Steve Bellone. Additionally, vaccination appointments have been made available at New York City Transit in Brooklyn. As a result of these programs, by the end of February over twenty percent of the Long Island Rail Road workforce has been vaccinated. This includes LIRR Assistant Warehouse Person and Transportation Communication Union (TCU) member Elton Nock, who was the 50,000th individual to get vaccinated at the Javits Center.

The final of eight grade crossings to be eliminated through the MTA LIRR Expansion Project closed in February.

- Urban Avenue Crossing closed March 2019 and reopened as an underpass in September 2019
- Covert Avenue Crossing closed April 2019 and reopened as an underpass October 2019
- New Hyde Park Road Crossing closed February 2020 and reopened as an underpass August 2020
- School Street Crossing closed May 2020 and reopened as an underpass November 2020
- South 12th Street Crossing closed October 2020 and will reopen as a pedestrian underpass this summer
- Willis Avenue (two crossings) closed November 2020 and being rebuilt as underpasses this fall
- Main Street Crossing closed February 2021 and will reopen as a pedestrian overpass this spring

This historic elimination of these grade crossings significantly enhances safety for our employees, customers, and the communities we serve.

For the reporting period ending January 2021, the average Reportable Customer Injury Rate was 5.36 injuries per million customers as compared to 2.4 injuries per million customers over 2019. The actual number of customer injuries is down sixty percent from 2019 to 2020. Ridership however, is also down by seventy-three percent, which impacts the rate. Slips, trips, and falls account for the majority of injuries reported. Our TRACKS Program in partnership with MTA Police continues weekly outreach at stations. Every Friday our Community Relations Specialist and two dedicated TRACKS MTA Police Officers can be found at a station handing out masks and hand sanitizer while engaging in safety conversations with our customers.

During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.19 injuries per 200,000 hours worked as compared to 3.43 injuries per 200,000 hours worked during 2019. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

January Safety Report

Statistical results for the 12-Month period are shown below.

| Performance | | | | | |
|--|---------------------------------|---------------------------------|---------------------------------|-------------|--------------|
| Performance Indicator | 12-Month Average | | | | |
| | February 2018 - January 2019 | February 2019 - January 2020 | February 2020 - January 2021 | | |
| FRA Reportable Customer Accident Rate per Million Customers | 2.04 | 2.40 | 5.36 | | |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 2.73 | 3.43 | 3.19 | | |
| | | 2020 | | 2021 | |
| | | January | Year to Date | January | Year to Date |
| Grade Crossing Incidents ¹ | 1 | 1 | 1 | 1 | 1 |
| Mainline FRA Reportable Train Derailments | 0 | 0 | 0 | 0 | 0 |
| Mainline FRA Reportable Train Collisions | 0 | 0 | 0 | 0 | 0 |

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

| Leading Indicators | | | | |
|---|-------------|------------------|--------------|-------------------|
| Focus on Safety Training | 2020 | | 2021 | |
| | January | Year to Date | January | Year to Date |
| First Responders Trained | 49 | 49 | 35 | 35 |
| Employee Safety Training Courses | 86 | 86 | 46 | 46 |
| Employees Trained | 1,088 | 1,088 | 355 | 355 |
| Employee Safety Training Hours | 21,709 | 21,709 | 5,271 | 5,271 |
| Customer and Community: | January | Year to Date | January | Year to Date |
| Broken Gates | 7 | 7 | 7 | 7 |
| MTA Police Details | 45 | 45 | 88 | 88 |
| Summons | 216 | 216 | 248 | 248 |
| Warnings | 69 | 69 | 125 | 125 |
| Arrests | 0 | 0 | 0 | 0 |
| Community Education and Outreach | 7,069 | 7,069 | 2,440 | 2,440 |
| Community Education and Outreach via Social Media | | | 118,415 | 118,415 |
| | | Completed | Total | % Complete |
| Cameras on Rolling Stock | M7 | | 826 | 99 |
| | C3 Cab | | 23 | 100 |
| | C3 Trailer | | 111 | 100 |
| | DE/DM | | 43 | 96 |



Metro-North Railroad

Spring Safety Reminder Campaign

A safety reminder from Metro-North:

- Wearing a mask that covers your nose and mouth is **mandatory** on all trains.
- Walk, don't run, for your train.
- Stand back from the platform edge.
- Watch the gap getting on and off the train.
- Avoid moving from car to car, especially on a moving train.
- Keep off the tracks at all times.
- Stop using smartphones/tablets when walking on platforms, stairs & near crossings.

MTA Metro-North Railroad
TRACKS
Together Railroads And Communities Keeping Safe
mta.info/mnr

Your safety is always our first priority.

Matt Peloso
Acting Vice President
Office of System Safety



Metro-North Railroad

Safety Highlights:

Metro-North Railroad (MNR) is proactively making every effort to keep our customers and employees safe during the ongoing COVID-19 pandemic. Since the beginning of the pandemic, MNR has implemented the following initiatives:

- Promote social distancing and good hygiene
- Require anyone traveling on MNR trains to wear a face covering
- Require employees and contractors to wear face coverings in all MNR facilities
- Provide enhanced cleaning at Metro-North stations, on trains and in employee facilities
- Established employee temperature screening stations in MNR facilities
- Provided on-site COVID-19 Antibody Testing for employees
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)
- Offer seasonal flu shots to employees
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees
- Launched face covering campaign “We Wear Because We Care” featuring MNR employees sharing why they are committed to wearing face coverings
- Frontline MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

A new Spring Safety Poster was designed to remind customers of important safety tips. The poster highlights some of the following items: mandatory mask wearing on all trains, watch the gap when boarding and detraining from the platform, keep off the tracks along with other safety tips. The poster will be displayed on board trains and displayed electronically on our station platforms.

For the current 12-month period (February 2020 – January 2021) versus the previous 12-month period (February 2020 – January 2020), employee lost time injuries per 200,000 working hours were increased by 6.0%.

For the current 12-month period (February 2020 – January 2021) versus the previous 12-month period (February 2020 – January 2020), customer reportable injury rate per one million customers were increased by 52.9%.

Matthew Peloso
Acting Vice President
Office of System Safety

January 2021 Safety Report

| Performance | | | | |
|--|------------------------------|------------------------------|------------------------------|--------------|
| Performance Indicator | 12-Month Average | | | |
| | February 2018 - January 2019 | February 2019 - January 2020 | February 2020 - January 2021 | |
| FRA Reportable Customer Accident Rate per Million Customers | 0.96 | 1.02 | 1.56 | |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 2.47 | 1.99 | 2.11 | |
| | 2020 | | 2021 | |
| | January | Year to Date | January | Year to Date |
| Grade Crossing Incidents ¹ | 1 | 1 | 0 | 0 |
| Mainline FRA Reportable Train Derailments | 0 | 0 | 0 | 0 |
| Mainline FRA Reportable Train Collisions | 0 | 0 | 0 | 0 |

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

| Leading Indicators | | | | |
|---|------------|---------------------|------------|--------------|
| Safety Training | 2020 | | 2021 | |
| | January | Year to Date | January | Year to Date |
| First Responders Trained | 119 | 119 | 57 | 57 |
| Employee Safety Training Courses | 131 | 131 | 102 | 102 |
| Employees Trained | 1,312 | 1,312 | 1,082 | 1,082 |
| Employee Safety Training Hours | 22,262 | 22,262 | 10,403 | 10,403 |
| Customer and Community: Focus on Grade Crossings | 2020 | | 2021 | |
| | January | Year to Date | January | Year to Date |
| Broken Gates | 3 | 3 | 0 | 0 |
| MTA Police Details | 39 | 39 | 9 | 9 |
| Summons | 65 | 65 | 29 | 29 |
| Warnings | 23 | 23 | 13 | 13 |
| Community Education and Outreach* | 3,780 | 3,780 | 783 | 783 |
| Cars Equipped with Cameras | | | | |
| | Fleet Size | Total Cars Equipped | % Complete | |
| Inward / Outward Facing Cab Cameras | 956 | 956 | 100.00% | |
| Passenger Compartment Cameras | 1,084 | 1,084 | 100.00% | |

*Due to the COVID-19 pandemic, community outreach events are held virtually, as a result TRACKS numbers are lower than previous years.

Definitions:

First Responders Trained - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

Broken Gates - The number of events at grade crossing locations where a vehicle struck a crossing gate.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of individuals reached at a TRACKS event.

Cars Equipped with Cameras - Number of complete inward/outward and passenger compartment camera installations on rolling stock.



POLICE REPORT



Long Island Rail Road

February 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (2 vs 4) for the month of February compared to the same period last year.
- Year to date Long Island Rail Road is down 8 crimes (6 vs 14).
- There was one (1) Hate Crime on Long Island Rail Road for the month of February.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Long Island Rail Road

February 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 1 | -1 | -100% |
| Felony Assault | 2 | 0 | 2 | 100% |
| Burglary | 0 | 2 | -2 | -100% |
| Grand Larceny | 0 | 1 | -1 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 2 | 4 | -2 | -50% |

Year to Date 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 1 | 3 | -2 | -67% |
| Felony Assault | 4 | 3 | 1 | 33% |
| Burglary | 0 | 2 | -2 | -100% |
| Grand Larceny | 1 | 6 | -5 | -83% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 6 | 14 | -8 | -57% |



Metro-North Railroad

February 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (3 vs 5) for the month of February compared to the same period last year.
- Year to date Metro-North Railroad is down 3 crimes (10 vs 13).
- There was two (2) Hate Crimes on Metro-North Railroad for the month of February.

Joseph P. McGrann
Chief of Police



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

February 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 2 | 1 | 1 | 100% |
| Felony Assault | 1 | 1 | 0 | 0% |
| Burglary | 0 | 1 | -1 | -100% |
| Grand Larceny | 0 | 2 | -2 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 3 | 5 | -2 | -40% |

Year to Date 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 3 | 4 | -1 | -25% |
| Felony Assault | 2 | 2 | 0 | 0% |
| Burglary | 3 | 1 | 2 | 200% |
| Grand Larceny | 1 | 6 | -5 | -83% |
| Grand Larceny Auto | 1 | 0 | 1 | 100% |
| Total Major Felonies | 10 | 13 | -3 | -23% |



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

February 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 2 | 3 | -1 | -33% |
| Felony Assault | 3 | 1 | 2 | 200% |
| Burglary | 0 | 3 | -3 | -100% |
| Grand Larceny | 0 | 3 | -3 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 5 | 10 | -5 | -50% |

Year to Date 2021 vs. 2020

| | 2021 | 2020 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 4 | 8 | -4 | -50% |
| Felony Assault | 6 | 5 | 1 | 20% |
| Burglary | 3 | 3 | 0 | 0% |
| Grand Larceny | 2 | 12 | -10 | -83% |
| Grand Larceny Auto | 1 | 0 | 1 | 100% |
| Total Major Felonies | 16 | 28 | -12 | -43% |

INDEX CRIME REPORT
Per Day Average
February 2021

| | Systemwide | LIRR | MNRR | SIRT |
|-----------------------|-------------------|-------------|-------------|-------------|
| Murder | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Robbery | 2 | 0 | 2 | 0 |
| Fel. Assault | 3 | 2 | 1 | 0 |
| Burglary | 0 | 0 | 0 | 0 |
| Grand Larceny | 0 | 0 | 0 | 0 |
| GLA | 0 | 0 | 0 | 0 |
| Total | 5 | 2 | 3 | 0 |
| Crimes Per Day | 0.18 | 0.07 | 0.11 | 0.00 |



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - February 2021)

| Motivation | 2021 | 2020 | Diff | % Change |
|-------------------------|------|------|------|----------|
| Asian | 0 | 0 | 0 | 0 % |
| Black | 3 | 1 | 2 | 200 % |
| Ethnic | 0 | 0 | 0 | 0 % |
| Gender | 0 | 0 | 0 | 0 % |
| Hispanic | 0 | 0 | 0 | 0 % |
| Muslim | 0 | 0 | 0 | 0 % |
| Other | 0 | 0 | 0 | 0 % |
| Anti-Semitic | 2 | 2 | 0 | 0 % |
| Sexual Orientation | 0 | 0 | 0 | 0 % |
| White | 0 | 1 | -1 | -100 % |
| Motivation Total | 5 | 4 | 1 | 25 % |

| Crime Name | 2021 | 2020 | Diff | % Change |
|--------------------------|------|------|------|----------|
| Aggravated Harassment #1 | 0 | 0 | 0 | 0 % |
| Aggravated Harassment #2 | 1 | 0 | 1 | 0 % |
| Felony Assault | 0 | 1 | -1 | -100 % |
| Misdemeanor Assault | 0 | 0 | 0 | 0 % |
| Criminal Mischief #3 | 0 | 0 | 0 | 0 % |
| Criminal Mischief #4 | 4 | 3 | 1 | 33 % |
| Grand Larceny #4 | 0 | 0 | 0 | 0 % |
| Menacing #2 | 0 | 0 | 0 | 0 % |
| Robbery #2 | 0 | 0 | 0 | 0 % |
| Crime Total | 5 | 4 | 1 | 25 % |



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 2/28/2021

| Arrest Classification | Total Arrests | |
|-------------------------------------|---------------|------------|
| | 2021 | 2020 |
| Robbery | 4 | 6 |
| Felony Assault | 6 | 5 |
| Burglary | 3 | 0 |
| Grand Larceny | 7 | 8 |
| Aggravated Harassment | 1 | 2 |
| Aggravated Unlicensed Operator | 1 | 3 |
| Assault-Misdemeanor | 14 | 7 |
| Breach of Peace | 0 | 1 |
| Child Endangerment | 0 | 2 |
| Criminal Contempt | 1 | 3 |
| Criminal Impersonation | 1 | 1 |
| Criminal Mischief | 11 | 9 |
| Criminal Possession Stolen Property | 0 | 2 |
| Criminal Trespass | 0 | 6 |
| Disorderly Conduct | 0 | 1 |
| Drug Offenses | 3 | 16 |
| DUI Offenses | 2 | 1 |
| Falsely Reporting an Incident | 1 | 1 |
| Forgery | 1 | 7 |
| Graffiti | 13 | 5 |
| Harassment | 1 | 0 |
| Obstruct Government | 0 | 2 |
| Petit Larceny | 7 | 25 |
| Public Lewdness | 4 | 4 |
| Reckless Endangerment | 1 | 0 |
| Resisting Arrest | 2 | 7 |
| Stalking | 0 | 1 |
| Theft of Services | 6 | 16 |
| VTL Offenses | 0 | 1 |
| Warrant Arrest | 5 | 8 |
| Weapons Offenses | 0 | 2 |
| Total Arrests | 95 | 152 |



Long Island Rail Road

INFORMATION

ITEMS

Long Island Rail Road Elevator/Escalator

2020 Annual Report



2020 Elevator Availability by Station (Goal 98%)

| Branch/Station | Availability | Branch/Station | Availability |
|-------------------------------|--------------|---------------------------------|--------------|
| BABYLON | | HEMPSTEAD | |
| Babylon (A) | 98.7% | Queens Village (A) | 99.5% |
| Babylon (B) | 98.7% | Queens Village (B) | 99.5% |
| Baldwin | 99.4% | FAR ROCKAWAY | |
| Bellmore | 99.3% | Valley Stream | 99.5% |
| Freeport | 99.4% | Rosedale | 99.5% |
| Massapequa | 99.0% | PORT JEFFERSON | |
| Merrick | 99.5% | Hicksville (A1) | 99.4% |
| Rockville Centre | 99.4% | Hicksville (B1) | 99.4% |
| Seaford | 98.5% | Hicksville (A2) | 99.4% |
| Wantagh | 99.3% | Hicksville (B2) | 99.3% |
| PORT WASHINGTON | | Mineola Garage 1 | 98.6% |
| Great Neck (A) ⁽¹⁾ | 97.9% | Mineola Garage 2 ⁽³⁾ | 97.3% |
| Great Neck (B) | 98.2% | LONG BEACH | |
| Auburndale | 99.5% | Lynbrook (A) | 99.4% |
| Murray Hill A | 99.7% | Lynbrook (B) | 99.5% |
| Murray Hill B | 99.5% | CITY TERMINAL | |
| Flushing (A) | 99.3% | Atlantic Terminal 1 | 98.5% |
| Flushing (B) | 99.3% | Atlantic Terminal 2 | 98.0% |
| RONKONKOMA | | Nostrand Ave A | 98.4% |
| Ronkonkoma (A) | 99.1% | Nostrand Ave B | 98.2% |
| Ronkonkoma (B) ⁽²⁾ | 94.9% | Woodside 415X ⁽⁴⁾ | 97.4% |
| Ronkonkoma (C) | 99.3% | Woodside 418x | 99.3% |
| Ronkonkoma Garage 1 | 99.3% | Woodside 419x | 99.1% |
| Ronkonkoma Garage 2 | 99.1% | Penn 34S-ELV-P34 ⁽⁵⁾ | 98.4% |
| Wyandanch 1 | 99.3% | Penn CEN-ELV-P-7 | 99.6% |
| Wyandanch 2 | 99.3% | Penn CEN-ELV-P-8 ⁽⁶⁾ | 96.4% |
| Wyandanch 3 | 99.3% | Penn CEN-ELV-P-9 | 99.6% |
| Wyandanch A | 99.4% | Penn CEN-ELV-P10 | 99.7% |
| Wyandanch B | 99.0% | Penn CEN-ELV-P11 ⁽⁷⁾ | 93.3% |

(1) Great Neck A- Pump replacement, power issue.

(2) Ronkonkoma B- Jack replacement.

(3) Mineola Garage 2- Controller issues, sills replacement.

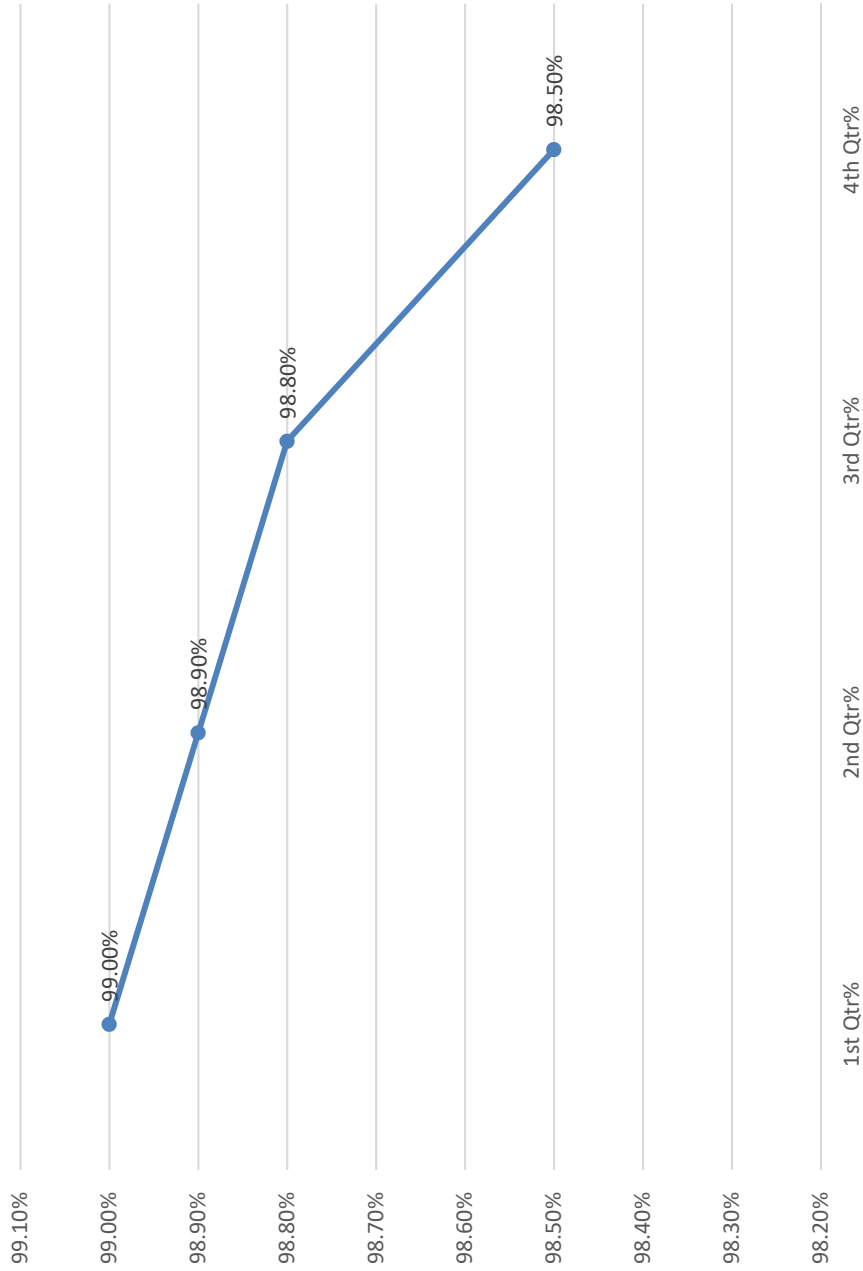
(4)- Woodside 415X – pump/valve replacement.

(5)- Penn Station P34 data partially provided by Amtrak - door issues

(6)- Penn Station P8 data partially provided by Amtrak

(7)- Penn Station P11 data partially provided by Amtrak – door wreck

2020 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

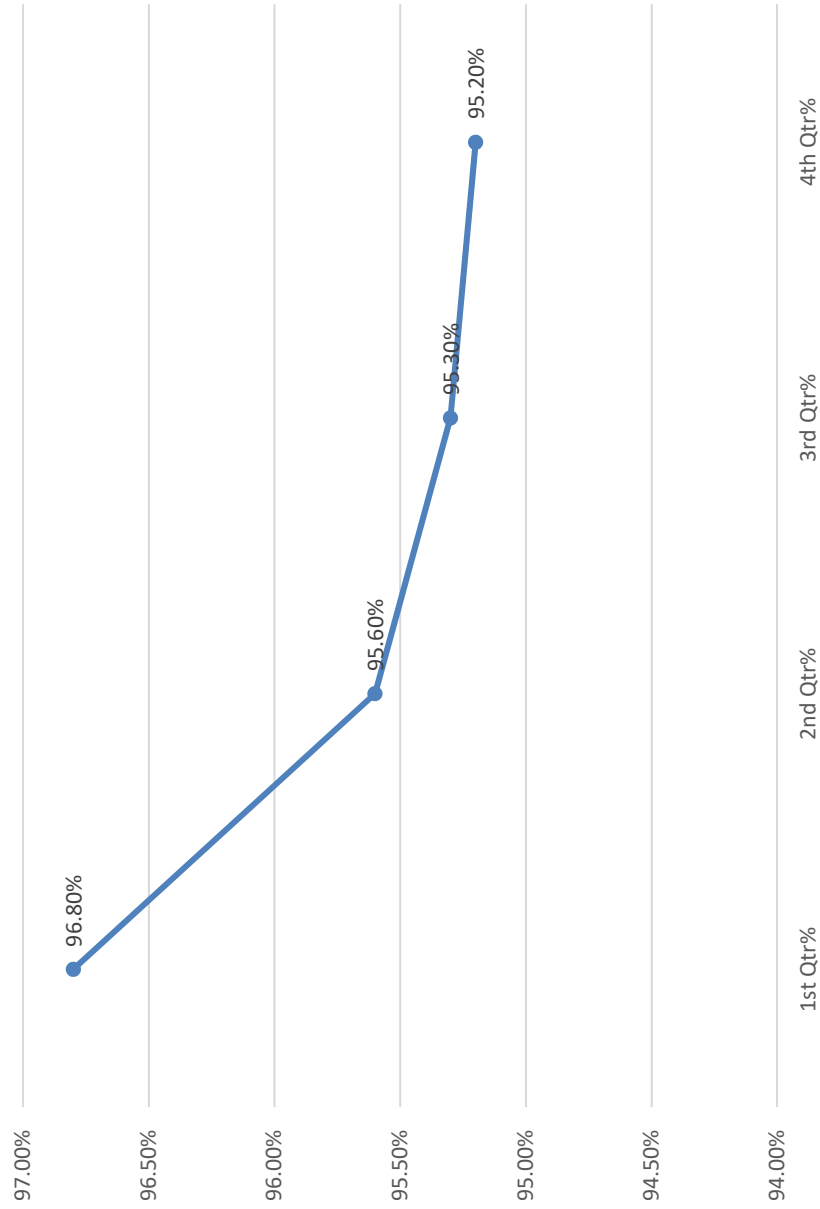
MTA Long Island Rail Road

2020 Escalator Availability by Station (Goal 97%)

| Branch/Station | Availability | Branch/Station | Availability | Branch/Station | Availability |
|---------------------------|--------------|------------------------------|--------------|-------------------------------------|--------------|
| BABYLON | | FAR ROCKAWAY | | PENN STATION ⁽¹⁶⁾ | |
| Babylon A (W/B) | 98.3% | Valley Stream ⁽³⁾ | 94.4% | Penn 34S-ESC-34A | 97.9% |
| Babylon B (E/B) | 98.6% | PORT JEFFERSON | | Penn 34S-ESC-34B ⁽⁵⁾ | 96.0% |
| Lindenhurst | 97.5% | Hicksville A (W/B) | 98.1% | Penn 34S-ESC-34C | 97.7% |
| Copiague | 97.8% | Hicksville B (E/B) | 97.7% | Penn EXI-ESC-09E ⁽⁶⁾ | 94.5% |
| Amityville ⁽¹⁾ | 96.1% | LONG BEACH | | Penn EXI-ESC-10E ⁽⁷⁾ | 94.8% |
| Massapequa Park | 97.5% | Lynbrook ⁽⁴⁾ | 95.0% | Penn EXI-ESC-10W ⁽⁸⁾ | 90.3% |
| Massapequa | 97.5% | HEMPSTEAD | | Penn EXI-ESC-7EW ⁽⁹⁾ | 79.1% |
| Seaford | 97.6% | Floral Park | 98.1% | Penn EXI-ESC-8EW ⁽¹⁰⁾ | 80.0% |
| Wantagh | 98.1% | | | Penn MG-ESC-011 ⁽¹¹⁾ | 95.8% |
| Bellmore | 97.8% | | | Penn MG-ESC-1MG ⁽¹²⁾ | 95.7% |
| Merrick | 97.7% | | | Penn MG-ESC-2MG | 98.2% |
| Freeport ⁽²⁾ | 96.9% | | | Penn MG-ESC-3MG ⁽¹³⁾ | 96.2% |
| Baldwin | 98.6% | | | Penn MG-ESC-7MG ⁽¹⁴⁾ | 94.5% |
| Rockville Center | 98.0% | | | Penn MG-ESC-8MG ⁽¹⁵⁾ | 94.0% |

- (1) Amityville – step chain replacement.
- (2) Freeport -step chain replacement and Kone warranty work.
- (3) Valley Stream – Replace damaged track and handrail drive chain.
- (4) Lynbrook – Shut down for platform construction and handrail replacement.
- (5) Penn 34B – Speed sensor faults and handrail drive belt replacement.
- (6) Penn 9E – Handrail issues and excessive stop switch activations
- (7) Penn 10E – Replace main drive chain.
- (8) Penn 10W – Warranty work-PLC replacement.
- (9) Penn 7EW – Drive chain issues and excessive stop switch activation.
- (10) Penn 8EW – Speed sensor failures and excessive stop switch activation.
- (11) Penn 11MG – Speed sensor failures and excessive stop switch activation
- (12) Penn 1MG – Brake replacement and speed sensor failures.
- (13) Penn 3MG – Handrail inlet faults and excessive stop switch activation.
- (14) Penn 7MG – Excessive stop switch activations.
- (15) Penn 8MG – Excessive stop switch activation.
- (16) Penn Station data provided by Amtrak for existing/not refurbished units.

2020 Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

MTA Long Island Rail Road

2020 Elevator Customer Injuries/Entrapments by Station

| Station Name | Mechanical Injuries | Human Factor Injuries | Entrapment |
|-------------------|---------------------|-----------------------|------------|
| Atlantic Terminal | 0 | 0 | 1 |
| Woodside | 0 | 0 | 1 |
| Wyandanch | 0 | 0 | 1 |

MTA Long Island Rail Road

2020 Escalator Customer Injuries by Station

| Station Name | Mechanical Injuries | Human Factor Injuries |
|------------------|---------------------|-----------------------|
| Bellmore | 0 | 1 |
| Floral Park | 0 | 1 |
| Lindenhurst | 0 | 1 |
| Rockville Centre | 0 | 1 |

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.


Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2019.

(1) Jamaica elevators and escalators maintained by the Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak and Nouveau

Staff Summary



| | | | | | | | | | |
|---|-----------------------------|-------------|-----------------|-------------|--------------|-----------------------------------|--|---|--|
| Subject SPRING TRACKWORK PROGRAMS | | | | | | Date March 5, 2021 | | | |
| Departments SR. VICE PRESIDENT – OPERATIONS | | | | | | Vendor Name | | | |
| Department Head Names R. FREE  | | | | | | Contract Number | | | |
| Department Head Signature | | | | | | Contract Manager Signature | | | |
| Board Action | | | | | | Internal Approval | | | |
| Order | To | Date | Approval | Info | Other | Order | Approval | Order | Approval |
| 1 | MTA Joint & Committee Board | 3/17/21 | | | | 3 | VP – Corp Comm  | 1 | President  |
| | | | | | | 2 | CTO (Acting) |  | |

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for a Signal Cutover on the Long Beach Branch.

TRACK WORK PROGRAMS

Construction Activities (Short-term trackwork items requiring a special program)

- **Long Beach Branch – Signal Cutover** – On the weekend of April 17-18, the Long Beach Branch between Long Beach and Valley Stream, as well as both main tracks of the Atlantic Branch between Valley Stream and Jamaica, will be out of service for a period of approximately 54 hours while a Signal Cutover is performed as part of the Hurricane Sandy Restoration Project.
 - **Temporary Service Adjustments:** On the weekend of April 17-18, buses will replace train service on the Far Rockaway and Long Beach Branches. Customers should expect additional travel time for replacement bus service. Additionally, West Hempstead Branch trains will operate on adjusted schedules.

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on www.mta.info, by signing up for E-Alerts at www.MyMTAAlerts.com, or call the LIRR’s Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.



Metro-North Railroad

Information Items

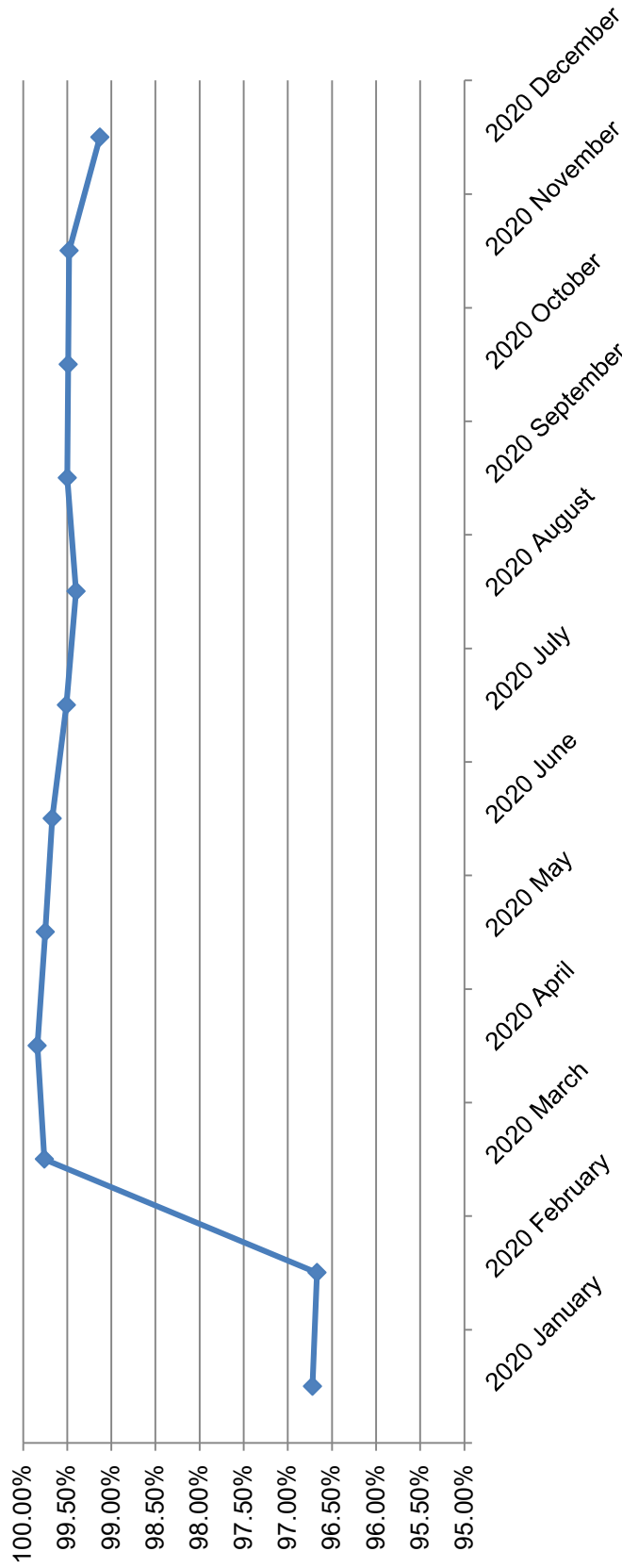


Metro-North Railroad Elevator/Escalator

**Year-End Report
2020**



2020 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service **as of 7:00 AM daily**.



2020 Elevator Availability by Station - Hudson Line

| Elevator Name | Elevator Number | % Available (Mechanical Failures only) | Elevator Name | Elevator Number | % Available (Mechanical Failures only) |
|-------------------|-----------------|--|------------------------------|-----------------|--|
| ARDSLEY-ON-HUDSON | 026N | 100.0% | HARLEM 125th | 002S | 100.0% |
| ARDSLEY-ON-HUDSON | 026S | 100.0% | HASTINGS-ON-HUDSON | 022N | 100.0% |
| BEACON | 056I | 99.9% | HASTINGS-ON-HUDSON | 022S | 100.0% |
| COLD SPRING | 054N | 65.5% | GRAND CENTRAL TERMINAL | T-6 | 99.7% |
| COLD SPRING | 054S | 99.7% | GRAND CENTRAL TERMINAL | T-7 | 99.7% |
| CORTLANDT | 043P | 100.0% | GRAND CENTRAL TERMINAL | T-8 | 98.9% |
| CORTLANDT | 043I | 100.0% | GRAND CENTRAL TERMINAL | T-9 | 97.3% |
| CORTLANDT | 043PW | 100.0% | GRAND CENTRAL TERMINAL | T-10 | 99.7% |
| CROTON-HARMON | 3813 | 99.7% | GRAND CENTRAL TERMINAL | T-11 | 100.0% |
| CROTON-HARMON | 3821 | 99.7% | GRAND CENTRAL TERMINAL | T-12 | 99.5% |
| CROTON-HARMON | 3842 | 99.9% | GRAND CENTRAL TERMINAL | T-18 | O.O.S |
| CROTON-HARMON | 038P | 100.0% | GRAND CENTRAL TERMINAL | T-19 | O.O.S |
| DOBBS FERRY | 024N | 99.9% | GRAND CENTRAL TERMINAL | T-20 | 93.8% |
| DOBBS FERRY | 024S | 100.0% | GRAND CENTRAL TERMINAL | WCL | 100.0% |
| GARRISON | 050N | 99.9% | GRAND CENTRAL TERMINAL NORTH | NE-1 | O.O.S |
| GARRISON | 050S | 99.8% | GRAND CENTRAL TERMINAL NORTH | NE-2 | 100.0% |
| GLENWOOD | 018N | 100.0% | GRAND CENTRAL TERMINAL NORTH | NE-3 | 100.0% |
| GLENWOOD | 018S | 100.0% | GRAND CENTRAL TERMINAL NORTH | NE-5 | 100.0% |
| GREYSTONE | 020N | 100.0% | GRAND CENTRAL TERMINAL NORTH | NE-6 | 100.0% |
| GREYSTONE | 020S | 100.0% | | | |
| HARLEM 125th | 002N | 100.0% | | | |



2020 Elevator Availability by Station - Hudson Line

| Elevator Name | Elevator Number | % Available (Mechanical Failures only) | Elevator Name | Elevator Number | % Available (Mechanical Failures only) |
|----------------|-----------------|--|---------------------------|-----------------|--|
| MORRIS HEIGHTS | 004I | 100.0% | RIVERDALE | 012S | 100.0% |
| OSSINING | 3624 | 100.0% | SCARBOROUGH | 034N | 100.0% |
| OSSINING | 363 | 100.0% | SCARBOROUGH | 034S | 100.0% |
| OSSINING | 036N | 100.0% | TARRYTOWN | 030N | 99.9% |
| OSSINING | 036S | 100.0% | TARRYTOWN | 030S | 99.9% |
| PEEKSKILL | 046N | 100.0% | UNIVERSITY HEIGHTS | 006N | 99.8% |
| PEEKSKILL | 046S | 100.0% | YANKEES - E. 153RD STREET | 321 | 98.7% |
| POUGHKEEPSIE | 058N | 99.9% | YANKEES - E. 153RD STREET | 364 | 100.0% |
| POUGHKEEPSIE | 058PE | 100.0% | YANKEES - E. 153RD STREET | 003P | 100.0% |
| POUGHKEEPSIE | 058PW | 100.0% | YANKEES - E. 153RD STREET | 003W | 100.0% |
| POUGHKEEPSIE | 058S | 99.9% | YONKERS | 016N | 100.0% |
| RIVERDALE | 012N | 99.7% | YONKERS | 016S | 99.9% |



2020 Elevator Availability by Station - Harlem Line

| Elevator Name | Elevator Number | % Available (Mechanical Failures only) | Elevator Name | Elevator Number | % Available (Mechanical Failures only) |
|------------------|-----------------|--|--------------------|-----------------|--|
| BEDFORD HILLS | 152P | 99.6% | HAWTHORNE | 142I | 100.0% |
| BEDFORD HILLS | 152I | 99.7% | KATONAH | 154P | 100.0% |
| BOTANICAL GARDEN | 110N | 100.0% | KATONAH | 154I | 100.0% |
| BOTANICAL GARDEN | 110S | 99.8% | MOUNT KISCO | 150P | 100.0% |
| BREWSTER | 162P | 99.7% | MOUNT KISCO | 150I | 96.3% |
| BREWSTER | 162I | 99.7% | MOUNT VERNON WEST | 118N | 100.0% |
| CHAPPAQUA | 148P | 99.9% | MOUNT VERNON WEST | 118S | 100.0% |
| CHAPPAQUA | 148I | 100.0% | NORTH WHITE PLAINS | 134N | 99.7% |
| CRESTWOOD | 126N | 99.1% | NORTH WHITE PLAINS | 134P | 99.9% |
| CRESTWOOD | 126P | 100.0% | NORTH WHITE PLAINS | 134S | 100.0% |
| CRESTWOOD | 126S | 100.0% | PLEASANTVILLE | 146I | 100.0% |
| CROTON FALLS | 160P | 100.0% | PURDYS | 158P | 100.0% |
| CROTON FALLS | 160I | 100.0% | PURDYS | 158I | 100.0% |
| FLEETWOOD | 120N | 100.0% | SCARSDALE | 128N | 98.6% |
| FLEETWOOD | 120S | 100.0% | SOUTHEAST | 163P | 100.0% |
| FORDHAM | 108N | 99.9% | SOUTHEAST | 163I | 100.0% |
| FORDHAM | 108S | 100.0% | TUCKAHOE | 124N | 100.0% |
| GOLDENS BRIDGE | 156P | 100.0% | VALHALLA | 136P | 100.0% |
| GOLDENS BRIDGE | 156I | 96.4% | VALHALLA | 136I | 100.0% |
| HAWTHORNE | 142P | 100.0% | WHITE PLAINS | 132I | 100.0% |



2020 Elevator Availability by Station - New Haven Line

| Elevator Name | Elevator Number | % Available (Mechanical Failures) |
|-------------------|-----------------|-----------------------------------|
| GREENWICH | 218E | 97.6% |
| GREENWICH | 218T | 98.4% |
| GREENWICH | 218W | 100.0% |
| HARRISON | 212E | 100.0% |
| HARRISON | 212W | 100.0% |
| LARCHMONT | 208E | 100.0% |
| LARCHMONT | 208W | 99.5% |
| MOUNT VERNON EAST | 202E | 93.7% |
| MOUNT VERNON EAST | 202W | 99.9% |
| NEW ROCHELLE | 206E | 99.5% |
| NEW ROCHELLE | 206W | 99.3% |
| RYE | 214E | 100.0% |
| RYE | 214W | 100.0% |

These are the only elevators Metro-North maintains on the New Haven Line.



2020 Escalator Failures

| Escalator Number | Escalator Location | Outages | Escalator Number | Escalator Location | Outages |
|------------------|-------------------------------------|-----------|------------------|---|---------|
| 1 | West Side near Transit Museum | O.O.S (a) | NE-8 | 47th ST Cross Passage to East Spine | 0 |
| 2 | West Side near Transit Museum | O.O.S (a) | NE-9 | East Spine to 48th ST and Park | 0 |
| 3 | East Side near Market | 0 | NE-10 | 45th ST Cross Passage to West Spine | 0 |
| 4 | East Side near Market | 0 | NE-11 | 47th ST Cross Passage to 47th and Madison | 0 |
| 5 | East Side near Market | 0 | NE-12 | 245 Park Ave | 1 |
| 6 | East Side near Market | 0 | N | White Plains | 0 |
| NE-7 | 45th ST Cross Passage to East Spine | O.O.S (b) | S | White Plains | 0 |

Notes:

Availability percentages exclude time escalators are out of service for planned long-term repair.

- a) Escalators 1 & 2 are out of service (O.O.S) for planned upgrade work. The estimated return to service date is March 2021.
- b) Escalator 7 was taken out of service (O.O.S) for planned repairs to the motor gear box. The estimated return to service date is 1/11/2021.



2020 Escalator Availability

| Escalator Number | Escalator Location | % Available | Escalator Number | Escalator Location | % Available |
|------------------|-------------------------------------|-------------|------------------|---|-------------|
| 1 | West Side near Transit Museum | O.O.S (a) | NE-8 | 47th ST Cross Passage to East Spine | 100.0% |
| 2 | West Side near Transit Museum | O.O.S (a) | NE-9 | East Spine to 48th ST and Park | 100.0% |
| 3 | East Side near Market | 100.0% | NE-10 | 45th ST Cross Passage to West Spine | 100.0% |
| 4 | East Side near Market | 100.0% | NE-11 | 47th ST Cross Passage to 47th and Madison | 100.0% |
| 5 | East Side near Market | 100.0% | NE-12 | 245 Park Ave | 100.0% |
| 6 | East Side near Market | 100.0% | N | White Plains | 100.0% |
| NE-7 | 45th ST Cross Passage to East Spine | O.O.S (b) | S | White Plains | 100.0% |

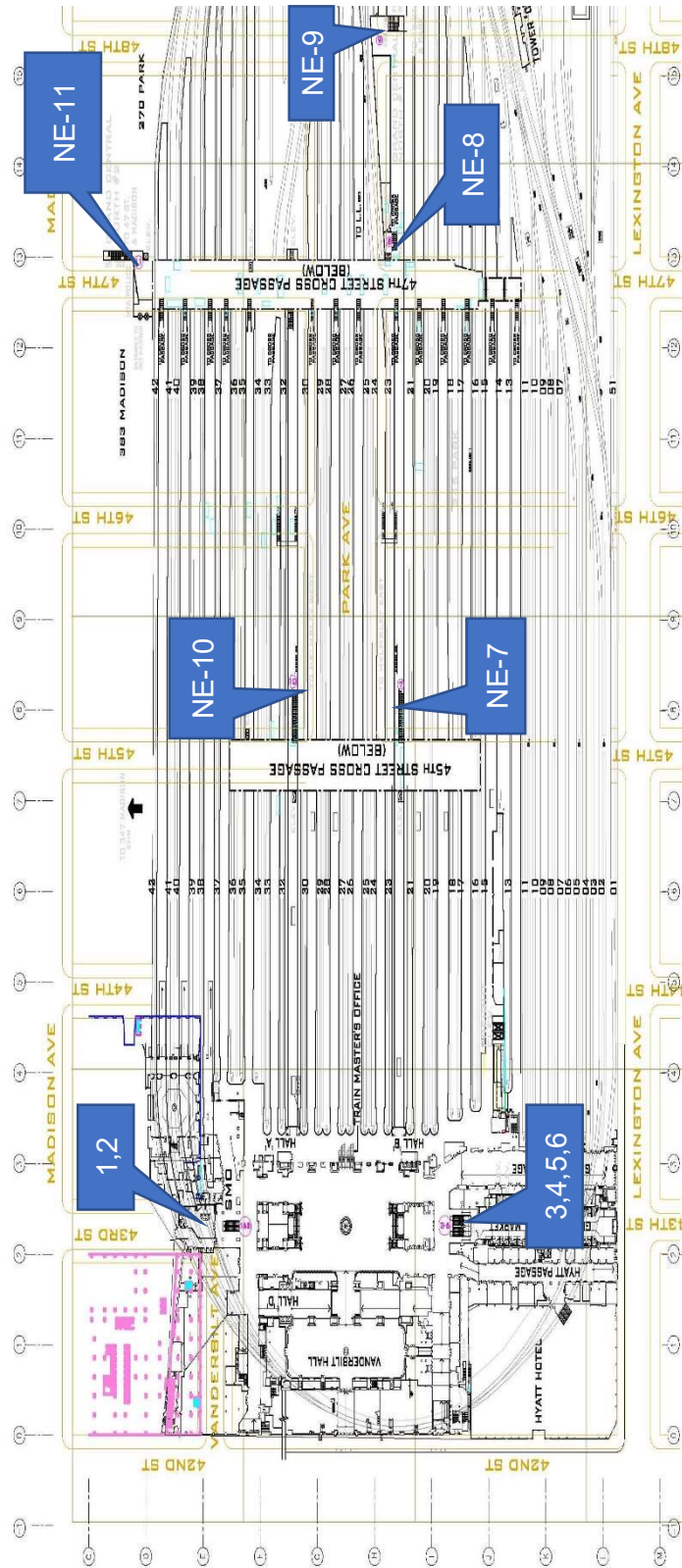
Notes:

Availability percentages exclude time escalators are out of service for planned long-term repair.

- a) Escalators 1 & 2 are out of service (O.O.S) for planned upgrade work. The estimated return to service date is March 2021.
- b) Escalator 7 was taken out of service (O.O.S) for planned repairs to the motor gear box. The estimated return to service date is 1/11/2021.



Grand Central Escalator Map







Metro-North Railroad

Procurements

| | |
|----------------------------------|---|
| Subject | Request for Authorization to Award Various Procurements |
| Department | Procurement and Material Management |
| Department Head Name | Anthony Gardner, Senior Director |
| Department Head Signature |  |
| Project Manager Name | |

| | |
|--------------------------------|---------------|
| Date | March 4, 2021 |
| Vendor Name | Various |
| Contract Number | Various |
| Contract Manager Name | Various |
| Table of Contents Ref # | |

| Board Action | | | | | |
|--------------|----------------------------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | MTA Joint Comm/ Board Mtg. | 3-17-21 | X | | |
| | | | | | |
| | | | | | |
| | | | | | |

| Internal Approval | | | |
|-------------------|---|--|----------|
| | Approval | | Approval |
| X | President  | | |
| X | V.P. & General Counsel  | | |
| | | | |
| | | | |

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

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

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

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

MNR proposes to award competitive procurements in the following categories:

| <u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u> | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---------------------|------------------|
| Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts) | 1 | TBD |
| • Request to Use the RFP Process | | |

| | | |
|--|------|-----|
| <u>Schedules Requiring Majority Vote</u> | NONE | |
| SUB TOTAL: | 1 | TBD |

MNR presents the following procurement actions for Ratification:

| | | |
|---|------|-----|
| <u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u> | NONE | |
| <u>Schedules Requiring Majority Vote</u> | NONE | |
| SUB TOTAL: | | |
| TOTAL: | 1 | TBD |

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.

Staff Summary

| Item Number B | | | | | |
|--|---|---------|----------|------|-------|
| Dept. & Dept. Head Name: Procurement & Material Management, Anthony Gardner, Senior Director | | | | | |
| Division & Division Head Name: Executive Vice President, Susan Doering | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | MTA Joint Comm/Board Mtg. | 3-17-21 | x | | |
| | | | | | |
| Internal Approval | | | | | |
| Order | Approval | Order | Approval | | |
| X | President  | | | | |
| X | V.P. & General Counsel  | | | | |
| | | | | | |

| SUMMARY INFORMATION | |
|--|----------------------------------|
| Vendor Name TBD | Contract Number 340274 |
| Description Request to use the RFP Process – Pest Control Services in Grand Central Terminal. | |
| Total Amount TBD | |
| Contract Term (including Options, if any) Five years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad (MNR) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore, in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, for Integrated Pest Management Services in Grand Central Terminal.

II. DISCUSSION:

MNR is seeking a pest control firm to provide proactive integrated pest management (IPM) services for Grand Central Terminal (GCT) facilities and retail shops. The scope includes, but not limited to office towers, crew facilities, loading docks, the Station Master’s Office (SMO), track areas, fresh food and non-food retail operations located within GCT.

Pest control in GCT is made more complex because of the elaborate surrounding infrastructure, sewer connections, utility chases and structural voids in walls, ceilings and floors including openings connected to the subway system as well as several adjacent office buildings which presents conditions that can cause increases in pest populations. IPM is a sustainable approach to pest management that emphasizes non-chemical control of pests. Through the use of the RFP process, MNR will select a progressive pest management firm offering a proactive approach that implements practices appropriate to a massive and complex combined commercial and transportation facility above and beyond what typical commercial structures require. The successful pest control firm will be selected based on evaluation criteria which

Staff Summary

include a review of their understanding of the work scope requirements, technical expertise, resources, cost and prior experience on similar projects.

III. D/M/WBE INFORMATION:

Goals will be set in consultation with the MTA Department of Diversity and Civil Rights.

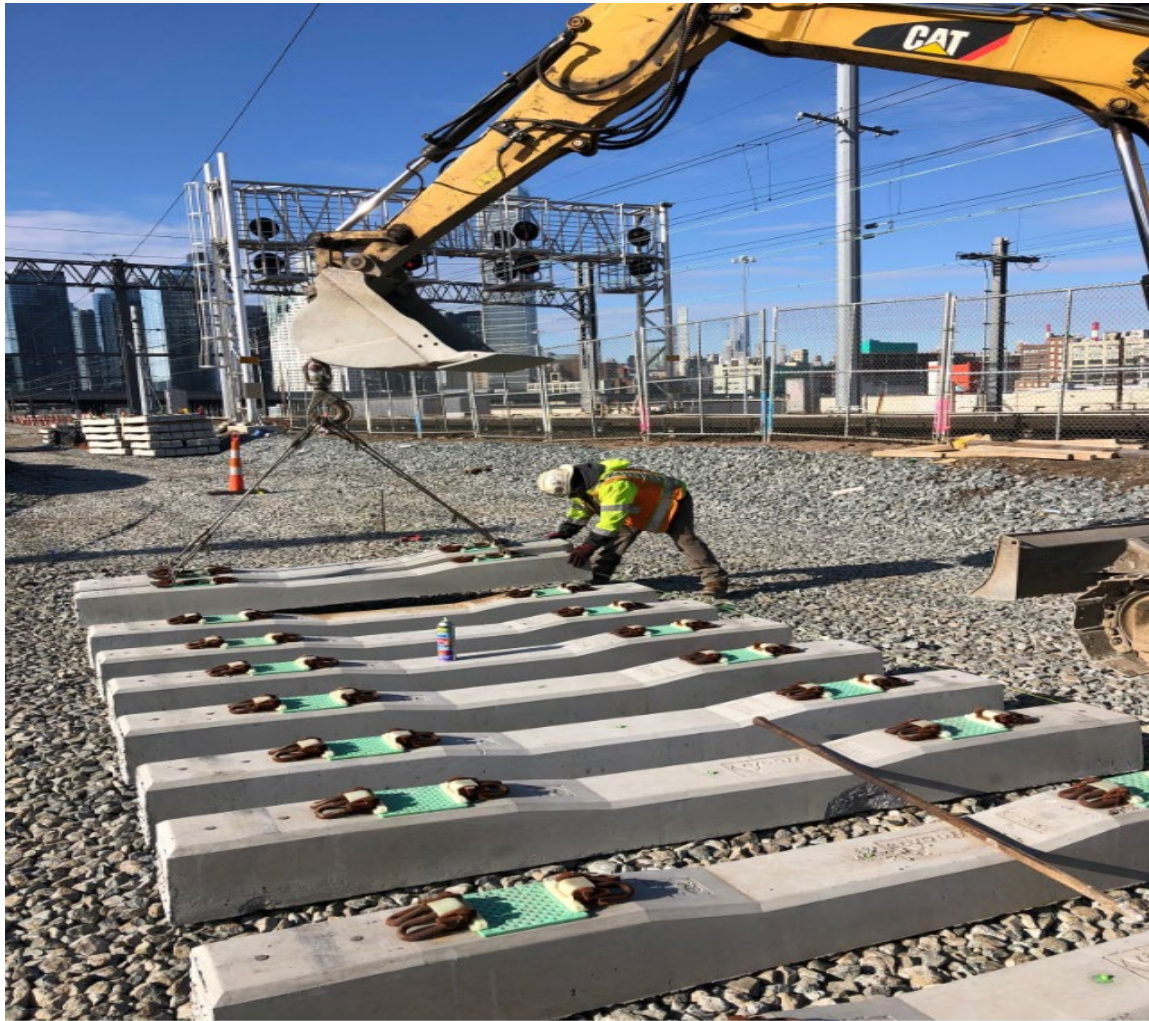
IV. IMPACT ON FUNDING:

This procurement is to be funded by MNR's Operating Budget.

V. ALTERNATIVES:

The alternative is to use the invitation for bid process and award to the lowest responsive and responsible bidder; however, the RFP method allows MNR to consider other factors such as experience, resources, personnel expertise, and safety record.

PROCUREMENT PACKAGE
March 2021







The picture above depicts the Installation of concrete ties in Harold Interlocking in Queens. The work is being performed under Contract CH058A.

PROCUREMENTS

The Procurement Agenda this month includes two procurement actions for a proposed expenditure of \$7.8M

Staff Summary

| | | | | | |
|---|------------------------------|-------------|-----------------|-------------|--------------|
| Subject Request for Authorization to Award Various Procurement Actions | | | | | |
| Department Contracts | | | | | |
| Department Head Name & Title Steve Plochocki, Sr. Vice President | | | | | |
| Department Head Signature  | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | MNR and LIRR Joint Committee | 3/17/21 | X | | |
| 2 | Board | 3/17/21 | X | | |

| | | | |
|---|---|---|--|
| Date: March 8, 2021 | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
| M.R. | Deputy Chief Development Officer, Delivery |  | President |
|  | Deputy Chief Development Officer, Development |  | Executive Vice President & General Counsel |

PURPOSE

To obtain the approval of the Board to award various procurement actions and, to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION

MTA Construction & Development proposes to award a Ratification in the following category:

Schedules Requiring Majority Vote

| | | |
|--|----------|--------------------|
| K. Ratification of Completed Procurement Actions | <u>2</u> | <u>\$7,847,665</u> |
| TOTAL | 2 | \$7,847,665 |

Budget Impact:

The approval of these procurement actions will obligate the capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

Recommendation:

The procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works 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 service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

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 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 authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
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. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action 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; 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.

March 2021

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)
(Staff Summaries required for items requiring Board Approval)

- | | | | |
|----|--|--------------------|--------------------------------------|
| 1. | Skanska USA Civil Northeast Inc. Contract No. CH058A.31 | \$6,200,000 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a retroactive modification for furnishing and installation of track, special trackwork, third rail, and catenary for the Loop 1A track in F Interlocking.

- | | | | |
|----|--|--------------------|--------------------------------------|
| 2. | Tutor Perini Corporation Contract No. CS179.421 | \$1,647,665 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a retroactive contract modification to extend the Backbone Communication System to support phones, Public Address and Variable Message Signs, and the Automatic Temperature Control system into the Mid-Day Storage Yard.

Item Number 1

| |
|---|
| Vendor Name (& Location) Skanska USA Civil Northeast Inc. (New York, NY) |
| Description Harold Structures - B/C Approach |
| Contract Term (including Options, if any) 831 Days |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup |

| Contract Number | AWO/Modification # | |
|--|--------------------|--------------|
| CH058A | 31 | |
| Original Amount: | \$ | 60,168,000 |
| Prior Modifications: | \$ | 24,196,373 |
| Options: | \$ | 2,200,000 |
| Current Amount: | \$ | \$86,564,373 |
| This Request | \$ | 6,200,000 |
| % of This Request to Current Amount: | | 7.2% |
| % of Modifications (including This Request) to Original Amount: | | 51% |

Discussion:

This Contract is for construction of the Tunnel B/C Approach Structure, construction of catenary poles and ductbanks and the installation of track and special track work for the East Side Access (“ESA”) Project. This retroactive modification is for furnishing and installation of track, special trackwork, third rail, and catenary for the Loop 1A track in F Interlocking.

The completion of the Loop 1A infrastructure, which provides access for LIRR to the new Mid-Day Storage Yard and for Amtrak to the Sunnyside Yard/Acela maintenance facility, is a predecessor for the East Bound Reroute long term outage work, planned for the fourth quarter of 2021. East Bound Reroute will provide alternative routes through F and Harold Interlockings, which will provide for increased speeds heading east and north.

This scope of work was originally planned to be performed by Force Account but because of capacity and timing issues the work must be performed by a third-party contractor. It is now being accelerated to take advantage of the current Amtrak and LIRR reduced operating schedules resulting from low ridership caused by the Covid-19 pandemic which provides an opportunity to schedule the outages necessary to perform the Loop 1A work between February 2021 and April 2021 while minimizing the disruption of train operations. The CH058A Contractor is currently working in the area of the track and will be mobilizing specialty equipment for track and special trackwork in the Harold Interlocking that is similar in nature to the Loop 1A work.

In order to take advantage of scheduled outages, the President approved a Retroactive Memorandum and, on February 12, 2021, the Contractor was directed to commence a limited scope of work consisting of aligning and profiling a track turnout, furnishing and installing a guy anchor, and installing 1200 feet of catenary cable.

The Contractor submitted a cost proposal of \$7,676,951 to install the Loop 1A track. After negotiations, both parties agreed to a cost of \$6,200,000, which is considered fair and reasonable. This Modification will also extend the Contract Substantial Completion date from March 17, 2021 to April 30, 2021 to address this additional scope.

In connection with a previous contract awarded to Skanska USA Civil Northeast Inc. (“Skanska”), Skanska was found to be responsible notwithstanding Significant Adverse Information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2018. No new SAI has been found relating to Skanska and Skanska has been found to be responsible.

Item Number 2

| | |
|---|--|
| Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York) | |
| Description Systems Facilities Package No. 1 | |
| Contract Term (including Options, if any) 75 Months | |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A | |
| Procurement Type | <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive |
| Solicitation Type | <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup | |

| Contract Number | AWO/Modification # |
|--|--------------------|
| CS179 | 421 |
| Original Amount: | \$ 333,588,000 |
| Prior Modifications: | \$ 173,208,771 |
| Exercised Options: | \$ 216,800,001 |
| Current Amount: | \$ 723,596,772 |
| This Request | \$ 1,647,665 |
| % of This Request to Current Amount: | 0.2 % |
| % of Modifications (including This Request) to Original Amount: | 52.4 % |

Discussion:

Contract CS179 provides the systems for the East Side Access (“ESA”) project. This retroactive contract modification is to extend the Backbone Communication System to support phones, Public Address and Variable Message Signs, and the Automatic Temperature Control system into the Mid-Day Storage Yard.

As a result of an apparent design omission in the CS179 Contract Documents, the Backbone Communication System does not extend into the Mid-Day Storage Yard. This change will provide the necessary interface and complete the connectivity required so that the phones, Public Address and Variable Message Signs, and the Automatic Temperature Control system perform as intended within the Mid-Day Storage Yard. Cost recovery for this omission is being pursued against the designer.

To avoid delay to the Contract Schedule, the President approved a retroactive memorandum and on January 17, 2020 the Contractor was directed to proceed with the early engineering associated with this Modification, up to a Not-To-Exceed value of \$200,000. On February 16, 2021 the Contractor was further directed to proceed with the full scope of this Modification, up to a Not-To-Exceed value of \$1,647,665.

The Contractor’s proposal for this Modification was \$3,024,090. The parties agreed to \$1,647,665 for all work under this Modification, which is deemed to be fair and reasonable. The parties agreed that there is no schedule impact caused by this change.

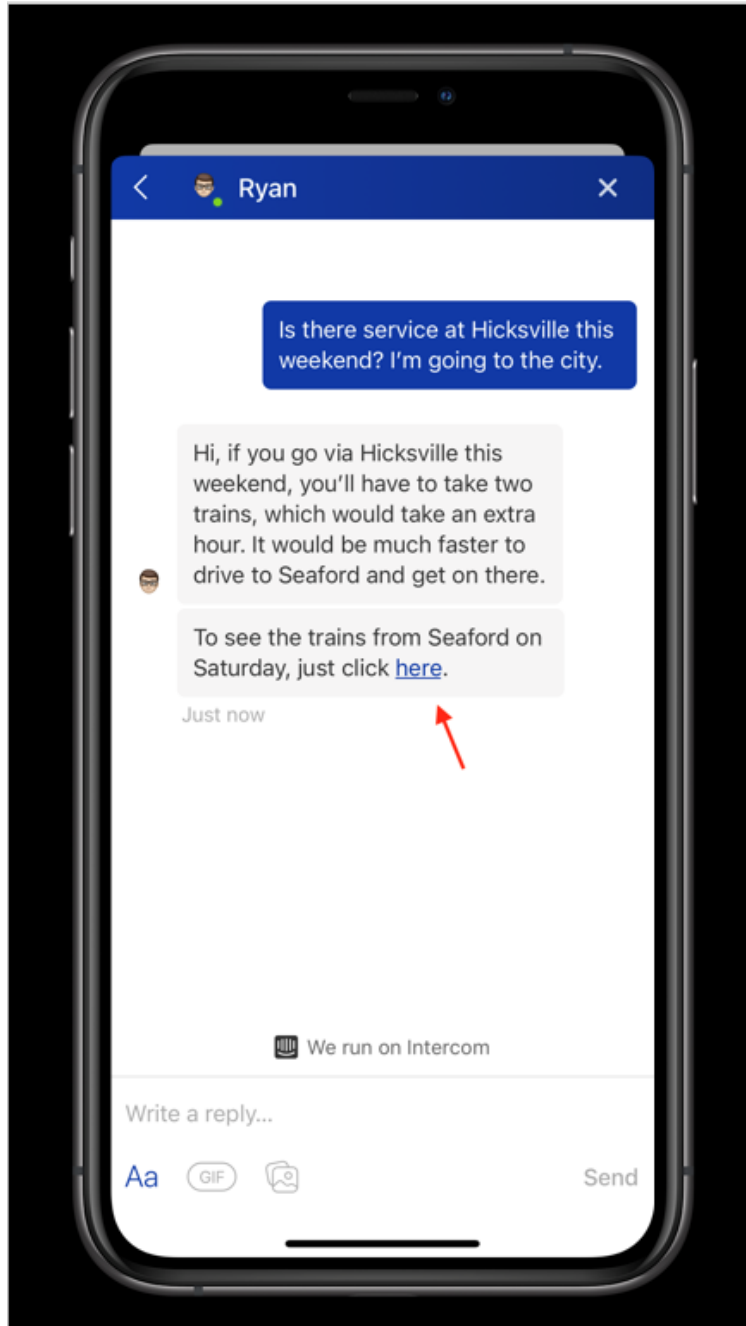
In connection with a previous contract awarded to Tutor Perini Corporation (“TPC”), TPC was found to be responsible notwithstanding Significant Adverse Information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and TPC has been found to be responsible.



Long Island Rail Road

February 2021 Performance Summary

Robert Free, Senior Vice President – Operations



February 2021: In a major upgrade for customer communications and a first in the region, LIRR introduced a significant new feature of the LIRR TrainTime app, a chat function that LIRR customers can use to chat in real-time directly with LIRR customer service staff.



Long Island Rail Road

February 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of February closed at **95.6%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is also **96.5%**, which is an increase of **2.7** percentage points as compared to last year.

Branch Performances

Ten out of eleven branches on the Long Island Rail Road operated above goal for the month of February. All eleven all branches are above goal year to date.

Delays

There were only six incidents this month that resulted in ten or more late/cancelled/terminated trains.

Two winter storms passed through the tri-state area during the month of February. The Long Island Rail Road implemented its Winter Storm Operating Procedures for both storms to ensure safe operations. Both storms combined, unfavorably impacted our On-Time Performance by 1.3%. Customers were delayed on average, 15.94 minutes.

Consist Compliance

100% of our trains met established consist requirements during the peak periods for the month of February.

Equipment Performance

The LIRR fleet MDBF operated at 246,582 in January and exceeded the goal. It also performed better, year to date, than the same period last year.

| Performance Summary | | | 2021 Data | | | 2020 Data | |
|--|-----------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | | | Annual | YTD thru | | YTD thru | |
| | | | Goal | February | February | February | February |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 94.0% | 95.6% | 96.5% | 94.3% | 93.8% |
| | | AM Peak | | 95.1% | 95.6% | 93.3% | 92.2% |
| | | PM Peak | | 97.7% | 98.3% | 89.8% | 91.0% |
| | | Total Peak | | 96.3% | 96.9% | 91.6% | 91.6% |
| | | Off Peak Weekday | | 94.2% | 95.5% | 94.7% | 94.4% |
| | | Weekend | | 97.4% | 97.7% | 96.3% | 95.0% |
| | Babylon Branch | Overall | 93.9% | 96.3% | 96.2% | 94.0% | 93.9% |
| | | AM Peak | | 95.7% | 93.7% | 95.4% | 94.2% |
| | | PM Peak | | 99.0% | 98.2% | 88.9% | 91.2% |
| | | Total Peak | | 97.2% | 95.8% | 92.4% | 92.8% |
| | Off Peak Weekday | | 95.8% | 95.7% | 96.0% | 95.3% | |
| | Weekend | | 96.4% | 97.3% | 92.5% | 92.8% | |
| Far Rockaway Branch | Overall | 96.6% | 97.5% | 98.0% | 97.2% | 96.7% | |
| | AM Peak | | 97.4% | 98.3% | 94.2% | 94.2% | |
| | PM Peak | | 100.0% | 99.7% | 95.3% | 95.7% | |
| | Total Peak | | 98.5% | 98.9% | 94.7% | 94.9% | |
| | Off Peak Weekday | | 96.5% | 97.2% | 97.4% | 96.8% | |
| | Weekend | | 98.8% | 98.9% | 98.9% | 98.0% | |
| Huntington Branch | Overall | 92.5% | 94.6% | 96.1% | 92.4% | 91.8% | |
| | AM Peak | | 92.5% | 95.6% | 91.9% | 91.9% | |
| | PM Peak | | 97.1% | 97.9% | 78.9% | 81.9% | |
| | Total Peak | | 94.7% | 96.7% | 85.9% | 87.2% | |
| | Off Peak Weekday | | 92.2% | 94.4% | 93.3% | 93.1% | |
| | Weekend | | 98.6% | 98.4% | 96.3% | 94.3% | |
| Hempstead Branch | Overall | 96.5% | 95.7% | 97.0% | 94.6% | 93.4% | |
| | AM Peak | | 95.0% | 97.6% | 93.2% | 94.1% | |
| | PM Peak | | 99.0% | 99.2% | 88.9% | 83.2% | |
| | Total Peak | | 96.8% | 98.3% | 91.1% | 89.0% | |
| | Off Peak Weekday | | 94.1% | 95.4% | 93.7% | 93.8% | |
| | Weekend | | 97.3% | 98.2% | 98.3% | 96.3% | |
| Long Beach Branch | Overall | 95.9% | 96.5% | 97.4% | 95.5% | 93.5% | |
| | AM Peak | | 97.6% | 97.1% | 97.4% | 93.3% | |
| | PM Peak | | 98.5% | 99.1% | 90.0% | 92.2% | |
| | Total Peak | | 98.0% | 98.0% | 93.8% | 92.8% | |
| | Off Peak Weekday | | 95.3% | 96.4% | 95.8% | 93.0% | |
| | Weekend | | 97.6% | 98.5% | 96.9% | 95.1% | |
| Montauk Branch | Overall | 90.8% | 93.2% | 94.1% | 92.2% | 91.7% | |
| | AM Peak | | 93.3% | 93.1% | 91.4% | 86.6% | |
| | PM Peak | | 98.8% | 97.3% | 89.8% | 93.9% | |
| | Total Peak | | 95.6% | 94.8% | 90.7% | 90.1% | |
| | Off Peak Weekday | | 90.3% | 93.3% | 94.1% | 95.5% | |
| | Weekend | | 95.2% | 94.7% | 90.5% | 87.1% | |
| Oyster Bay Branch | Overall | 94.1% | 95.5% | 96.8% | 94.9% | 94.7% | |
| | AM Peak | | 92.9% | 96.0% | 91.0% | 91.3% | |
| | PM Peak | | 98.5% | 99.3% | 90.4% | 91.5% | |
| | Total Peak | | 95.4% | 97.4% | 90.7% | 91.4% | |
| | Off Peak Weekday | | 94.6% | 95.8% | 95.2% | 95.6% | |
| | Weekend | | 97.6% | 98.1% | 100.0% | 97.7% | |

| Performance Summary | | 2021 Data | | | 2020 Data | |
|--|--|--------------|---------------|---------------|---------------|---------------|
| | | Annual | YTD thru | | YTD thru | |
| | | Goal | February | February | February | February |
| Port Jefferson Branch | Overall | 90.9% | 93.4% | 94.5% | 91.1% | 88.8% |
| | AM Peak | | 92.4% | 93.4% | 90.1% | 87.8% |
| | PM Peak | | 95.8% | 96.1% | 85.7% | 86.1% |
| | Total Peak | | 94.1% | 94.8% | 88.1% | 87.0% |
| | Off Peak Weekday | | 90.6% | 93.0% | 88.5% | 86.0% |
| | Weekend | | 98.2% | 97.0% | 98.5% | 96.4% |
| Port Washington Branch | Overall | 95.3% | 97.5% | 98.1% | 96.4% | 96.8% |
| | AM Peak | | 96.7% | 97.1% | 93.3% | 94.2% |
| | PM Peak | | 99.5% | 99.8% | 95.3% | 95.5% |
| | Total Peak | | 98.2% | 98.5% | 94.3% | 94.9% |
| | Off Peak Weekday | | 97.1% | 97.6% | 95.9% | 96.6% |
| | Weekend | | 97.9% | 98.7% | 99.2% | 99.0% |
| Ronkonkoma Branch | Overall | 91.6% | 93.4% | 94.8% | 92.6% | 92.2% |
| | AM Peak | | 94.1% | 95.1% | 90.3% | 89.2% |
| | PM Peak | | 93.6% | 96.9% | 90.5% | 92.8% |
| | Total Peak | | 93.9% | 95.9% | 90.4% | 90.8% |
| | Off Peak Weekday | | 90.7% | 92.8% | 91.6% | 91.7% |
| | Weekend | | 98.4% | 97.4% | 97.5% | 95.5% |
| West Hempstead Branch | Overall | 95.8% | 96.8% | 97.8% | 96.8% | 96.4% |
| | AM Peak | | 100.0% | 98.6% | 94.7% | 91.7% |
| | PM Peak | | 95.3% | 96.8% | 95.6% | 95.1% |
| | Total Peak | | 97.4% | 97.6% | 95.2% | 93.6% |
| | Off Peak Weekday | | 95.5% | 97.3% | 97.5% | 97.9% |
| | Weekend | | 98.8% | 99.2% | 97.3% | 96.7% |
| Operating Statistics | Trains Scheduled | | 16,508 | 36,074 | 19,465 | 40,799 |
| | Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small> | | -13.1 | -13.2 | -10.6 | -10.3 |
| | Trains Over 15 min. Late <small>excluding trains canceled or terminated</small> | | 115 | 224 | 117 | 250 |
| | Trains Canceled | | 41 | 92 | 42 | 42 |
| | Trains Terminated | | 51 | 87 | 26 | 56 |
| | Percent of Scheduled Trips Completed | | 99.4% | 99.5% | 99.7% | 99.8% |
| Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i> | AM Peak | | 100.0% | | | |
| | PM Peak | | 100.0% | | | |
| | Total Peak | | 100.0% | | | |
| | | | | | | |

| System Categories Of Delay | % Total | 2021 | 2021 Data | | 2020 Data | | YTD 2021 Vs 2020 |
|----------------------------|---------------|------------|------------|-----------------|--------------|-----------------|---------------------|
| | | Jan | Feb | YTD Thru Feb | Feb | YTD Thru Feb | |
| Engineering (Scheduled) | 4.7% | 26 | 34 | 60 | 34 | 155 | (95) |
| Engineering (Unscheduled) | 13.4% | 148 | 97 | 244 | 202 | 402 | (158) |
| Maintenance of Equipment | 8.4% | 82 | 61 | 143 | 135 | 258 | (115) |
| Transportation | 1.9% | 18 | 14 | 30 | 56 | 115 | (85) |
| Capital Projects | 6.5% | 40 | 47 | 88 | 56 | 251 | (163) |
| Weather and Environmental | 35.9% | 15 | 260 | 275 | 53 | 132 | 143 |
| Police | 7.9% | 80 | 57 | 137 | 79 | 212 | (75) |
| Customers | 5.1% | 26 | 37 | 64 | 290 | 671 | (607) |
| Special Events | 0.0% | - | - | - | 12 | 23 | (23) |
| Other | 4.7% | 22 | 34 | 57 | 115 | 184 | (127) |
| 3rd Party Operations | 11.5% | 94 | 83 | 177 | 76 | 141 | 36 |
| Total | 100.0% | 551 | 724 | 1,275 | 1,108 | 2,544 | (1,269) |

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

| Date | Day | DESCRIPTION OF EVENT | AM Peak | | | PM Peak | | | Off Peak | | | TOTAL | | |
|------------------------|-----|--|-----------|----------|----------|-----------|----------|----------|------------|-----------|-----------|------------|------------|-----------|
| | | | L | C | T | L | C | T | L | C | T | Late | Cxld | Term |
| 1-Feb | Mon | Winter Storm | | | | | | | 88 | 23 | 5 | 88 | 23 | 5 |
| 2-Feb | Tue | Winter Storm | | | | | | | 10 | 4 | | 10 | 4 | |
| 16-Feb | Tue | Trespasser struck by train west of Deer Park Station | | | | 3 | 1 | 1 | 5 | 1 | | 8 | 2 | 1 |
| 18-Feb | Thu | Winter Storm | | | | 11 | | | 29 | | 1 | 40 | | 1 |
| 19-Feb | Fri | Winter Storm | 15 | | | | | | 21 | | | 36 | | |
| 27-Feb | Sat | Amtrak related power outage | | | | | | | | | 31 | | | 31 |
| TOTAL FOR MONTH | | | 15 | 0 | 0 | 14 | 1 | 1 | 153 | 28 | 37 | 182 | 29 | 38 |
| | | | | | | | | | | | | | 249 | |

Long Island Rail Road

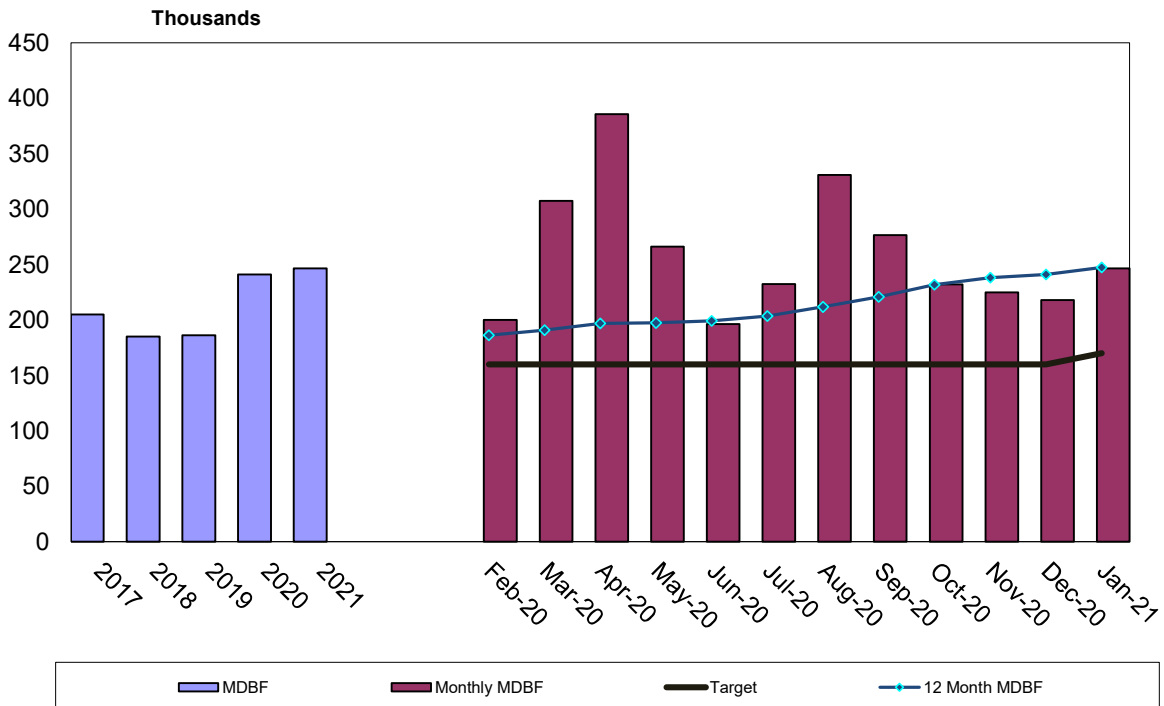
MEAN DISTANCE BETWEEN FAILURES - JANUARY 2021

| | Equip-ment Type | Total Fleet Owned | 2021 Data | | | | | 2020 Data | | |
|---------------------------------------|-----------------|-------------------|-------------------|----------------------|---------------------------------|-------------------------------|-----------------------------------|----------------------|---------------------------------|-------------------------------|
| | | | MDBF Goal (miles) | January MDBF (miles) | January No. of Primary Failures | YTD MDBF thru January (miles) | 12 month Rolling Avg MDBF (miles) | January MDBF (miles) | January No. of Primary Failures | YTD MDBF thru January (miles) |
| Mean Distance Between Failures | M-3 | 142 | 60,000 | 0 | 0 | 0 | 127,713 | 41,857 | 13 | 41,857 |
| | M-7 | 836 | 360,000 | 399,382 | 12 | 399,382 | 458,553 | 435,550 | 12 | 435,550 |
| | M-9 | 70 | 180,000 | 343,061 | 1 | 343,061 | 342,335 | 65,510 | 2 | 65,510 |
| | C-3 | 134 | 103,000 | 158,189 | 4 | 158,189 | 120,760 | 187,186 | 4 | 187,186 |
| | DE | 24 | 19,000 | 20,785 | 4 | 20,785 | 20,118 | 90,119 | 1 | 90,119 |
| | DM | 21 | 19,000 | 22,140 | 3 | 22,140 | 26,134 | 23,603 | 3 | 23,603 |
| | Diesel | 179 | 51,000 | 71,120 | 11 | 71,120 | 66,465 | 113,709 | 8 | 113,709 |
| | Fleet | 1,227 | 160,000 | 246,582 | 24 | 246,582 | 247,370 | 194,612 | 35 | 194,612 |

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

Note: M3 was not in service in Jan-21.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Standee Report

| East Of Jamaica | | | 2021 Data | |
|-------------------------|-------------------------------|------------------|-------------------------|----------|
| | | | FEBRUARY | |
| | | | AM Peak | PM Peak |
| Daily Average | Babylon Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Far Rockaway Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Huntington Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Long Beach Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Montauk Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Oyster Bay Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Port Jefferson Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Port Washington Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | Ronkonkoma Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | West Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | | Total Standees | 0 |
| | | | System Wide PEAK | 0 |

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts

"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.



Standee Report

| West Of Jamaica | | 2021 Data | | |
|------------------------|-----------------------|-------------------------|----------|----------|
| | | FEBRUARY | | |
| Daily Average | | | AM Peak | PM Peak |
| Babylon Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Far Rockaway Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Huntington Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Hempstead Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Long Beach Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Montauk Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Oyster Bay Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Port Jefferson Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Port Washington Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| Ronkonkoma Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| West Hempstead Branch | Program Standees | | 0 | 0 |
| | Add'l Standees | | 0 | 0 |
| | Total Standees | | 0 | 0 |
| | | System Wide PEAK | 0 | 0 |

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts

"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.

**ELEVATOR AND ESCALATOR OPERATING REPORT
FOR THE MONTH OF FEBRUARY 2021**

| Elevator Availability | | 2021 | | 2020 | |
|------------------------------|-------------------------------|-----------------|---------------------|-----------------|---------------------|
| | | February | Year to Date | February | Year to Date |
| Branch | Babylon Branch | 99.6% | 99.5% | 99.4% | 99.3% |
| | Far Rockaway Branch | 99.6% | 99.3% | 99.5% | 99.4% |
| | Hempstead Branch | 99.6% | 99.6% | 99.5% | 99.6% |
| | Long Beach Branch | 99.7% | 99.7% | 99.5% | 99.5% |
| | Port Jefferson Branch | 98.8% | 98.9% | 99.4% | 98.3% |
| | Port Washington Branch | 97.9% | 98.7% | 99.6% | 99.5% |
| | Ronkonkoma Branch | 99.5% | 99.5% | 99.4% | 99.4% |
| | City Terminal Branch | 96.7% | 95.7% | 99.6% | 98.1% |
| | Overall Average | 98.5% | 98.3% | 99.5% | 98.9% |

| Escalator Availability | | 2021 | | 2020 | |
|-------------------------------|------------------------------|-----------------|---------------------|-----------------|---------------------|
| | | February | Year to Date | February | Year to Date |
| Branch | Babylon Branch | 97.8% | 97.9% | 99.0% | 98.9% |
| | Far Rockaway Branch | 69.5% | 83.6% | 98.9% | 96.7% |
| | Hempstead Branch | 99.6% | 99.3% | 98.7% | 98.8% |
| | Long Beach Branch | 98.9% | 99.1% | 94.6% | 92.4% |
| | Port Jefferson Branch | 94.5% | 96.9% | 99.1% | 98.7% |
| | City Terminal Branch | 92.1% | 92.7% | 94.9% | 95.0% |
| | Overall Average | 94.1% | 95.0% | 97.2% | 97.0% |

Long Island Rail Road Performance Metrics Report

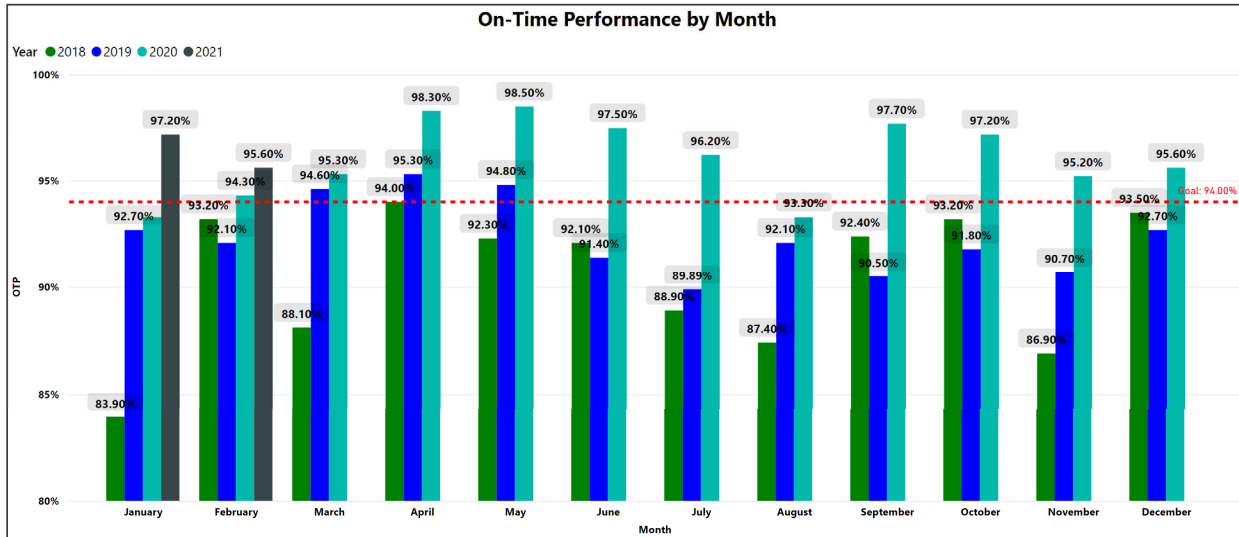


While the LIRR's performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

On Time Performance

The percentage of trains that arrive at their final destination within 5 minutes and 59 seconds of their scheduled arrival time.

| | 2021 | | 2020 | |
|-------|----------|-------|----------|-------|
| Goal | February | YTD | February | YTD |
| 94.0% | 95.6% | 96.5% | 94.3% | 93.8% |

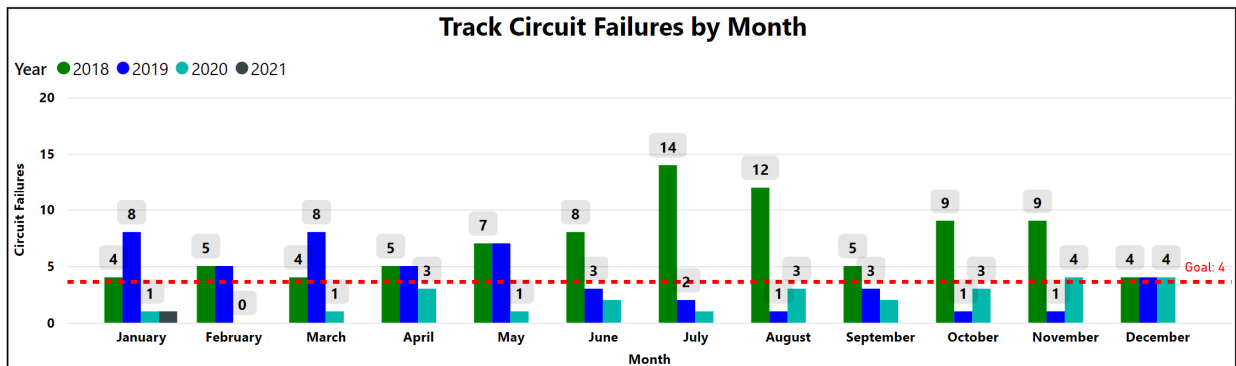


- OTP for February 2021 was 95.6%, which was an increase February 2020's OTP of 94.3%.

Number of Track Circuit Failures

The number of track circuit malfunctions that result in at least one train delay.

| | 2021 | | 2020 | |
|------|----------|-----|----------|-----|
| Goal | February | YTD | February | YTD |
| 44 | 0 | 1 | 0 | 1 |

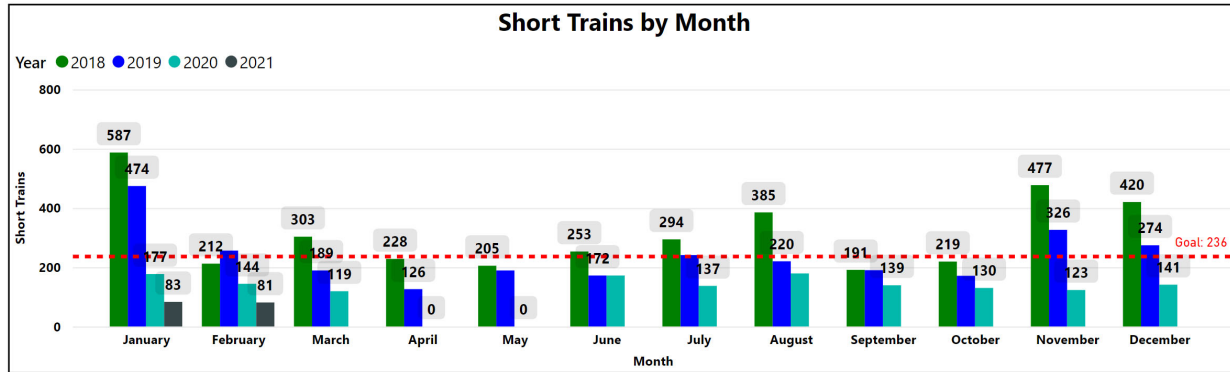


- In February 2021, the LIRR reported 0 track circuit failure that caused at least 1 delay. In February 2020, the LIRR also reported 0 such failures.

Number of Short Trains*

The total number of AM and PM peak trains that operate with fewer cars than planned.

| | 2021 | | 2020 | |
|----------------|----------|-----|----------|-----|
| Goal | February | YTD | February | YTD |
| 2,828 annually | 83 | 164 | 144 | 321 |



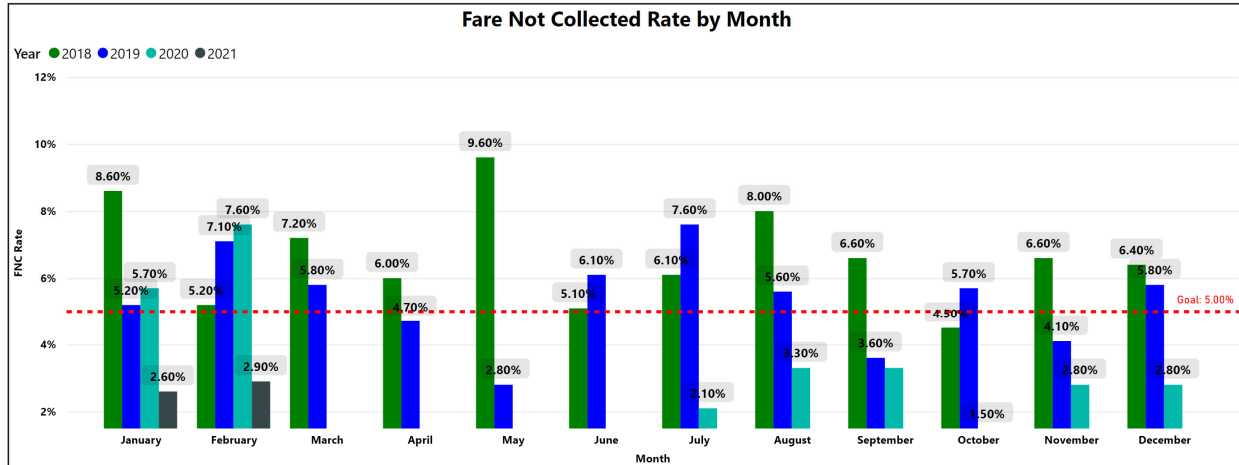
- In February 2021, the LIRR reported 81 short trains, compared with 144 short trains February 2020.

* The LIRR did not record any short trains in April or May (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019/2020 YTD comparison less meaningful.

Fare Not Collected Rate

The percent of instances that an MTA Auditor's ticket was not collected.

| | 2021 | | 2020 | |
|------|----------|------|----------|------|
| Goal | February | YTD | February | YTD |
| 5.0% | 2.9% | 2.7% | 7.6% | 6.8% |

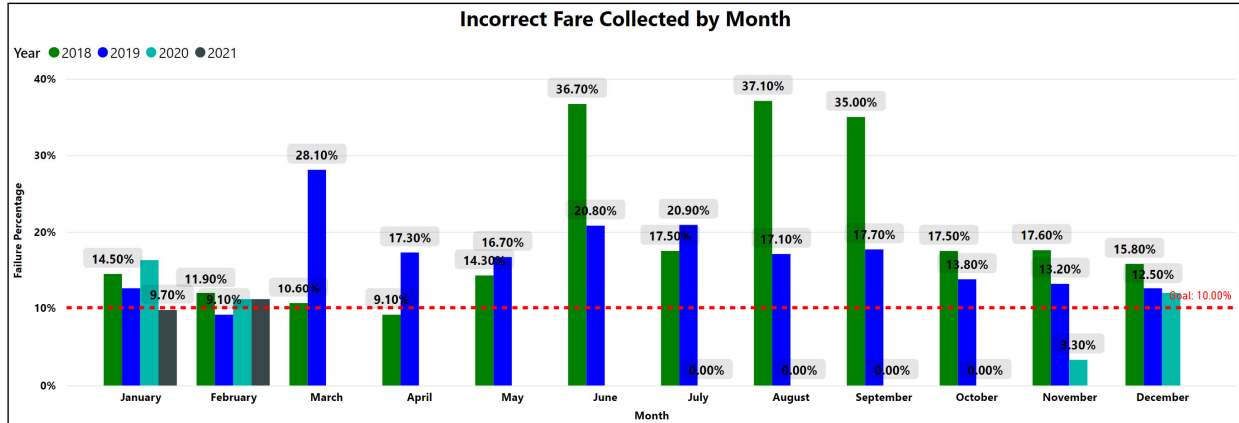


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In February 2021, the LIRR reported a Fare Not Collected Rate of 2.9%, this is an improvement over February 2020's Fare Not Collected Rate of 7.6%.
- Since Auditor observations were suspended between March and June, the 2019/2020 YTD comparison is less meaningful.

Incorrect Fare Collected Rate

The percent of instances that an MTA Auditor was encountered by a conductor who either sold an incorrect type of ticket or accepted the incorrect type of ticket.

| | 2021 | | 2020 | |
|-------|----------|-------|----------|-------|
| Goal | February | YTD | February | YTD |
| 10.0% | 11.1% | 10.3% | 11.1% | 13.7% |

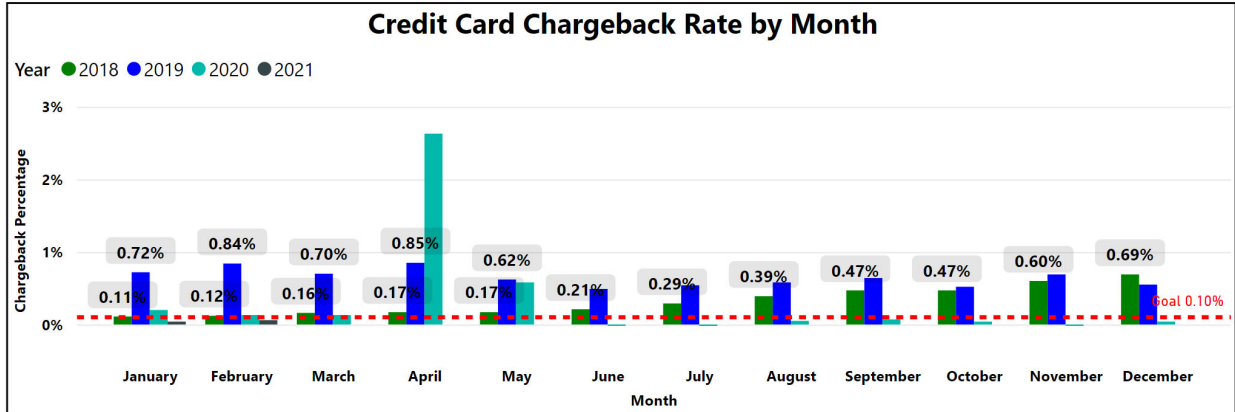


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In February 2021, the LIRR reported an Incorrect Fare Collected Rate of 11.1%, this is an improvement over February 2020’s Incorrect Fare Collected rate of 11.1%.
- In July 2020 the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. However, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so current month and year-to-year comparisons are less meaningful.

Credit Card Chargeback Rate

The percent of instances that a credit card transaction is disputed by the card holder including fraud.

| Goal | 2021 | | 2020 | |
|-------|----------|-------|----------|-------|
| | February | YTD | February | YTD |
| 0.10% | 0.06% | 0.05% | 0.13% | 0.17% |



- In February 2021, the LIRR reported a Chargeback rate of 0.06%, which is an improvement over its February 2020 rate of 0.13%.



Long Island Rail Road

Financial Report Highlights

February 2021





Long Island Rail Road

Financial Report Highlights

The Long Island Rail Road's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget and key financial performance indicators.

February 2021 Highlights

- Total revenue of \$82.4 million was \$6.0 million higher than the budget. This was primarily due to higher farebox revenue, partially offset by the timing of reimbursements for capital activity.
- Through February 2021 ridership was 3.3 million, which was (75.4)% below 2020 (adjusted for the same number of work days) and 41.3% above the budget. Commutation ridership of 1.1 million was (85.5)% below 2020 and (17.3)% below the budget. Non-Commutation ridership of 2.2 million was (61.9)% below 2020 and 121.5% above the budget. Consequently, farebox revenue of \$27.6 million was \$6.9 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$292.0 million were \$40.2 million or 12.1% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage, vacant positions and associated fringe costs, and lower OPEB current and overtime expenses, partially offset by the timing of maintenance and other operating contracts.

Financial results for Year-to-Date (YTD) February 2021 are presented in the table below and compared to the budget.

| <u>Category (\$ in Millions)</u> | <u>Budget</u> | <u>Actual</u> | <u>Variance</u> |
|--|----------------------|----------------------|------------------------|
| Total Revenue | \$76.5 | \$82.4 | \$6.0 |
| Total Expenses Before Non-Cash Liabilities | 332.2 | 292.0 | 40.2 |
| Net Surplus/(Deficit) Before Non-Cash Liabilities | (\$255.7) | (\$209.6) | \$46.1 |
| Other Non-Cash Liabilities | 69.9 | 70.1 | (0.2) |
| Net Surplus/(Deficit) After Non-Cash Liabilities | (\$325.7) | (\$279.7) | \$46.0 |
| Cash Adjustments | 63.0 | 86.0 | 22.9 |
| Net Cash Surplus/(Deficit) | (\$262.7) | (\$193.7) | \$68.9 |

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

February YTD operating results were favorable by \$46.0 or 14.1% lower than the budget.

Non-Reimbursable revenues through February were \$7.2 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. Other Operating Revenues were favorable to budget due to the timing of rental, miscellaneous and freight revenues, partially offset by the timing of advertising revenue. Total Non-Reimbursable expenses were \$38.8 favorable due to the timing of materials, lower labor expenses as a result of vacant positions and associated fringe costs, lower OPEB current and electric, partially offset by the timing of maintenance and other operating contracts.

YTD capital and other reimbursable expenditures (and reimbursements) were \$(1.2) lower than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$82.4 were \$6.0 or 7.8% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$6.9 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through February was 3.3 million. This was (75.4)% lower than 2020 (adjusted for same number of calendar work days) and 41.3% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$0.3 favorable to the budget due to the timing of rental, miscellaneous and freight revenues, partially offset by the timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(1.2) unfavorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$362.1 were favorable to the budget by \$40.0 or 9.9%.

Labor Expenses, \$13.6 favorable Y-T-D.

- **Payroll**, \$5.9 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$1.5 favorable Y-T-D (primarily lower maintenance overtime, capital project activity and scheduled/unscheduled service, partially offset by higher weather-related overtime and vacancy/absentee coverage).
- **Health & Welfare**, \$2.5 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.0 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves, and higher Railroad Unemployment Insurance).

Non-Labor Expenses, \$26.6 favorable Y-T-D.

- **Electric Power**, \$0.9 favorable Y-T-D (lower usage and rates).



Long Island Rail Road

Financial Report Highlights

- **Insurance**, \$1.2 favorable Y-T-D (lower liability and force account insurance).
- **Maintenance and Other Operating Contracts**, \$(2.2) unfavorable Y-T-D (primarily the timing of prior year accrual reversals and Moynihan Train Hall expenses, partially offset by the timing of capital project expenses and vehicle purchases).
- **Professional Services**, \$1.3 favorable Y-T-D (primarily the timing of inspections, MTA Chargebacks and rolling stock decommissioning).
- **Materials and Supplies**, \$24.4 favorable Y-T-D (primarily timing of fleet maintenance and modifications, and right of way initiatives, partially offset by capital project material).
- **Other Business Expenses**, \$1.2 favorable Y-T-D (primarily due to lower credit/debit card fees, miscellaneous expenses and higher restitution of property damages).

Depreciation and Other, \$(0.2) unfavorable Y-T-D depreciation.

CASH DEFICIT SUMMARY

The Cash Deficit through February of \$(193.7) was \$68.9 favorable to the budget due to the timing of capital and other reimbursements, higher farebox revenue and lower expenditures, partially offset by prior year Railroad Retirement tax payments and the timing of other operating revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date February Farebox Operating Ratio was 11.4%, 4.1 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The February Adjusted Farebox Operating Ratio was 14.4%, which is above the budget due to higher farebox revenue and lower expenses.
- The February Adjusted Cost per Passenger was \$66.58, which is lower than the budget due to higher ridership and lower expenses.
- The February Revenue per Passenger was \$8.32, which was \$(0.52) below the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 FEBRUARY 2021
 (\$ in millions)

| | Nonreimbursable | | | Reimbursable | | | Total | | | | | | |
|--|-------------------------|--------------------|-----------------|-------------------------|-----------------|------------------|-------------------------|--------------------|------------------|--------------|--|--|--|
| | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | | | | | |
| | Budget | Actual | Variance | Budget | Actual | Variance | Budget | Actual | Variance | | | | |
| Revenue | | | | | | | | | | | | | |
| Freight Revenue | \$10,249 | \$12,935 | \$2,687 | \$0,000 | \$0,000 | \$0,000 | \$10,249 | \$12,935 | \$2,687 | 26.2 | | | |
| Vehicle Toll Revenue | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | - | | | |
| Other Operating Revenue | 2,357 | 1,171 | (1,187) | 0,000 | 0,000 | 0,000 | 2,357 | 1,171 | (1,187) | (50.3) | | | |
| Capital & Other Reimbursements | 0,000 | 0,000 | 0,000 | 23,611 | 23,611 | (3,446) | 27,057 | 23,611 | (3,446) | (12.7) | | | |
| Total Revenue | \$12,606 | \$14,106 | \$1,500 | \$27,057 | \$23,611 | (\$3,446) | \$39,663 | \$37,717 | (\$1,946) | (4.9) | | | |
| Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$45,948 | \$42,401 | \$3,547 | \$9,736 | \$9,122 | \$0,614 | \$55,684 | \$51,523 | \$4,161 | 7.5 | | | |
| Overtime | 10,615 | 13,306 | (2,691) | 3,702 | 2,635 | 1,067 | 14,316 | 15,941 | (1,624) | (11.3) | | | |
| Health and Welfare | 11,371 | 10,326 | 1,046 | 2,263 | 2,131 | 1,132 | 13,635 | 12,457 | 1,178 | 8.6 | | | |
| OP&B Current Payment | 6,521 | 5,200 | 1,321 | 0,000 | 0,000 | 0,000 | 6,521 | 5,200 | 1,321 | 20.3 | | | |
| Pensions | 14,620 | 15,765 | (1,145) | 3,677 | 2,532 | 1,145 | 18,297 | 18,297 | 0,000 | 0.0 | | | |
| Other Fringe Benefits | 13,208 | 14,027 | (819) | 2,314 | 2,297 | 0,017 | 15,522 | 16,324 | (802) | (5.2) | | | |
| Reimbursable Overhead | (1,105) | (2,424) | 1,319 | 1,105 | 2,424 | (1,319) | 0,000 | 0,000 | 0,000 | - | | | |
| Total Labor Expenses | \$101,177 | \$98,600 | \$2,577 | \$22,798 | \$21,142 | \$1,656 | \$123,975 | \$119,742 | \$4,233 | 3.4 | | | |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$6,651 | \$5,168 | \$1,484 | \$0,021 | \$0,561 | (\$0,540) | \$6,672 | \$5,729 | \$0,943 | 14.1 | | | |
| Fuel | 1,357 | 1,496 | (139) | 0,000 | 0,000 | 0,000 | 1,357 | 1,496 | (139) | (10.3) | | | |
| Insurance | 1,984 | 1,523 | 0,461 | 0,486 | 0,294 | 0,192 | 2,470 | 1,818 | 0,653 | 26.4 | | | |
| Claims | 0,384 | 0,560 | (176) | 0,000 | 0,000 | 0,000 | 0,384 | 0,560 | (176) | (45.6) | | | |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | - | | | |
| Maintenance and Other Operating Contracts | 7,255 | 9,453 | (2,198) | 1,093 | 0,833 | 0,260 | 8,348 | 10,287 | (1,939) | (23.2) | | | |
| Professional Service Contracts | 3,100 | 2,223 | 0,877 | 0,049 | 0,172 | (0,123) | 3,149 | 2,395 | 0,754 | 23.9 | | | |
| Materials & Supplies | 11,797 | (5,171) | 16,968 | 2,579 | 0,564 | 2,015 | 14,376 | (4,606) | 18,982 | * | | | |
| Other Business Expenses | 1,022 | 0,463 | 0,559 | 0,031 | 0,044 | (0,013) | 1,053 | 0,508 | 0,546 | 51.8 | | | |
| Total Non-Labor Expenses | \$33,551 | \$15,716 | \$17,835 | \$4,259 | \$2,469 | \$1,790 | \$37,810 | \$18,185 | \$19,624 | 51.9 | | | |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | - | | | |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | - | | | |
| Total Expenses before Depreciation & Other Post Employment Benefits | \$134,728 | \$114,316 | \$20,412 | \$27,057 | \$23,611 | \$3,446 | \$161,785 | \$137,927 | \$23,858 | 14.7 | | | |
| Depreciation | \$34,792 | \$34,874 | (\$0,082) | \$0,000 | \$0,000 | \$0,000 | \$34,792 | \$34,874 | (\$0,082) | (0.2) | | | |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | - | | | |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | - | | | |
| Environmental Remediation | 0,167 | 0,167 | 0,000 | 0,000 | 0,000 | 0,000 | 0,167 | 0,167 | 0,000 | 0.0 | | | |
| Total Expenses | \$169,686 | \$149,357 | \$20,330 | \$27,057 | \$23,611 | \$3,446 | \$196,743 | \$172,967 | \$23,776 | 12.1 | | | |
| Net Surplus/(Deficit) | (\$157,080) | (\$135,251) | \$21,830 | \$0,000 | \$0,000 | \$0,000 | (\$157,080) | (\$135,251) | \$21,830 | 13.9 | | | |
| Cash Conversion Adjustments | | | | | | | | | | | | | |
| Depreciation | \$34,792 | \$34,874 | \$0,082 | \$0,000 | \$0,000 | \$0,000 | \$34,792 | \$34,874 | \$0,082 | 0.2 | | | |
| Operating/Capital | (1,051) | 0,180 | 1,231 | 0,000 | 0,000 | 0,000 | (1,051) | 0,180 | 1,231 | * | | | |
| Other Cash Adjustments | 4,652 | 14,207 | 9,555 | 0,000 | 0,000 | 0,000 | 4,652 | 14,207 | 9,555 | * | | | |
| Total Cash Conversion Adjustments | \$38,393 | \$49,261 | \$10,868 | 0,000 | 0,000 | \$0,000 | \$38,393 | \$49,261 | \$10,868 | 28.3 | | | |
| Net Cash Surplus/(Deficit) | (\$118,687) | (\$85,990) | \$32,697 | \$0,000 | \$0,000 | \$0,000 | (\$118,687) | (\$85,990) | \$32,697 | 27.5 | | | |

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 2

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 FEBRUARY Year-To-Date
 (\$ in millions)

| | Nonreimbursable | | | Reimbursable | | | Total | | | | | | | |
|--|----------------------------|--------------------|-----------------|----------------------------|-----------------|------------------|----------------------------|--------------------|-----------------|-------------|----------|--|--|--|
| | Favorable (Unfavorable) | | Percent | Favorable (Unfavorable) | | Percent | Favorable (Unfavorable) | | Percent | | | | | |
| | Budget | Actual | | Budget | Actual | | Budget | Actual | | Variance | Variance | | | |
| Revenue | | | | | | | | | | | | | | |
| Farebox Revenue | \$20,742 | \$27,597 | \$6,856 | \$0,000 | \$0,000 | - | \$20,742 | \$27,597 | \$6,856 | 33.1 | | | | |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | | | | |
| Other Operating Revenue | 3,815 | 4,149 | 0,334 | 0.000 | 0.000 | - | 3,815 | 4,149 | 0,334 | 8.8 | | | | |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | 51,912 | 50,696 | (1,215) | 51,912 | 50,696 | (1,215) | (2.3) | | | | |
| Total Revenue | \$24,557 | \$31,746 | \$7,190 | \$51,912 | \$50,696 | (\$1,215) | \$76,468 | \$82,443 | \$5,975 | 7.8 | | | | |
| Expenses | | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | | |
| Payroll | \$99,866 | \$93,259 | \$6,607 | \$18,546 | \$19,221 | (\$6,675) | \$18,546 | \$19,221 | \$6,675 | (3.6) | | | | |
| Overtime | 21,454 | 21,743 | (289) | 7,129 | 5,337 | 1,792 | 7,129 | 5,337 | 1,792 | 25.1 | | | | |
| Health and Welfare | 23,030 | 20,479 | 2,551 | 4,322 | 4,374 | (52) | 4,322 | 4,374 | (52) | (1.2) | | | | |
| OPEB Current Payment | 13,042 | 10,431 | 2,611 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | | | | |
| Pensions | 29,572 | 31,373 | (1,802) | 7,023 | 5,221 | 1,802 | 7,023 | 5,221 | 1,802 | 25.7 | | | | |
| Other Fringe Benefits | 26,504 | 25,176 | 1,328 | 4,420 | 4,732 | (312) | 4,420 | 4,732 | (312) | (7.1) | | | | |
| Reimbursable Overhead | (2,053) | (5,115) | 3,062 | 2,053 | 5,115 | (3,062) | 2,053 | 5,115 | (3,062) | (150.5) | | | | |
| Total Labor Expenses | \$211,415 | \$197,347 | \$14,068 | \$43,492 | \$43,999 | (\$507) | \$254,908 | \$241,346 | \$13,562 | 5.3 | | | | |
| Non-Labor: | | | | | | | | | | | | | | |
| Electric Power | \$13,441 | \$11,983 | \$1,458 | \$0,042 | \$0,583 | (\$0,541) | \$0,042 | \$0,583 | \$0,541 | * | | | | |
| Fuel | 3,089 | 3,162 | (73) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | | | | |
| Insurance | 3,969 | 3,047 | 922 | 0,932 | 0,672 | 0,259 | 0,932 | 0,672 | 0,259 | 27.8 | | | | |
| Claims | 0,769 | 0,869 | (100) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | | | | |
| 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 | 15,303 | 18,117 | (2,815) | 2,173 | 1,576 | 0,597 | 2,173 | 1,576 | 0,597 | 27.5 | | | | |
| Professional Service Contracts | 6,515 | 4,974 | 1,541 | 0,097 | 0,326 | (0,229) | 0,097 | 0,326 | (0,229) | * | | | | |
| Materials & Supplies | 23,718 | 1,014 | 22,705 | 5,115 | 3,454 | 1,661 | 5,115 | 3,454 | 1,661 | 32.5 | | | | |
| Other Business Expenses | 2,085 | 0,836 | 1,248 | 0,080 | 0,086 | (0,026) | 0,080 | 0,086 | (0,026) | (43.5) | | | | |
| Total Non-Labor Expenses | \$68,887 | \$44,002 | \$24,885 | \$8,419 | \$6,697 | \$1,722 | \$77,306 | \$50,699 | \$26,607 | 34.4 | | | | |
| Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | - | | | | |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | - | | | | |
| Total Expenses before Depreciation & Other Post Employment Benefits | \$280,302 | \$241,349 | \$38,954 | \$51,912 | \$50,696 | \$1,215 | \$332,214 | \$292,045 | \$40,169 | 12.1 | | | | |
| Depreciation | \$69,583 | \$69,748 | (164) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$69,748 | (\$164) | (0.2) | | | | |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | | | | |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | | | | |
| Environmental Remediation | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.0 | | | | |
| Total Expenses | \$350,219 | \$311,430 | \$38,789 | \$51,912 | \$50,696 | \$1,215 | \$402,131 | \$362,126 | \$40,004 | 9.9 | | | | |
| Net Surplus/(Deficit) | (\$325,662) | (\$279,683) | \$45,979 | \$0,000 | \$0,000 | (\$0,000) | (\$325,662) | (\$279,683) | \$45,979 | 14.1 | | | | |
| Cash Conversion Adjustments | | | | | | | | | | | | | | |
| Depreciation | \$69,583 | \$69,748 | \$164 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$69,748 | \$164 | 0.2 | | | | |
| Operating/Capital | (2,102) | (0,375) | 1,726 | 0.000 | 0.000 | 0.000 | (2,102) | (0,375) | 1,726 | 82.1 | | | | |
| Other Cash Adjustments | (4,469) | 16,584 | 21,053 | 0.000 | 0.000 | 0.000 | 0.000 | 16,584 | 21,053 | * | | | | |
| Total Cash Conversion Adjustments | \$63,013 | \$85,957 | \$22,944 | \$0,000 | \$0,000 | \$0,000 | \$63,013 | \$85,957 | \$22,944 | 36.4 | | | | |
| Net Cash Surplus/(Deficit) | (\$262,650) | (\$193,727) | \$68,923 | \$0,000 | \$0,000 | \$0,000 | (\$262,650) | (\$193,727) | \$68,923 | 26.2 | | | | |

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**
(\$ in millions)

| | | | | February 2021 | | Year-to-Date February 2021 | |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|----------------------------|---|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Revenue | | | | | | | |
| Farebox Revenue | Non Reimb. | 2.687 | 26.2 | Higher ridership \$3,770, partially offset by lower yield per passenger \$(1,083). | 6.856 | 33.1 | Higher ridership \$8,573, partially offset by lower yield per passenger \$(1,717). |
| Other Operating Revenue | Non Reimb. | (1.187) | (50.3) | Primarily due to the timing of advertising revenue, partially offset by higher rental revenue. | 0.334 | 8.8 | Primarily due to higher rental and miscellaneous revenue, partially offset by the timing of advertising revenue. |
| Capital & Other Reimbursements | Reimb. | (3.446) | (12.7) | Timing of capital project activity and interagency reimbursements. | (1.215) | (2.3) | Timing of capital project activity and interagency reimbursements. |
| Expenses | | | | | | | |
| Payroll | Non Reimb. | 3.547 | 7.7 | Primarily vacant positions. | 6.607 | 6.6 | Primarily vacant positions. |
| | Reimb. | 0.614 | 6.3 | Primarily due to timing of project activity. | (0.675) | (3.6) | Primarily due to timing of project activity. |
| Overtime | Non Reimb. | (2.691) | (25.4) | Higher weather-related overtime and vacancy/absentee coverage, partially offset by programmatic/routine maintenance and scheduled/unscheduled service. | (0.289) | (1.3) | Higher weather-related overtime, vacancy/absentee coverage and unscheduled maintenance, partially offset by programmatic/routine maintenance and scheduled/unscheduled service. |
| Health and Welfare | Reimb. | 1.067 | 28.8 | Lower capital reimbursable activity. | 1.792 | 25.1 | Lower capital reimbursable activity. |
| | Non Reimb. | 1.046 | 9.2 | Vacant positions. | 2.551 | 11.1 | Vacant positions. |
| | Reimb. | 0.132 | 5.8 | Primarily due to timing of project activity. | (0.052) | (1.2) | Primarily due to timing of project activity. |
| OPEB Current Payment | Non Reimb. | 1.321 | 20.3 | Fewer retirees/beneficiaries. | 2.611 | 20.0 | Fewer retirees/beneficiaries. |
| Pensions | Non Reimb. | (1.145) | (7.8) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. | (1.802) | (6.1) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. |
| | Reimb. | 1.145 | 31.1 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. | 1.802 | 25.7 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. |

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**
(\$ in millions)

| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | February 2021 | | Reason for Variance | Year-to-Date February 2021 | | |
|---|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|--|
| | | Favorable/ (Unfavorable) Variance | | | Favorable/ (Unfavorable) Variance | | |
| | | \$ | % | | \$ | % | |
| Other Fringe Benefits | Non Reimb. | (0.819) | (6.2) | Higher FELA indemnity reserves partially offset by lower Railroad Retirement Taxes. | 1.329 | 5.0 | Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance. |
| | Reimb. | 0.017 | 0.7 | Primarily due to timing of project activity. | (0.312) | (7.1) | Primarily due to timing of project activity. |
| Reimbursable Overhead | Non Reimb. | 1.319 | * | Primarily due to timing of project activity. | 3.062 | * | Primarily due to timing of project activity. |
| | Reimb. | (1.319) | * | Primarily due to timing of project activity. | (3.062) | * | Primarily due to timing of project activity. |
| Electric Power | Non Reimb. | 1.484 | 22.3 | Primarily due to lower usage and rates, and expenses misclassified as reimbursable which will be adjusted next month. | 1.458 | 10.8 | Primarily due to lower usage and rates, and expenses misclassified as reimbursable which will be adjusted next month. |
| | Reimb. | (0.540) | * | Non reimbursable expenses were misclassified as reimbursable, will be adjusted next month. | (0.541) | * | Non reimbursable expenses were misclassified as reimbursable, will be adjusted next month. |
| Fuel | Non Reimb. | (0.139) | (10.3) | Primarily due to higher rates. | (0.073) | (2.4) | |
| Insurance | Non Reimb. | 0.461 | 23.2 | Lower liability insurance. | 0.922 | 23.2 | Lower liability insurance. |
| | Reimb. | 0.192 | 39.5 | Force Account Insurance associated with project activity. | 0.259 | 27.8 | Force Account Insurance associated with project activity. |
| Claims | Non Reimb. | (0.175) | (45.6) | Primarily increase in Corporate Reserves. | (0.101) | (13.1) | Primarily increase in Corporate Reserves. |
| Maintenance & Other Operating Contracts | Non Reimb. | (2.196) | (30.3) | Primarily due to joint facility and other maintenance accruals not reversed. | (2.815) | (18.4) | Primarily due to joint facility and other maintenance accruals not reversed and the timing of Moynihan Train Hall expenses, partially offset by delayed vehicle purchases. |
| | Reimb. | 0.259 | 23.7 | Primarily due to timing of project activity. | 0.597 | 27.5 | Primarily due to timing of project activity. |

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

| | | February 2021 | | | Year-to-Date February 2021 | | |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|--------|--|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Professional Service Contracts | Non Reimb. | 0.877 | 28.3 | Primarily the timing of rail inspections, MTA Chargebacks, and rolling stock decommissioning. Primarily due to timing of project activity. | 1.541 | 23.7 | Primarily the timing of rail inspections, MTA Chargebacks, and rolling stock decommissioning. Primarily due to timing of project activity. |
| | Reimb. | (0.123) | * | | (0.229) | * | |
| Materials & Supplies | Non Reimb. | 16.968 | * | Primarily timing of reclaims into inventory, modifications and RCM activity for revenue fleet and right of way material. Primarily due to timing of project activity. | 22.705 | 95.7 | Primarily timing of reclaims into inventory, modifications and RCM activity for revenue fleet and right of way material. Primarily due to timing of project activity. |
| | Reimb. | 2.015 | 78.1 | | 1.661 | 32.5 | |
| Other Business Expenses | Non Reimb. | 0.558 | 54.7 | Primarily lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expenses. Primarily due to timing of project activity. | 1.248 | 59.9 | Primarily lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expenses. Primarily due to timing of project activity. |
| | Reimb. | (0.013) | (41.1) | | (0.026) | (43.5) | |
| Depreciation | Non Reimb. | (0.082) | (0.2) | Based on certain capital assets being fully depreciated. | (0.164) | (0.2) | |

| MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES February 2021 (\$ in millions) | | | | | | | | | |
|---|--------------------|--------------------|----------------------------|---------------|--------------------|----------------------------|--------------|--------|----------------------------|
| | Month | | | Year-to-Date | | | | | |
| | Budget | Actual | Favorable (Unfavorable) | Budget | Actual | Favorable (Unfavorable) | Budget | Actual | Favorable (Unfavorable) |
| | | | Variance | | | Variance | | | Variance |
| | | | Percent | | | Percent | | | Percent |
| Receipts | | | | | | | | | |
| Farebox Revenue | \$10,643 | \$13,038 | \$2,395 | 22.5 | \$27,056 | \$5,516 | 25.6 | | |
| Vehicle Toll Revenue | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | - | | |
| Other Operating Revenue | 8,306 | 1,616 | (6,690) | (80.5) | 2,872 | (6,289) | (68.6) | | |
| Capital & Other Reimbursements | 20,337 | 44,454 | 24,116 | * | 67,819 | 21,732 | 47.2 | | |
| Total Receipts | \$39,287 | \$59,108 | \$19,822 | 50.5 | \$97,747 | \$20,960 | 27.3 | | |
| Expenditures | | | | | | | | | |
| Labor: | | | | | | | | | |
| Payroll | \$55,308 | \$48,544 | \$6,764 | 12.2 | \$103,999 | \$10,466 | 9.1 | | |
| Overtime | 14,316 | 14,186 | 0,130 | 0.9 | 25,315 | 5,909 | 18.9 | | |
| Health and Welfare | 13,635 | 11,559 | 2,076 | 15.2 | 23,901 | 3,451 | 12.6 | | |
| OPEB Current Payment | 6,521 | 4,961 | 1,560 | 23.9 | 10,149 | 2,893 | 22.2 | | |
| Pensions | 18,297 | 17,969 | 0,328 | 1.8 | 36,067 | 0,527 | 1.4 | | |
| Other Fringe Benefits | 15,375 | 67,789 | (52,414) | * | 81,638 | (45,808) | * | | |
| Contribution to GASB Fund | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | - | | |
| Reimbursable Overhead | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | - | | |
| Total Labor Expenditures | \$123,451 | \$165,007 | (\$41,556) | (33.7) | \$258,508 | (\$22,561) | (8.7) | | |
| Non-Labor: | | | | | | | | | |
| Electric Power | \$6,672 | \$5,718 | \$0,955 | 14.3 | \$12,359 | \$1,124 | 8.3 | | |
| Fuel | 1,357 | 0,940 | 0,417 | 30.8 | 2,229 | 0,860 | 27.8 | | |
| Insurance | 0,000 | (0,119) | 0,119 | - | 1,719 | 9,364 | 84.5 | | |
| Claims | 0,153 | 0,102 | 0,051 | 33.3 | 0,367 | (0,061) | (19.8) | | |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | - | | |
| Maintenance and Other Operating Contracts | 8,348 | 6,310 | 2,038 | 24.4 | 11,284 | 6,192 | 35.4 | | |
| Professional Service Contracts | 1,107 | 1,567 | (0,461) | (41.6) | 3,310 | (0,782) | (30.9) | | |
| Materials & Supplies | 15,158 | 18,669 | (3,511) | (23.2) | 29,463 | 0,003 | 0.0 | | |
| Other Business Expenses | 1,332 | 0,819 | 0,513 | 38.5 | 1,573 | 1,130 | 41.8 | | |
| Total Non-Labor Expenditures | \$34,128 | \$34,006 | \$0,122 | 0.4 | \$62,301 | \$17,830 | 22.3 | | |
| Other Expenditure Adjustments: | | | | | | | | | |
| Other | \$0,395 | \$0,216 | \$0,179 | 45.3 | \$0,441 | \$0,357 | 44.7 | | |
| Total Other Expenditure Adjustments | \$0,395 | \$0,216 | \$0,179 | 45.3 | \$0,441 | \$0,357 | 44.7 | | |
| Total Expenditures | \$157,974 | \$199,229 | (\$41,255) | (26.1) | \$343,811 | (\$4,374) | (1.3) | | |
| Net Cash Balance | (\$118,687) | (\$140,121) | (\$21,434) | (18.1) | (\$246,064) | \$16,585 | 6.3 | | |
| Cash Timing and Availability Adjustment | 0,000 | 54,131 | 54,131 | - | 0,000 | 52,338 | - | | |
| Net Cash Deficit with Cash Timing & Availability Adj. | (\$118,687) | (\$85,990) | \$32,697 | 27.5 | (\$193,727) | \$68,923 | 26.2 | | |
| MTA Subsidy | 118,687 | 122,354 | 3,667 | 3.1 | 262,650 | (61,570) | (23.4) | | |

Note: Totals may not add due to rounding

Table 5

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

| Generic Revenue or Expense Category | February 2021 | | Year-to-Date as of February 2021 | | Reason for Variance |
|-------------------------------------|-----------------------------------|--------|-----------------------------------|--------|--|
| | Favorable/ (Unfavorable) Variance | | Favorable/ (Unfavorable) Variance | | |
| | \$ | % | \$ | % | |
| Receipts | | | | | |
| Farebox Revenue | 2,395 | 22.5 | 5,516 | 25.6 | Higher ridership \$3,770, partially offset by lower yields \$(1,083), lower MetroCard/AirTrain sales \$(0.202) and lower advance sales impact \$(0.090). |
| Other Operating Revenue | (6,690) | (80.5) | (6,289) | (68.6) | Primarily due to the timing of an annual rental payment, partially offset by the timing of miscellaneous revenue. |
| Capital and Other Reimbursements | 24,116 | * | 21,732 | 47.2 | Timing of activity and reimbursement for capital and other reimbursements. |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | 6,764 | 12.2 | 10,466 | 9.1 | Primarily due to vacant positions, rates and the timing of intercompany reimbursements. |
| Overtime | 0,130 | 0.9 | 5,909 | 18.9 | Primarily due to the timing of overtime payments, lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by vacancy/absentee coverage and weather-related overtime, which will be fully captured in the March cash variance. |
| Health and Welfare | 2,076 | 15.2 | 3,451 | 12.6 | Primarily due to vacant positions, intercompany reimbursements and the timing of payments. |

Table 5

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

| Generic Revenue or Expense Category | February 2021 | | | | Year-to-Date as of February 2021 | | | |
|---|-----------------------------------|--------|---|------------|-----------------------------------|---|---------------------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | | Favorable/ (Unfavorable) Variance | | Reason for Variance | |
| | \$ | % | | | \$ | % | | |
| Receipts | | | | | | | | |
| OPEB Current Payment | 1.560 | 23.9 | Primarily due to fewer retirees/beneficiaries. | 2.893 | 22.2 | Primarily due to fewer retirees/beneficiaries. | | |
| Pensions | 0.328 | 1.8 | Due to intercompany reimbursements. | 0.527 | 1.4 | Due to intercompany reimbursements. | | |
| Other Fringe Benefits | (52.414) * | | Primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020. | (45.808) * | | Primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020, partially offset by lower Railroad Retirement Tax payments for 2021. | | |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.955 | 14.3 | Lower usage and rates. | 1.124 | 8.3 | Lower usage and rates. | | |
| Fuel | 0.417 | 30.8 | Primarily due to the timing of payments. | 0.860 | 27.8 | Primarily due to the timing of payments. | | |
| Insurance | 0.119 | - | Timing of insurance premium payments. | 9.364 | 84.5 | Timing of insurance premium payments. | | |
| Claims | 0.051 | 33.3 | Timing of payments for claims. | (0.061) | (19.8) | Timing of payments for claims. | | |
| Maintenance and Other Operating Contracts | 2.038 | 24.4 | Timing of payments. | 6.192 | 35.4 | Timing of payments. | | |
| Professional Service Contracts | (0.461) | (41.6) | Timing of payments. | (0.782) | (30.9) | Timing of payments. | | |
| Materials and Supplies | (3.511) | (23.2) | Primarily the timing of program, production plan, and operating funded capital material and supplies. | 0.003 | 0.0 | Primarily the timing of program, production plan, and operating funded capital material and supplies. | | |

Table 5

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

| Generic Revenue or Expense Category | February 2021 | | Year-to-Date as of February 2021 | | Reason for Variance |
|--|---|------|---|------|---|
| | Favorable/ (Unfavorable) Variance | | Favorable/ (Unfavorable) Variance | | |
| | \$ | % | \$ | % | |
| Receipts | | | | | |
| Other Business Expenses | 0.513 | 38.5 | 1.130 | 41.8 | Primarily lower credit/debit fees, higher restitution of property damages and the timing of miscellaneous expense payments. |
| Other Expenditure Adjustments | 0.179 | 45.3 | 0.357 | 44.7 | Lower MetroCard/AirTrain pass through payments. |

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
February 2021**

(\$ in millions)

| | Month | | | Year-to-Date | | | |
|---|----------------------------|-------------------|-------------------|----------------------------|------------------|-------------------|-------------------|
| | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | | |
| | Budget | Actual | Variance Percent | Budget | Actual | Variance Percent | |
| Receipts | | | | | | | |
| Farebox Revenue | \$0.395 | \$0.103 | (\$0.292) | (74.0) | \$0.798 | (\$0.541) | (\$1.339) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| Other Operating Revenue | 5.949 | 0.446 | (5.503) | (92.5) | 5.345 | (1.277) | (6.623) |
| Capital & Other Reimbursements | (6.719) | 20.843 | 27.563 | * | (5.825) | 17.122 | 22.947 |
| Total Receipts | (\$0.376) | \$21.391 | \$21.768 | * | \$0.319 | \$15.304 | \$14.985 |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$0.376 | \$2.979 | \$2.603 | * | \$3.946 | \$8.481 | \$4.534 |
| Overtime | 0.000 | 1.755 | 1.755 | - | (2.640) | 1.765 | 4.406 |
| Health and Welfare | 0.000 | 0.898 | 0.898 | - | 0.000 | 0.952 | 0.952 |
| OPEB Current Payment | 0.000 | 0.239 | 0.239 | - | 0.000 | 0.282 | 0.282 |
| Pensions | 0.000 | 0.328 | 0.328 | - | 0.000 | 0.527 | 0.527 |
| Other Fringe Benefits | 0.148 | (51.465) | (51.612) | * | (4.906) | (51.731) | (46.825) |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.524 | (\$45.265) | (\$45.790) | * | (\$3.600) | (\$39.723) | (\$36.123) |
| Non-Labor: | | | | | | | |
| Electric Power | \$0.000 | \$0.011 | \$0.011 | * | \$0.000 | \$0.206 | \$0.206 |
| Fuel | 0.000 | 0.557 | 0.557 | - | 0.000 | 0.933 | 0.933 |
| Insurance | 2.470 | 1.936 | (0.534) | (21.6) | (6.183) | 2.000 | 8.183 |
| Claims | 0.231 | 0.458 | 0.226 | 97.9 | 0.463 | 0.503 | 0.040 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (0.000) | 3.977 | 3.977 | * | (0.000) | 8.410 | 8.410 |
| Professional Service Contracts | 2.042 | 0.827 | (1.214) | (59.5) | 4.083 | 1.989 | (2.094) |
| Materials & Supplies | (0.782) | (23.275) | (22.493) | * | (0.629) | (24.992) | (24.363) |
| Other Business Expenses | (0.279) | (0.312) | (0.033) | (11.6) | (0.559) | (0.651) | (0.092) |
| Total Non-Labor Expenditures | \$3.662 | (\$15.821) | (\$19.503) | * | (\$2.825) | (\$11.602) | (\$8.777) |
| Other Expenditure Adjustments: | | | | | | | |
| Other | (\$0.395) | (\$0.216) | \$0.179 | 45.3 | (\$0.798) | (\$0.441) | \$0.357 |
| Total Other Expenditure Adjustments | (\$0.395) | (\$0.216) | \$0.179 | 45.3 | (\$0.798) | (\$0.441) | \$0.357 |
| Total Expenditures | \$3.811 | (\$61.302) | (\$65.113) | * | (\$7.223) | (\$51.766) | (\$44.543) |
| Depreciation Adjustment | \$34.792 | \$34.874 | \$0.082 | 0.2 | \$69.583 | \$69.748 | \$0.164 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.167 | 0.167 | 0.000 | 0.0 | 0.333 | 0.333 | 0.000 |
| Total Expenditures After Non-Cash Liabilities | \$38.769 | (\$26.262) | (\$65.031) | * | \$62.693 | \$18.315 | (\$44.379) |
| Total Cash Conversion Adjustments | \$38.393 | (\$4.870) | (\$43.263) | * | \$63.013 | \$33.619 | (\$29.394) |
| Cash Timing and Availability Adjustment | 0.000 | 54.131 | 54.131 | - | 0.000 | 52.338 | 52.338 |
| Total Cash Conversion Adjustments with Cash Timing | \$38.393 | \$49.261 | \$10.868 | 28.3 | \$63.013 | \$85.957 | \$22.944 |
| | | | | | | | 36.4 |

LIRR – Non-Reimbursable Overtime Variance

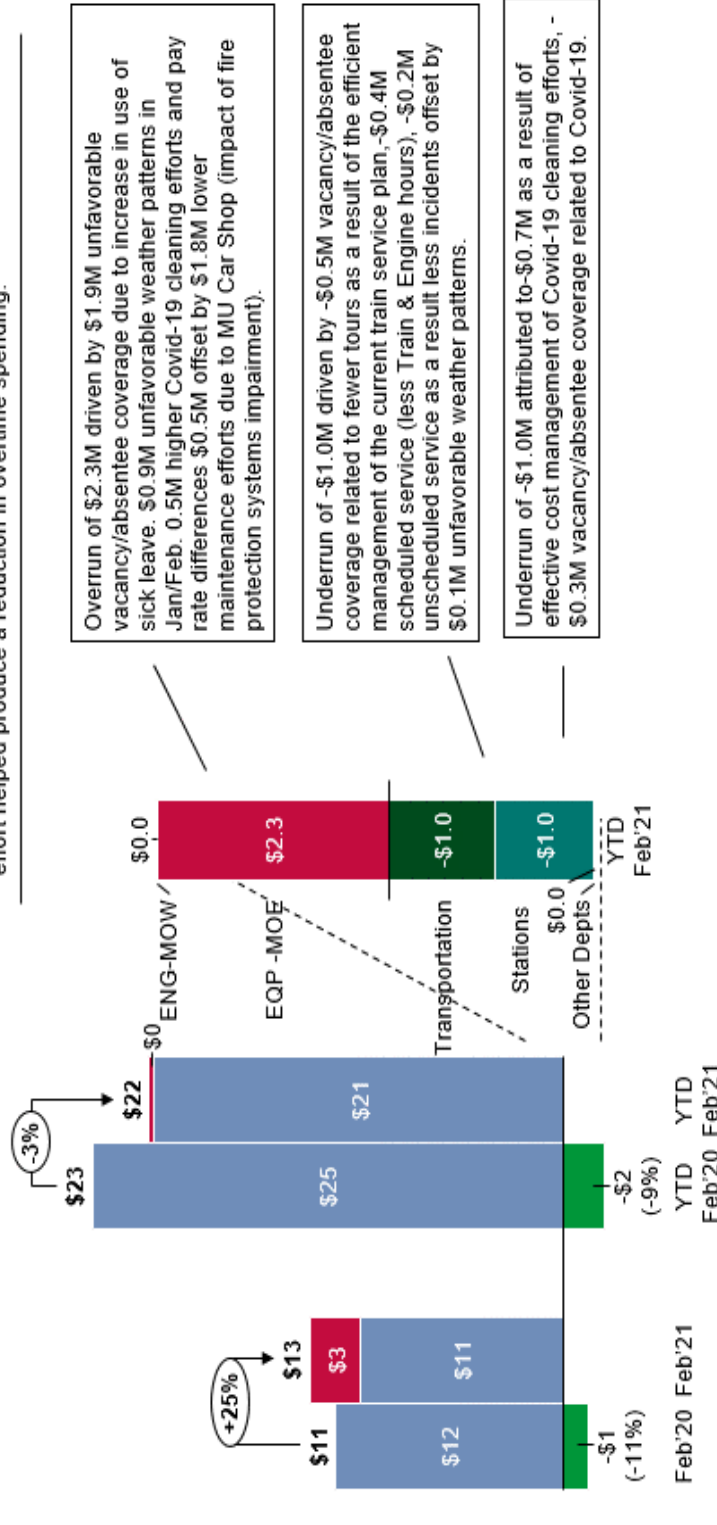
February 2021 and 2021 Adopted Budget vs. variance

Overview

- Overall decrease of -\$1M or -3% compared to February 2020
- \$0.3M above the 2021 Adopted Budget mainly driven by Weather & Vacancy/Absentee Coverage partially offset lower Maintenance.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.

2021 Adopted Budget FY \$146M

■ Favorable
■ Unfavorable
■ 2021 Adopted Budget



Overrun of \$2.3M driven by \$1.9M unfavorable vacancy/absentee coverage due to increase in use of sick leave. \$0.9M unfavorable weather patterns in Jan/Feb. 0.5M higher Covid-19 cleaning efforts and pay rate differences \$0.5M offset by \$1.8M lower maintenance efforts due to MU Car Shop (impact of fire protection systems impairment).

Underrun of -\$1.0M driven by -\$0.5M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$0.4M scheduled service (less Train & Engine hours), -\$0.2M unscheduled service as a result less incidents offset by \$0.1M unfavorable weather patterns.

Underrun of -\$1.0M attributed to -\$0.7M as a result of effective cost management of Covid-19 cleaning efforts, -\$0.3M vacancy/absentee coverage related to Covid-19.

LIRR – Reimbursable Overtime Variance

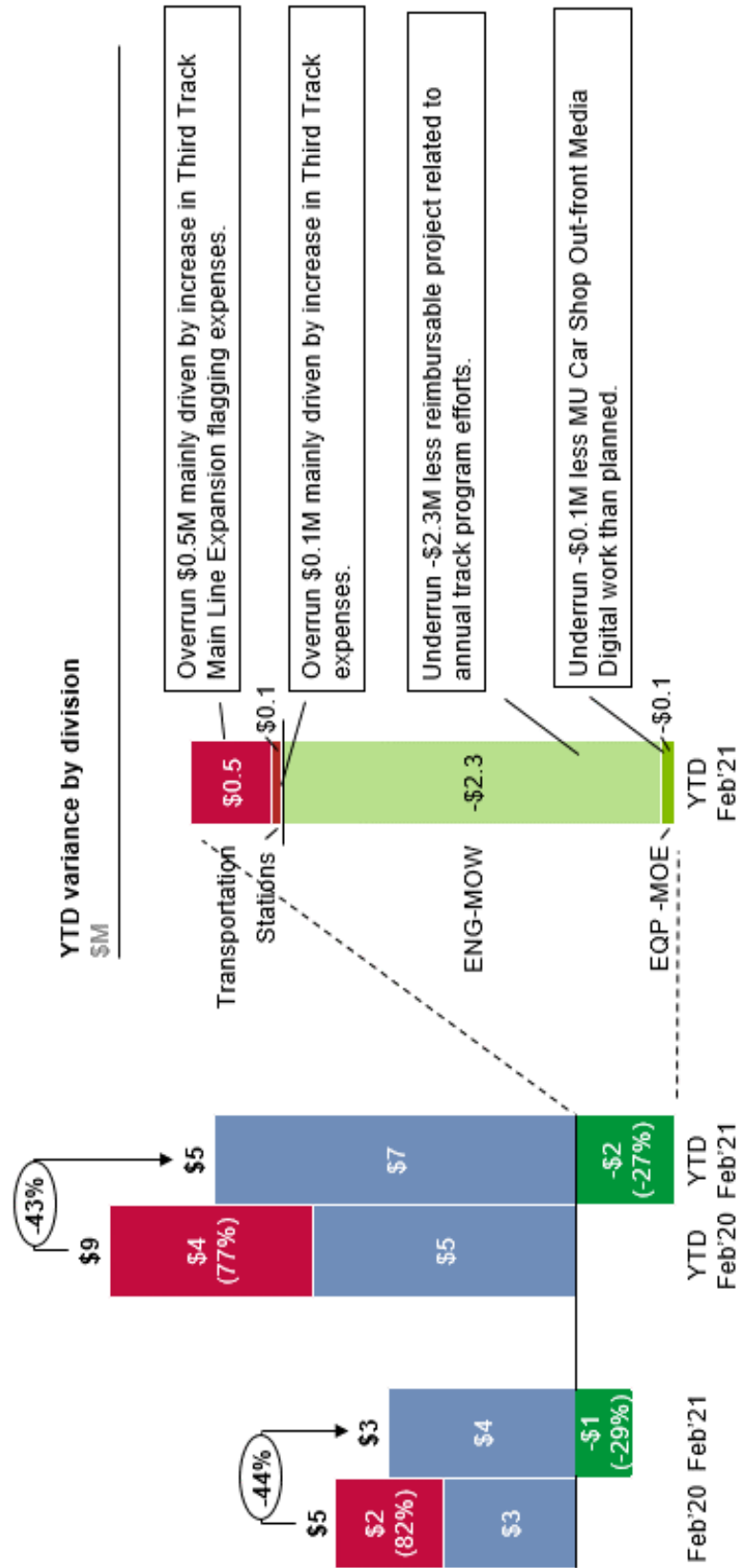
February 2021 and 2021 Adopted Budget vs. variance

Overview

- Overall decrease of \$4M or 43% compared to February 2020
- -\$2M or -27% below 2021 Adopted Budget.

2021 Adopted Budget FY \$56M

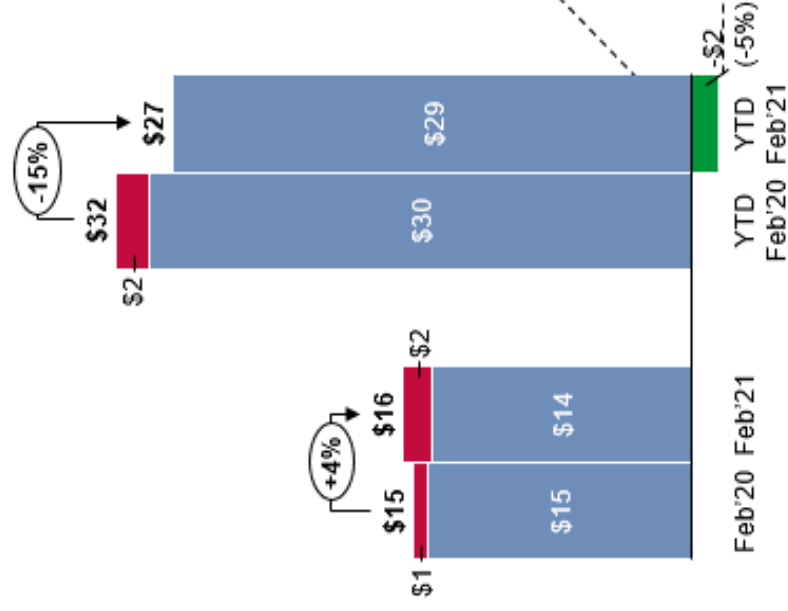
- Favorable
- Unfavorable
- 2021 Adopted Budget



LIRR – Total Overtime Variance

February 2021 and 2021 Adopted Budget vs. variance

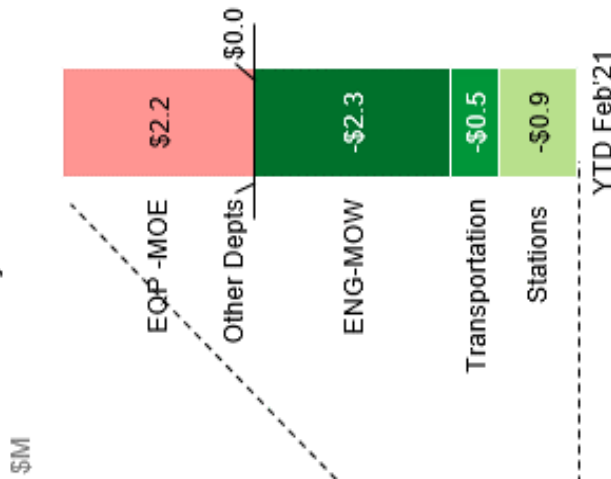
■ Favorable
■ Unfavorable
■ 2021 Adopted Budget



Overview

- Overall decrease of -\$5M or -15% compared to February 2020
- -\$2M or -5% below 2021 Adopted Budget
- -\$5M or -17% below February 2019
- Non-Reimbursable overrun of \$0.3M
- Reimbursable underrun of -\$2M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.

YTD variance by division



MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH FEBRUARY 2021

| | Budget | Actual | Favorable/ (Unfavorable) | Variance |
|--|--------------|--------------|-----------------------------|------------|
| Administration | | | | |
| Executive VP | 1 | 1 | | 0 |
| Enterprise Asset Management | 6 | 5 | | 1 |
| Sr. Vice President - Engineering | 2 | 1 | | 1 |
| Labor Relations | 14 | 14 | | 0 |
| Procurement & Logistics (excl. Stores) | 62 | 51 | | 11 |
| Human Resources | 35 | 31 | | 4 |
| Sr. VP Administration | 2 | 2 | | 0 |
| Strategic Investments | 12 | 13 | | (1) |
| President | 8 | 7 | | 1 |
| VP & CFO | 2 | 2 | | 0 |
| Controller | 42 | 41 | | 1 |
| Management & Budget | 16 | 13 | | 3 |
| BPM, Controls & Compliance | 4 | 4 | | 0 |
| Market Dev. & Public Affairs | 65 | 64 | | 1 |
| Gen. Counsel & Secretary | 28 | 26 | | 2 |
| Diversity Management | 3 | 3 | | 0 |
| Security | 15 | 11 | | 4 |
| System Safety | 46 | 39 | | 7 |
| Training | 68 | 65 | | 3 |
| Service Planning | 28 | 27 | | 1 |
| Rolling Stock Programs | 17 | 9 | | 8 |
| Sr. Vice President - Operations | 2 | 2 | | 0 |
| Total Administration | 478 | 431 | | 47 |
| Operations | | | | |
| Transportation Services - Train Operations | 2,315 | 2,278 | | 37 |
| Customer Services | 384 | 310 | | 74 |
| Total Operations | 2,699 | 2,588 | | 111 |
| Maintenance | | | | |
| Engineering | 1,956 | 1,934 | | 22 |
| Equipment | 2,193 | 2,047 | | 146 |
| Procurement (Stores) | 95 | 98 | | (3) |
| Total Maintenance | 4,244 | 4,079 | | 165 |
| Engineering/Capital | | | | |
| Department of Program Management | 144 | 116 | | 28 |
| Special Projects | 59 | 47 | | 12 |
| Positive Train Control | 2 | 14 | | (12) |
| Total Engineering/Capital | 205 | 177 | | 28 |
| Baseline Total Positions | 7,626 | 7,275 | | 351 |
| Non-Reimbursable | 6,482 | 6,195 | | 286 |
| Reimbursable | 1,144 | 1,080 | | 64 |
| Total Full-Time | 7,626 | 7,275 | | 351 |
| Total Full-Time-Equivalents | | | | |

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH FEBRUARY 2021

| Explanation of Variances |
|--|
| <p>NON-REIMBURSABLE POSITIONS - Favorable 286 positions due to vacancies in Maintenance of Equipment and Stations and other administrative departments; and Train Operations vacancies due to workforce working on capital project activity instead of operating activities, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.</p> |
| <p>REIMBURSABLE POSITIONS - Favorable 64 positions primarily due to reduced project activity in Engineering; and vacant positions in Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.</p> |

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH FEBRUARY 2021

| | Budget | Actual | Favorable/ (Unfavorable) Variance |
|-----------------------------------|--------------|--------------|---|
| Administration | | | |
| Managers/Supervisors | 258 | 236 | 22 |
| Professional, Technical, Clerical | 116 | 88 | 28 |
| Operational Hourlies | 104 | 107 | (3) |
| Total Administration | 478 | 431 | 47 |
| Operations | | | |
| Managers/Supervisors | 341 | 297 | 44 |
| Professional, Technical, Clerical | 114 | 94 | 20 |
| Operational Hourlies | 2,244 | 2,197 | 47 |
| Total Operations | 2,699 | 2,588 | 111 |
| Maintenance | | | |
| Managers/Supervisors | 881 | 773 | 108 |
| Professional, Technical, Clerical | 294 | 224 | 70 |
| Operational Hourlies | 3,069 | 3,082 | (13) |
| Total Maintenance | 4,244 | 4,079 | 165 |
| Engineering/Capital | | | |
| Managers/Supervisors | 145 | 134 | 11 |
| Professional, Technical, Clerical | 60 | 43 | 17 |
| Operational Hourlies | 0 | 0 | 0 |
| Total Engineering/Capital | 205 | 177 | 28 |
| Total Positions | | | |
| Managers/Supervisors | 1,625 | 1,440 | 185 |
| Professional, Technical, Clerical | 584 | 449 | 135 |
| Operational Hourlies | 5,418 | 5,386 | 32 |
| Total Positions | 7,626 | 7,275 | 351 |

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 RIDERSHIP
 (In Millions)

| | FEBRUARY 2021 | | | | | | FEBRUARY YEAR TO DATE 2021 | | | | | | | |
|------------------------------|----------------|--------------|----------------|----------------|----------------|---------------|----------------------------|----------------|----------------|---------------|----------------|-----------------|-----------------|---------------|
| | Month | | | Variance | | | YTD | | | Variance | | | | |
| | Adopted Budget | Actual 2021 | Adjusted* 2020 | Adopted Budget | # | % | Adopted Budget | Adjusted* 2020 | # | % | Adopted Budget | Adjusted* 2020 | # | % |
| RIDERSHIP | | | | | | | | | | | | | | |
| Monthly | 0.650 | 0.505 | 3.644 | (0.145) | (3.139) | -22.3% | (0.145) | 7.314 | (0.246) | -18.9% | (0.246) | (6.260) | (6.260) | -85.6% |
| Weekly | 0.027 | 0.030 | 0.216 | 0.003 | (0.187) | 10.3% | 0.003 | 0.415 | 0.012 | 20.8% | 0.012 | (0.347) | (0.347) | -83.5% |
| Total Commutation | 0.677 | 0.534 | 3.860 | (0.142) | (3.326) | -21.1% | (0.142) | 7.729 | (0.234) | -17.3% | (0.234) | (6.607) | (6.607) | -85.5% |
| One-Way Full Fare | 0.117 | 0.110 | 0.723 | (0.007) | (0.613) | -6.1% | (0.007) | 1.511 | (0.003) | -1.4% | (0.003) | (1.275) | (1.275) | -84.4% |
| One-Way Off-Peak | 0.222 | 0.530 | 1.247 | 0.308 | (0.717) | 138.6% | 0.308 | 2.608 | 0.641 | 138.8% | 0.641 | (1.505) | (1.505) | -57.7% |
| All Other | 0.144 | 0.413 | 0.810 | 0.269 | (0.398) | 186.3% | 0.269 | 1.641 | 0.566 | 195.2% | 0.566 | (0.784) | (0.784) | -47.8% |
| Total Non-Commutation | 0.484 | 1.053 | 2.780 | 0.569 | (1.727) | 117.7% | 0.569 | 5.760 | 1.204 | 121.5% | 1.204 | (3.565) | (3.565) | -61.9% |
| Total | 1.160 | 1.587 | 6.640 | 0.427 | (5.053) | 36.8% | 0.427 | 13.489 | 0.970 | 41.3% | 0.970 | (10.172) | (10.172) | -75.4% |

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
February 2021

| | MONTH | | VARIANCE | |
|--|----------------|----------------|----------------|-----------------------|
| | Actual 2021 | Budget 2021 | Actual 2020 | vs. Budget 2020 |
| Farebox Operating Ratio | | | | |
| Standard ⁽¹⁾ | 11.3% | 7.5% | 48.2% | 3.8% |
| Adjusted ⁽²⁾ | 13.6% | 10.1% | 53.3% | 3.5% |
| Cost Per Passenger | | | | |
| Standard ⁽¹⁾ | \$71.93 | \$117.04 | \$18.22 | \$45.11 (\$53.71) |
| Adjusted ⁽²⁾ | \$65.34 | \$107.22 | \$16.81 | \$41.88 (\$48.53) |
| Passenger Revenue/Passenger ⁽³⁾ | \$8.15 | \$8.83 | \$8.78 | (\$0.68) (\$0.63) |
| | YEAR-TO-DATE | | VARIANCE | |
| | Actual 2021 | Budget 2020 | Actual 2020 | vs. Budget 2020 |
| Farebox Operating Ratio | | | | |
| Standard ⁽¹⁾ | 11.4% | 7.3% | 44.3% | 4.1% |
| Adjusted ⁽²⁾ | 14.4% | 9.5% | 49.2% | 4.9% |
| Cost Per Passenger | | | | |
| Standard ⁽¹⁾ | \$72.88 | \$120.33 | \$19.41 | \$47.45 (\$53.47) |
| Adjusted ⁽²⁾ | \$66.58 | \$110.58 | \$18.05 | \$44.00 (\$48.53) |
| Passenger Revenue/Passenger ⁽³⁾ | \$8.32 | \$8.84 | \$8.60 | (\$0.52) (\$0.28) |

(1) The 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 and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad 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 revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

(3) Passenger Revenue/Passenger includes Hampton Seat Reservations.



Long Island Rail Road

Ridership Report Highlights

February 2021 vs. 2020

- Total ridership decreased -76.0% compared to February 2020 (1,586,865 in February 2021 vs. 6,619,876 in February 2020).
- Commutation ridership decreased -86.1% compared to February 2020
- Non-Commutation ridership decreased -62.1% compared to February 2020
- The February 2021 ridership loss is attributed to the impact of COVID-19.

2021 vs. 2020 YTD

- Total YTD ridership is -75.4% below 2020 and +41.3% above Budget
- YTD Commutation ridership is -85.4% below 2020
- YTD Non-Commutation ridership is -61.9% below 2020

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

February 2021

**February 2021 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

February Ridership and Revenue (millions)

| | February 2021 | % Change vs. 2020 |
|---------------------------|------------------|----------------------|
| Total Rail Ridership | 1.587 | -76.0% ▼ |
| Commutation Ridership | 0.534 | -86.1% ▼ |
| Non-Commutation Ridership | 1.053 | -62.1% ▼ |
| Rail Revenue | \$12.9 | -77.8% ▼ |

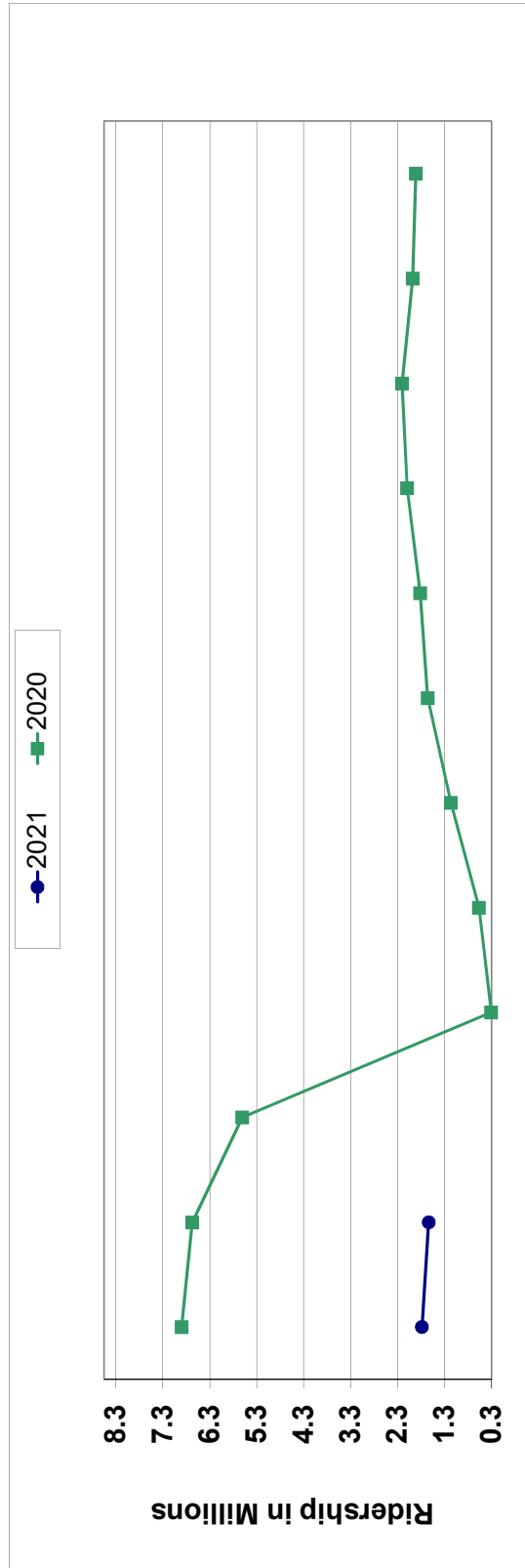
Year-to-Date through February Prelim. Ridership and Revenue (millions)

| | February 2021 | % Change vs. 2020 | Comparison to Budget |
|---------------------------|------------------|----------------------|-------------------------|
| Total Rail Ridership | 3.317 | -75.4% ▼ | 41.3% ▲ |
| Commutation Ridership | 1.122 | -85.4% ▼ | -17.3% ▼ |
| Non-Commutation Ridership | 2.195 | -61.9% ▼ | 121.5% ▲ |
| Rail Revenue | \$27.6 | -76.8% ▼ | 33.1% ▲ |

Please Note: Ridership is based on ticket sales data.

February RIDERSHIP

- February Total Ridership was -76.0% below '20 and 36.8% above 2021 Budget.

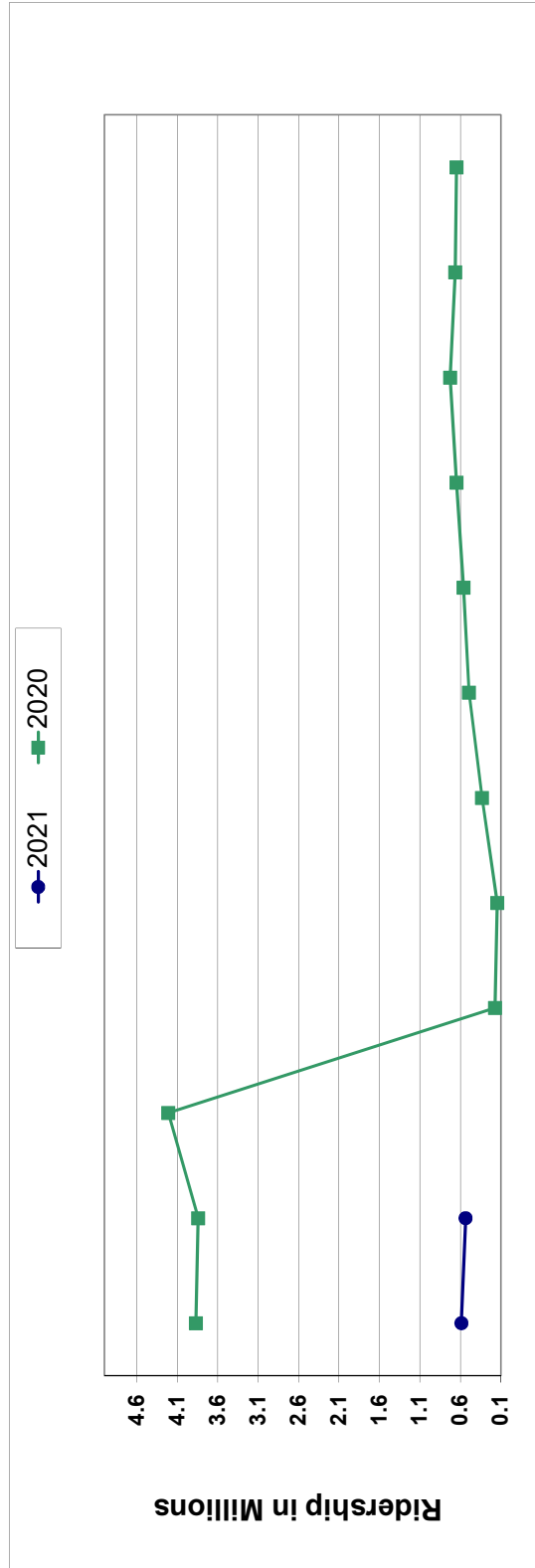


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 1.7 | 1.6 | | | | | | | | | | | 3.3 |
| 2020 | 6.8 | 1.6 | 5.6 | 0.3 | 0.5 | 1.1 | 1.6 | 1.8 | 2.0 | 2.1 | 1.9 | 1.9 | 13.5 |
| PCT CHG. | -74.7% | -76.0% | | | | | | | | | | | -75.4% |

Please Note: Ridership is based on ticket sales data.

February COMMUTATION RIDERSHIP

- February Commutation Ridership was -86.1% below '20 and -21.1% below 2021 Budget.

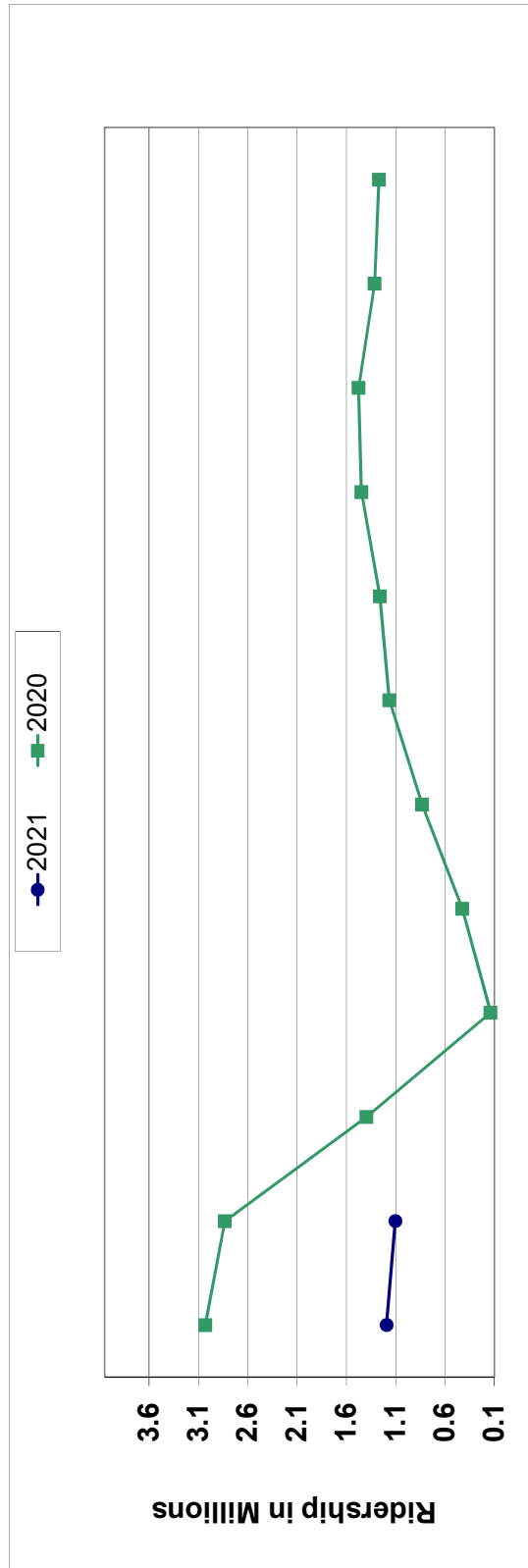


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 0.6 | 0.5 | | | | | | | | | | | 1.1 |
| 2020 | 3.9 | 3.8 | 4.2 | 0.2 | 0.1 | 0.3 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | 0.6 | 7.7 |
| PCT CHG. | -84.8% | -86.1% | | | | | | | | | | | -85.4% |

Please Note: Ridership is based on ticket sales data.

February NON-COMMUTATION RIDERSHIP

- February Non-Commutation Ridership was -62.1% below '20 and 117.7% above 2021 Budget.

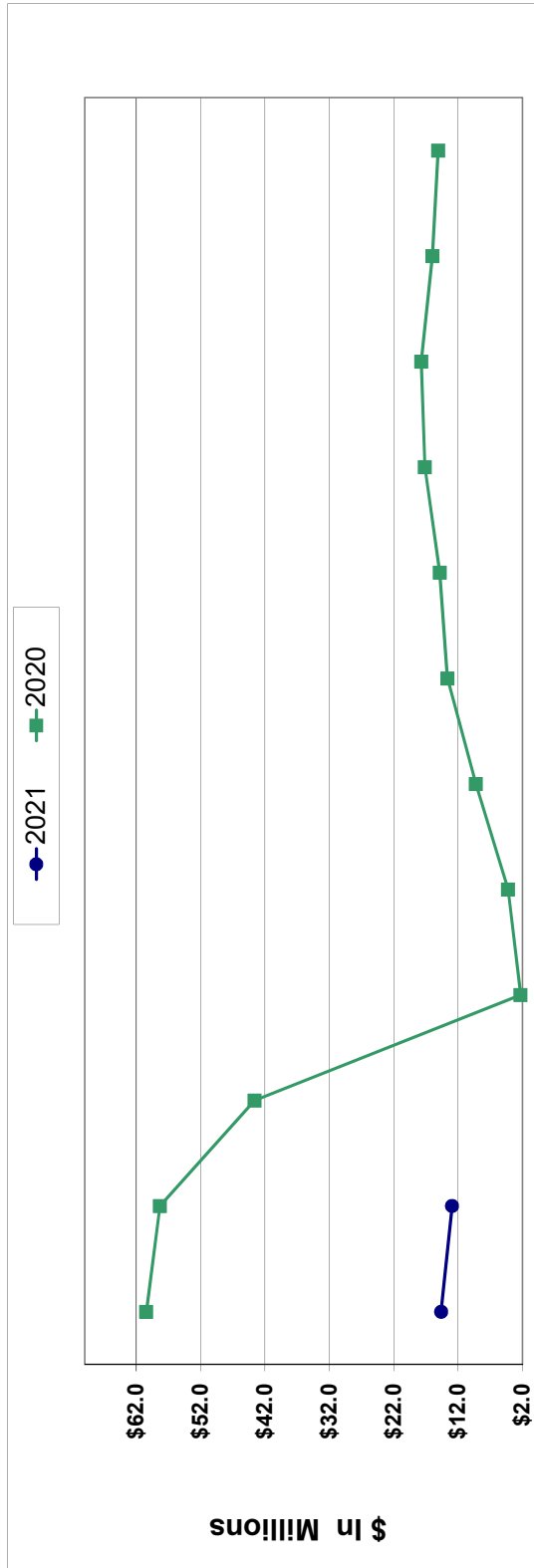


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 1.1 | 1.1 | | | | | | | | | | | 2.2 |
| 2020 | 3.0 | 2.8 | 1.3 | 0.1 | 0.4 | 0.8 | 1.1 | 1.2 | 1.4 | 1.4 | 1.3 | 1.2 | 5.8 |
| PCT CHG. | -61.7% | -62.1% | | | | | | | | | | | -61.9% |

Please Note: Ridership is based on ticket sales data.

February REVENUE

- February Total Revenue was -77.8% below '20 and 26.2% above 2021 Budget.



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|-------------|
| 2021 | \$14.7 | \$12.9 | | | | | | | | | | | \$27.6 |
| 2020 | \$60.4 | \$58.3 | \$43.6 | \$2.3 | \$4.2 | \$9.3 | \$13.7 | \$14.9 | \$17.2 | \$17.7 | \$16.0 | \$15.1 | \$118.7 |
| PCT CHG. | -75.7% | -77.8% | | | | | | | | | | | -76.8% |

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
February 2021**

| TICKET TYPE/SERVICE | February 2021 | *February 2020 | CHANGE VS. 2020 | |
|---------------------------|------------------|-------------------|--------------------|---------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 534,116 | 3,839,979 | (3,305,863) | -86.1% |
| NON-COMMUTATION RIDERSHIP | 1,052,749 | 2,779,897 | (1,727,148) | -62.1% |
| TOTAL RIDERSHIP | 1,586,865 | 6,619,876 | (5,033,011) | -76.0% |

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2021 YEAR-TO-DATE**

| TICKET TYPE/SERVICE | February 2021 | *February 2020 | CHANGE VS. 2020 | |
|---------------------------|------------------|-------------------|---------------------|---------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 1,121,991 | 7,709,088 | (6,587,097) | -85.4% |
| NON-COMMUTATION RIDERSHIP | 2,194,888 | 5,759,872 | (3,564,984) | -61.9% |
| TOTAL RIDERSHIP | 3,316,879 | 13,468,960 | (10,152,081) | -75.4% |

* 2020 ridership numbers were adjusted using 2021 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
February 2021**

| REVENUE | February 2021 | February 2020 | CHANGE VS. 2020 | |
|-------------------------|---------------------|---------------------|-----------------------|---------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$4,135,823 | \$31,987,128 | (\$27,851,305) | -87.1% |
| NON-COMMUTATION REVENUE | \$8,799,440 | \$26,314,821 | (\$17,515,382) | -66.6% |
| TOTAL REVENUE | \$12,935,263 | \$58,301,949 | (\$45,366,686) | -77.8% |

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2021 YEAR-TO-DATE**

| REVENUE | February 2021 | February 2020 | CHANGE VS. 2020 | |
|-------------------------|---------------------|----------------------|-----------------------|---------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$9,334,770 | \$63,861,933 | (\$54,527,163) | -85.4% |
| NON-COMMUTATION REVENUE | \$18,262,286 | \$54,862,880 | (\$36,600,595) | -66.7% |
| TOTAL REVENUE | \$27,597,056 | \$118,724,813 | (\$91,127,758) | -76.8% |



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
FEBRUARY 2021**

L70204/VT: ST. ALBANS STATION RENEWAL (SBDP)

Milestone: Beneficial Use

Project Budget: \$5.05M

The St. Alban's Station Renewal project is complete. This project included rehabilitation of the concrete platform, replacement of concrete steps with new Amstep step treads, installation of new ADA handrails at stairs, installation of a new platform shelter shed, new signage, upgrading of the lighting to LED lighting, and replacing chain link fence with new high security fence.

L80401/05 WRECK LEAD BRIDGE REHAB

Milestone: Contract Award: \$2,949,000

Project Budget: \$4.97M

A contract for the Wreck Lead Bridge Rehab project was awarded to Kiewit Infrastructure Co. for \$2,949,000. The project will provide for a mechanical rehabilitation of the movable bridge components to improve bridge reliability levels by rehabilitating the lower and upper span locks, installing a new centering device with appropriate capacity and rebalancing the bridge to ensure proper alignment and closure.

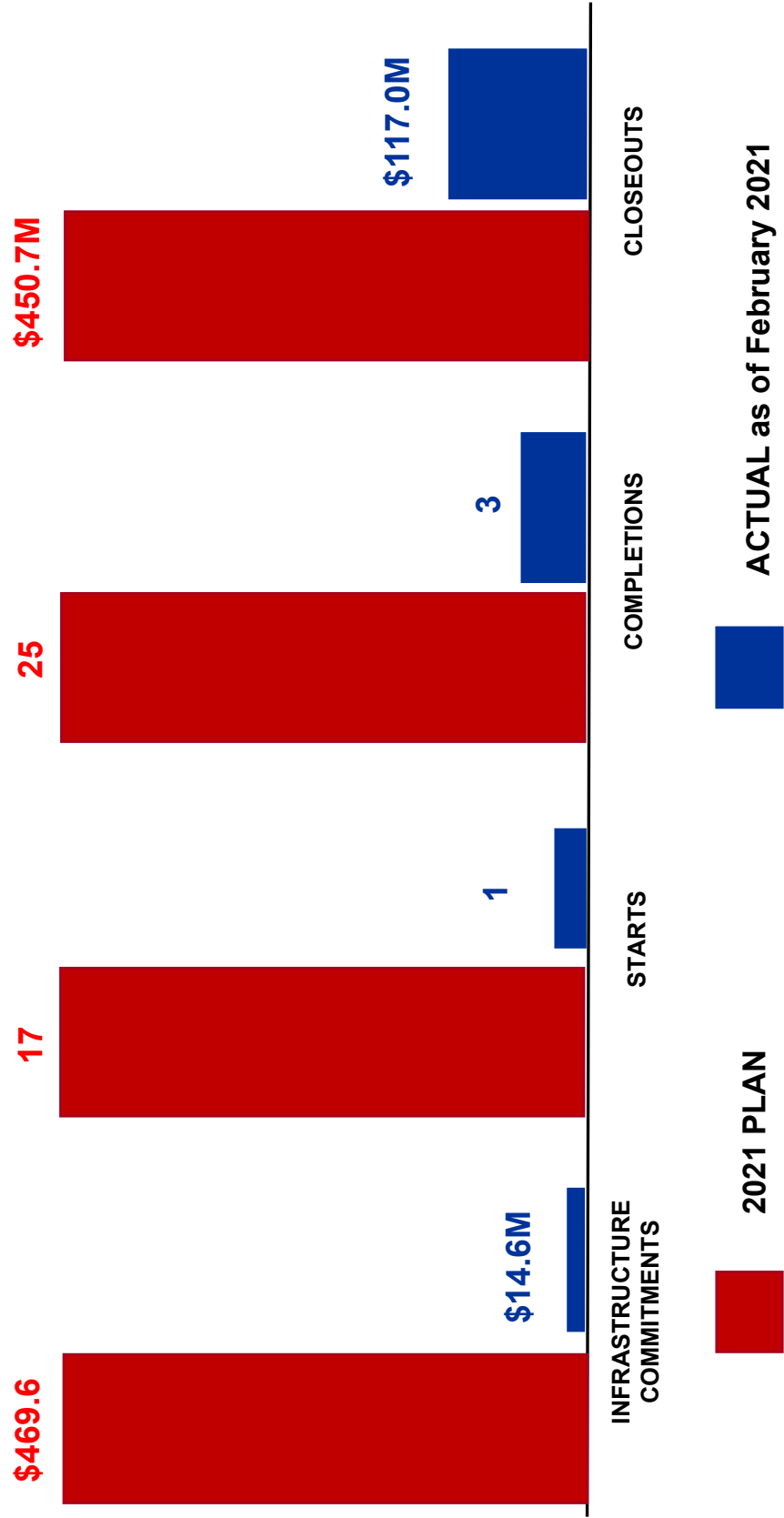
SMALL BUSINESS DEVELOPMENT PROGRAM

No contracts awarded this month.

One contract completed this month:

- St. Albans Station Renewal for a total of \$978,615

2021 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

February 2021 Highlights: Operations Report

February service delivery operated above goal at 98.0% with YTD at 98.1%.

A significant winter storm on Monday Feb 1st dropped an average of 18" across MNR and forced a shutdown of service from GCT at 3PM. Full service was restored the following morning with residual delays. February 2021 was the 8th snowiest on record.

We continued operation of a reduced schedule due to reduced ridership.

Hudson Line – 97.9%

9 trains (0.2%) cancelled or terminated

Harlem Line – 99.2%

4 trains (0.1%) cancelled or terminated

New Haven Line – 97.2%

7 trains (0.1%) cancelled or terminated

Consist Compliance: 100%

We disinfected passenger cars every 24 hours when they were operated in service.

West of Hudson Service operated slightly below goal at 90.6% with YTD at 92.2%.

The PVL operated below goal at 88.1% due to NJT Infrastructure Failures.

We continued operation of a reduced schedule due to reduced ridership.

Pascack Valley – 88.1% YTD: 92.2%

Port Jervis – 94.1% YTD: 92.2%

Cancelled Trains

5- (0.2%) PVL: 4, PJL: 1

Cancellations due to Infrastructure & Equipment failures.

Equipment Performance

Fleet Availability was good during January.

Fleet MDBF in January operated below goal at 123,699 against the goal of 175,000.

This was due to 23 trains affected by M8 PTC Software issues.

KRC/Alstom are currently developing and testing new software that is expected to be available in May.

Excluding these M8 PTC failures MDBF operated above goal at 360,789 miles.

| Performance Summary | | | 2021 Data | | | 2020 Data | | |
|---|---|-----------------------|-------------------|---------------|-------------------|---------------|-------------------|--------------|
| | | | Annual Goal | February | YTD thru February | February | YTD thru February | |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 94.0% | 98.0% | 98.1% | 97.2% | 97.3% | |
| | | AM Peak | 94.0% | | | 96.3% | 96.2% | |
| | | AM Reverse Peak | 94.0% | | | 96.6% | 97.5% | |
| | | PM Peak | 94.0% | | | 97.3% | 97.7% | |
| | | Total Peak | 94.0% | | | 96.7% | 97.0% | |
| | | Off Peak Weekday | 94.0% | 97.3% | 98.0% | 96.4% | 96.7% | |
| | | Weekend | 94.0% | 98.2% | 98.2% | 99.2% | 99.0% | |
| | | Hudson Line | Overall | 94.0% | 97.9% | 98.5% | 98.2% | 97.9% |
| | | | AM Peak | 94.0% | | | 97.2% | 95.8% |
| | | | AM Reverse Peak | 94.0% | | | 98.1% | 98.0% |
| | | | PM Peak | 94.0% | | | 99.2% | 98.6% |
| | | | Total Peak | 94.0% | | | 98.1% | 97.2% |
| | | | Off Peak Weekday | 94.0% | 95.7% | 98.4% | 97.3% | 97.5% |
| | | | Weekend | 94.0% | 98.5% | 98.6% | 99.5% | 99.4% |
| | | Harlem Line | Overall | 94.0% | 99.2% | 99.3% | 96.7% | 97.2% |
| | | | AM Peak | 94.0% | | | 94.8% | 96.1% |
| | | | AM Reverse Peak | 94.0% | | | 94.2% | 96.1% |
| | | | PM Peak | 94.0% | | | 95.8% | 96.9% |
| | | | Total Peak | 94.0% | | | 95.1% | 96.4% |
| | | | Off Peak Weekday | 94.0% | 98.6% | 99.1% | 96.7% | 96.8% |
| | | | Weekend | 94.0% | 99.4% | 99.4% | 99.2% | 99.5% |
| | | New Haven Line | Overall | 94.0% | 97.2% | 97.1% | 97.1% | 97.1% |
| | | | AM Peak | 94.0% | | | 96.8% | 96.4% |
| | | | AM Reverse Peak | 94.0% | | | 97.8% | 98.4% |
| | | | PM Peak | 94.0% | | | 97.3% | 97.8% |
| | | | Total Peak | 94.0% | | | 97.2% | 97.3% |
| | | | Off Peak Weekday | 94.0% | 97.3% | 96.8% | 95.7% | 96.1% |
| | | Weekend | 94.0% | 97.1% | 97.3% | 99.1% | 98.3% | |
| Operating Statistics | Trains Scheduled | | | 11,391 | 23,667 | 18,019 | 37,407 | |
| | Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small> | | | 15.5 | 14.2 | 12.5 | 12.3 | |
| | Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small> | | 2,300 | 72 | 108 | 109 | 210 | |
| | Trains Canceled | | 230 | 7 | 11 | 14 | 21 | |
| | Trains Terminated | | 230 | 13 | 23 | 13 | 32 | |
| | Percent of Scheduled Trips Completed | | 99.8% | 99.8% | 99.9% | 99.9% | 99.9% | |
| Consist Compliance | System | Overall | 99.0% | 100.0% | 100.0% | 99.7% | 99.9% | |
| <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i> | | AM Peak | 99.0% | | | 99.0% | 99.2% | |
| | | AM Reverse Peak | 99.0% | | | 100.0% | 100.0% | |
| | | PM Peak | 99.0% | | | 99.8% | 99.8% | |
| | | Total Peak | 99.0% | | | 99.5% | 99.5% | |
| | | Off Peak Weekday | 99.0% | 100.0% | 100.0% | 99.8% | 100.0% | |
| | | Weekend | 99.0% | 100.0% | 100.0% | 99.9% | 100.0% | |
| | | Hudson Line | | | | | | |
| | | | AM Peak | 99.0% | | | 99.6% | 99.7% |
| | | | PM Peak | 99.0% | | | 100.0% | 100.0% |
| | | Harlem Line | | | | | | |
| | | | AM Peak | 99.0% | | | 99.2% | 99.6% |
| | | | PM Peak | 99.0% | | | 99.6% | 99.7% |
| | | New Haven Line | | | | | | |
| | | | AM Peak | 99.0% | | | 98.4% | 98.4% |
| | | | PM Peak | 99.0% | | | 99.9% | 99.7% |

SYSTEM Category of Delay

| Delay Minutes / Delay Threshold | % Total | January | 2021 Data | | 2020 Data | | YTD 2021 Vs 2020 |
|------------------------------------|---------|---------|-----------|----------------------|-----------|----------------------|---------------------|
| | | | February | YTD thru February | February | YTD thru February | |
| Engineering (Scheduled) | 5.0% | 41 | 27 | 69 | 26 | 78 | -9 |
| Engineering (Unscheduled) | 14.3% | 52 | 78 | 130 | 380 | 636 | -506 |
| Maintenance of Equipment | 31.7% | 227 | 173 | 400 | 131 | 423 | -23 |
| Transportation | 9.9% | 30 | 54 | 85 | 43 | 80 | 5 |
| Capital Projects | 0.6% | 3 | 3 | 6 | 14 | 33 | -27 |
| Weather and Environmental | 20.7% | 1 | 113 | 114 | 114 | 171 | -57 |
| Police | 9.7% | 63 | 53 | 116 | 91 | 266 | -150 |
| Customers | 1.3% | 18 | 7 | 25 | 36 | 78 | -54 |
| Other | 7.0% | 45 | 38 | 83 | 160 | 216 | -133 |
| 3rd Party Operations | 0.0% | 0 | 0 | 0 | 3 | 4 | -4 |
| TOTAL | 100.0% | 480 | 547 | 1,026 | 996 | 1,984 | -958 |
| HUDSON LINE | % Total | January | February | YTD thru February | February | YTD thru February | YTD 2021 Vs 2020 |
| Engineering (Scheduled) | 1.8% | 0 | 3 | 3 | 4 | 9 | -6 |
| Engineering (Unscheduled) | 1.8% | 16 | 3 | 19 | 31 | 78 | -59 |
| Maintenance of Equipment | 24.4% | 21 | 40 | 61 | 44 | 118 | -57 |
| Transportation | 0.0% | 6 | 0 | 6 | 4 | 16 | -10 |
| Capital Projects | 0.0% | 3 | 0 | 4 | 4 | 17 | -13 |
| Weather and Environmental | 51.2% | 0 | 84 | 84 | 16 | 35 | 49 |
| Police | 16.5% | 6 | 27 | 33 | 16 | 39 | -6 |
| Customers | 1.8% | 0 | 3 | 3 | 11 | 26 | -23 |
| Other | 2.4% | 8 | 4 | 12 | 46 | 48 | -36 |
| 3rd Party Operations | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 100.0% | 60 | 164 | 225 | 176 | 386 | -161 |
| HARLEM LINE | % Total | January | February | YTD thru February | February | YTD thru February | YTD 2021 Vs 2020 |
| Engineering (Scheduled) | 0.0% | 2 | 0 | 2 | 6 | 24 | -22 |
| Engineering (Unscheduled) | 14.0% | 7 | 8 | 15 | 184 | 255 | -240 |
| Maintenance of Equipment | 26.3% | 28 | 15 | 43 | 30 | 90 | -47 |
| Transportation | 33.3% | 0 | 19 | 19 | 24 | 43 | -24 |
| Capital Projects | 0.0% | 0 | 0 | 0 | 5 | 6 | -6 |
| Weather and Environmental | 22.8% | 0 | 13 | 13 | 24 | 25 | -12 |
| Police | 1.8% | 18 | 1 | 19 | 28 | 89 | -70 |
| Customers | 0.0% | 2 | 0 | 2 | 10 | 26 | -24 |
| Other | 1.8% | 11 | 1 | 12 | 56 | 58 | -46 |
| 3rd Party Operations | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 100.0% | 68 | 57 | 125 | 367 | 616 | -491 |
| NEW HAVEN LINE | % Total | January | February | YTD thru February | February | YTD thru February | YTD 2021 Vs 2020 |
| Engineering (Scheduled) | 7.7% | 24 | 24 | 48 | 16 | 44 | 4 |
| Engineering (Unscheduled) | 21.6% | 23 | 67 | 90 | 165 | 303 | -213 |
| Maintenance of Equipment | 35.2% | 165 | 109 | 274 | 56 | 202 | 72 |
| Transportation | 11.6% | 24 | 36 | 60 | 14 | 21 | 39 |
| Capital Projects | 1.0% | 0 | 3 | 3 | 5 | 10 | -7 |
| Weather and Environmental | 5.2% | 1 | 16 | 17 | 73 | 111 | -94 |
| Police | 8.1% | 39 | 25 | 64 | 45 | 137 | -73 |
| Customers | 1.3% | 10 | 4 | 14 | 14 | 26 | -12 |
| Other | 8.4% | 20 | 26 | 46 | 58 | 111 | -65 |
| 3rd Party Operations | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 100.0% | 306 | 310 | 616 | 446 | 965 | -349 |

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

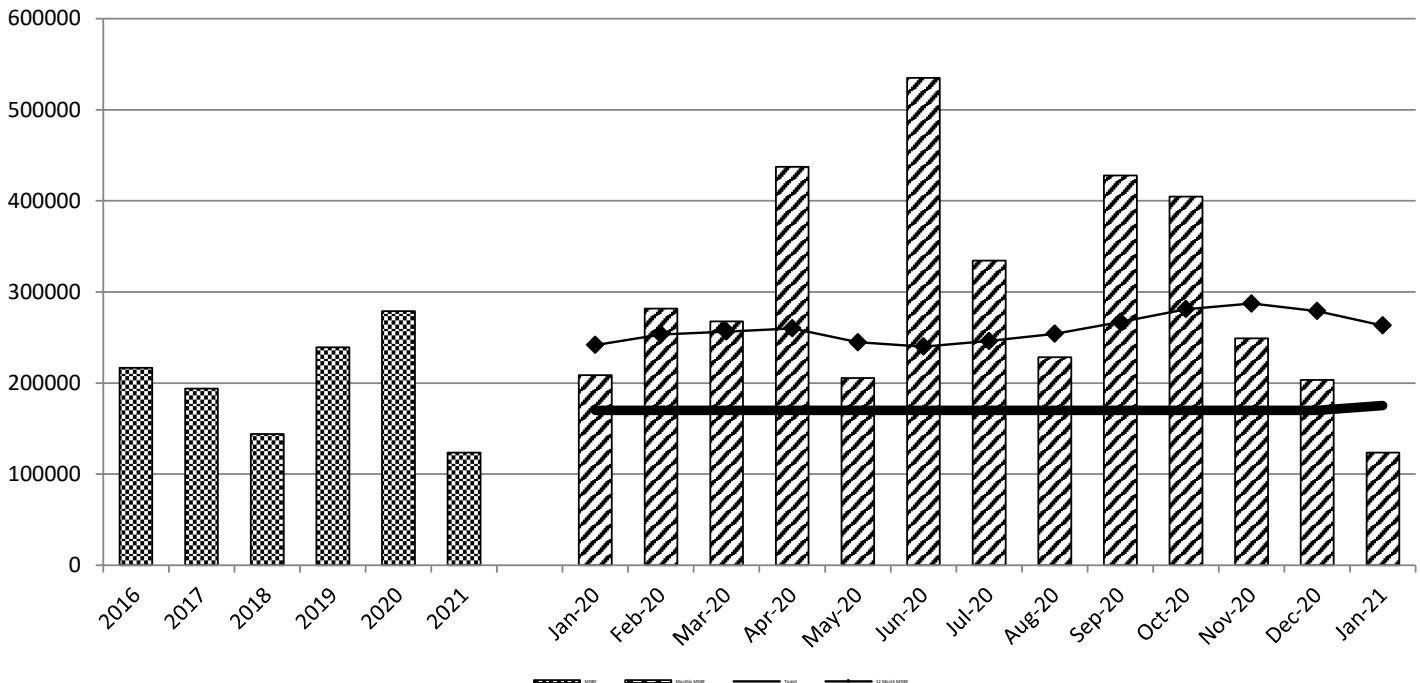
| Date | Day | DESCRIPTION OF EVENT | Number of Late Trains | | | | Total Late | Total Cancelled | Total Terminated | | |
|---------------------|-----|--|-----------------------|--------------------|---------------------|--------------|------------|-----------------|------------------|-------------------|--------------------|
| | | | Off Peak Late | Off Peak Cancelled | Off Peak Terminated | Weekend Late | | | | Weekend Cancelled | Weekend Terminated |
| 02/01 | Mon | 3PM System shutdown due to Blizzard | 9 | 1 | 1 | 0 | 0 | 0 | 9 | 1 | 1 |
| 02/02 | Tue | Residual delays from 2/1 Blizzard | 34 | 2 | 2 | 0 | 0 | 0 | 34 | 2 | 2 |
| 02/22 | Mon | Signal track circuit down on the New Canaan Branch | 9 | 2 | 0 | 0 | 0 | 0 | 9 | 2 | 0 |
| Month Totals | | | 52 | 5 | 3 | 0 | 0 | 0 | 52 | 5 | 3 |
| | | | | | | | | | 60 | | |

| | 2021 Data | | | | | | | 2020 Data | | | |
|---------------------------------------|-----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
| | Equip-ment Type | Total Fleet Size | MDBF Goal (miles) | Jan MDBF (miles) | Primary Failure Goal | Jan No. of Primary Failures | YTD MDBF thru Jan (miles) | 12 month MDBF Rolling Avg (miles) | Jan MDBF (miles) | Jan No. of Primary Failures | YTD MDBF thru Jan (miles) |
| Mean Distance Between Failures | M8 | 405 | 290,000 | 67,022 | 5 | 23 * | 67,022 | 383,612 | 264,021 | 10 | 264,021 |
| | M3 | 138 | 80,000 | 189,902 | 2 | 1 | 189,902 | 143,246 | 109,684 | 3 | 109,684 |
| | M7 | 334 | 340,000 | 1,326,592 | 5 | 1 | 1,326,592 | 527,102 | 500,435 | 4 | 500,435 |
| | Coach | 207 | 210,000 | 364,176 | 5 | 3 | 364,176 | 396,741 | 184,201 | 8 | 184,201 |
| | P-32 | 31 | 21,000 | 27,909 | 6 | 5 | 27,909 | 33,309 | 48,519 | 4 | 48,519 |
| | BL-20 | 12 | 13,000 | 19,685 | 3 | 2 | 19,685 | 15,682 | 14,412 | 3 | 14,412 |
| | Fleet | 1127 | 175,000 | 123,699 | 26 | 35 | 123,699 | 263,162 | 208,810 | 32 | 208,810 |
| | M8 | | 290,000 | 67,022 | 5 | 23 | 67,022 | 383,612 | 264,021 | 10 | 264,021 |
| M3/7 | | 235,000 | 758,247 | 7 | 2 | 758,247 | 410,276 | 332,971 | 7 | 332,971 | |
| Diesel/Coach | | 85,000 | 127,145 | 14 | 10 | 127,145 | 140,208 | 114,062 | 15 | 114,062 | |

*23 M8 PTC Software Failures

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 2016 - 2021



| West of Hudson Performance Summary | | | 2021 Data | | | 2020 Data | | |
|--|---|-------------------------|------------------|--------------|-------------------|------------------|-------------------|--------------|
| | | | Annual Goal | February | YTD thru February | February | YTD thru February | |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | West of Hudson Total | Overall | 94.0% | 90.6% | 92.2% | 96.5% | 95.3% | |
| | | AM Peak | 94.0% | 91.1% | 89.7% | 94.7% | 94.2% | |
| | | PM Peak | 94.0% | 97.2% | 96.8% | 95.5% | 94.2% | |
| | | Total Peak | 94.0% | 94.1% | 93.2% | 95.1% | 94.2% | |
| | | Off Peak Weekday | 94.0% | 87.5% | 89.9% | 96.5% | 95.3% | |
| | | Weekend | 94.0% | 91.6% | 94.8% | 98.2% | 96.8% | |
| | | Pascack Line | Overall | 94.0% | 88.1% | 92.2% | 97.2% | 96.8% |
| | | AM Peak | 94.0% | 92.5% | 94.7% | 96.2% | 95.7% | |
| | | PM Peak | 94.0% | 95.5% | 97.4% | 94.7% | 95.4% | |
| | | Total Peak | 94.0% | 94.0% | 96.1% | 95.5% | 95.5% | |
| | | Off Peak Weekday | 94.0% | 83.7% | 88.2% | 97.6% | 96.5% | |
| | | Weekend | 94.0% | 88.6% | 94.3% | 98.4% | 98.6% | |
| | | Port Jervis Line | Overall | 94.0% | 94.1% | 92.2% | 95.6% | 93.4% |
| | | AM Peak | 94.0% | 89.5% | 83.8% | 93.0% | 92.5% | |
| | | PM Peak | 94.0% | 99.1% | 96.1% | 96.5% | 92.9% | |
| | | Total Peak | 94.0% | 94.3% | 89.9% | 94.7% | 92.7% | |
| | | Off Peak Weekday | 94.0% | 92.6% | 92.3% | 95.1% | 93.7% | |
| | Weekend | 94.0% | 96.8% | 95.7% | 97.9% | 93.8% | | |
| Operating Statistics | Trains Scheduled | | 1,505 | 3,131 | 1,546 | 3,219 | | |
| | Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small> | | 16.0 | 17.5 | 20.3 | 22.3 | | |
| | Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small> | 300 | 56 | 109 | 24 | 70 | | |
| | Trains Canceled | 60 | 5 | 9 | 2 | 10 | | |
| | Trains Terminated | 60 | 1 | 4 | 8 | 18 | | |
| | Percent of Scheduled Trips Completed | 99.4% | 99.6% | 99.6% | 99.4% | 99.1% | | |
| Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i> | System - AM | | 99.0% | 90.4% | 91.4% | 99.9% | 99.6% | |
| | Pascack Valley - AM | | 99.0% | 90.7% | 91.8% | 100.0% | 99.6% | |
| | Port Jervis - AM | | 99.0% | 90.1% | 90.9% | 99.9% | 99.3% | |

*Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.

FEBRUARY 2021 STANDEE REPORT

| East of Hudson | | | FEB 2020 | YTD 2020 | FEB 2021 | YTD 2021 |
|---------------------------------------|----------------|-----------------------|------------|------------|----------|----------|
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 11 | 11 | 0 | 0 |
| | | Total Standees | 12 | 11 | 0 | 0 |
| AM Peak | Harlem Line | Program Standees | 31 | 16 | 0 | 0 |
| | | Add'l Standees | 15 | 17 | 0 | 0 |
| | | Total Standees | 46 | 32 | 0 | 0 |
| | New Haven Line | Program Standees | 24 | 12 | 0 | 0 |
| | | Add'l Standees | 34 | 58 | 0 | 0 |
| | | Total Standees | 58 | 70 | 0 | 0 |
| EAST OF HUDSON TOTAL - AM PEAK | | | 116 | 113 | 0 | 0 |
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| PM Peak | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 1 | 0 | 0 |
| | | Total Standees | 0 | 1 | 0 | 0 |
| | New Haven Line | Program Standees | 140 | 70 | 0 | 0 |
| | | Add'l Standees | 8 | 9 | 0 | 0 |
| | | Total Standees | 148 | 79 | 0 | 0 |
| EAST OF HUDSON TOTAL - PM PEAK | | | 148 | 80 | 0 | 0 |

| West of Hudson | | | FEB 2020 | YTD 2020 | FEB 2021 | YTD 2021 |
|---------------------------------------|---------------------|-----------------------|----------|----------|----------|----------|
| Daily Average | Port Jervis Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| AM Peak | Pascack Valley Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| WEST OF HUDSON TOTAL - AM PEAK | | | 0 | 0 | 0 | 0 |

* Consist compliance and Standee Reporting for the West of Hudson Peak trains is currently unavailable .

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 reported as consist compliance less than 100%.

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.

Operations Planning and Analysis/jc

| Elevator Availability | 2021 | | 2020 | |
|------------------------|----------|--------------|----------|--------------|
| | February | Year to Date | February | Year to Date |
| Grand Central Terminal | 99.72% | 99.74% | 98.62% | 96.19% |
| Harlem | 99.98% | 99.99% | 99.99% | 98.42% |
| Hudson | 99.98% | 99.98% | 99.65% | 99.52% |
| New Haven | 99.96% | 99.96% | 99.97% | 94.90% |
| Overall Average | 99.91% | 99.92% | 99.56% | 97.26% |

PLEASE NOTE: The NE-1 Elevator (the 47th St cross passageway) is Out of Service due to East Side Access construction and is excluded from this report. Elevators T-18 and T-19 (the B Hall elevators) are Out of Service due to the 7B Training Center project and are also excluded from this report. Elevators T-18 & T-19 are estimated to Return To Service (RTS) by 3/1/21.

| Escalator Availability | 2021 | | 2020 | |
|------------------------|----------|--------------|----------|--------------|
| | February | Year to Date | February | Year to Date |
| Grand Central Terminal | 100.00% | 99.29% | 100.00% | 99.80% |
| White Plains | 100.00% | 100.00% | 100.00% | 100.00% |
| Overall Average | 100.00% | 99.64% | 100.00% | 99.90% |

PLEASE NOTE: Escalators #1 & #2 (West Side near Transit Museum) and escalator #11 (47th St crosspassage to 47th & Madison) are Out of Service for scheduled service upgrade work and are excluded from this report. The estimated Return To Service (RTS) date for escalators #1 & #2 is March 2021.



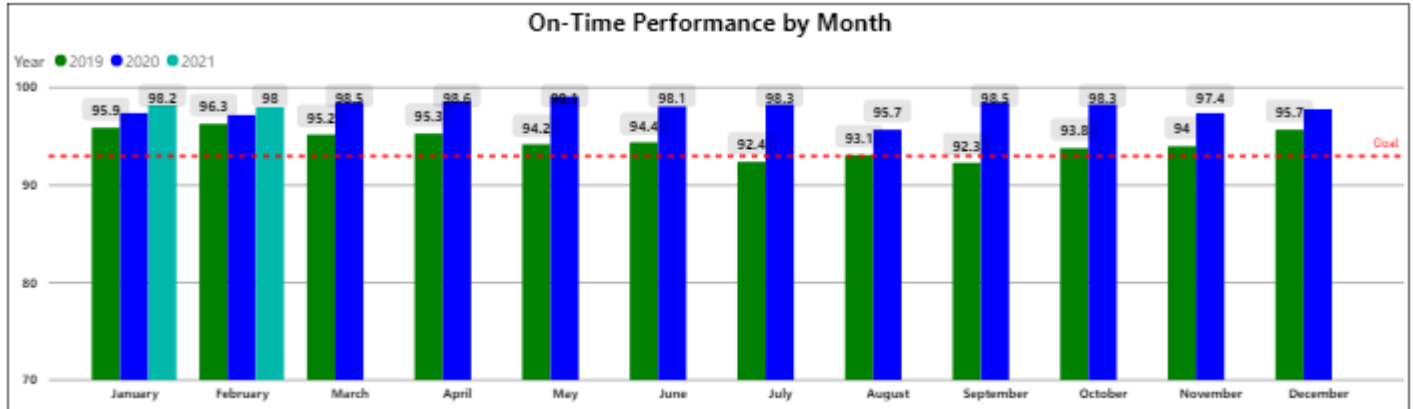
Metro-North Railroad

Performance Metrics Report

On-Time Performance

The percentage of trains that arrive at their final destination within 5'59" of schedule.

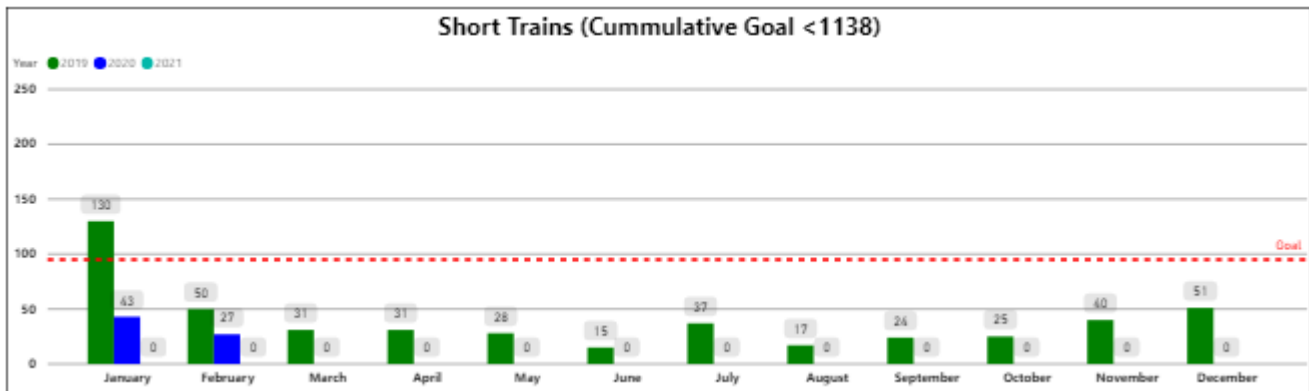
| | 2021 | | 2020 | |
|-------|----------|-------|----------|-------|
| Goal | February | YTD | February | YTD |
| 93.0% | 98.0% | 98.1% | 97.2% | 97.3% |



Short Trains

The number of AM trains that operate with fewer than the scheduled number of cars.

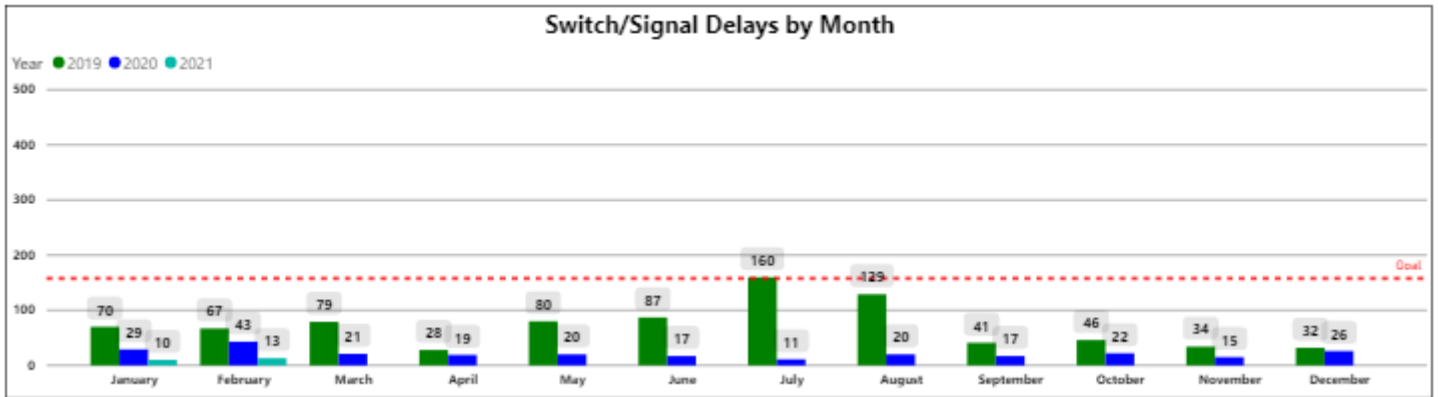
| | 2021 | | 2020 | |
|------|----------|-----|----------|-----|
| Goal | February | YTD | February | YTD |
| 1138 | 0 | 0 | 27 | 70 |



Switch/Signal Delays

The number of trains that arrive at their final destination later than 5'59" of schedule due to Switch/Signal causes.

| | 2021 | | 2020 | |
|------|----------|-----|----------|-----|
| Goal | February | YTD | February | YTD |
| 1896 | 13 | 23 | 89 | 153 |

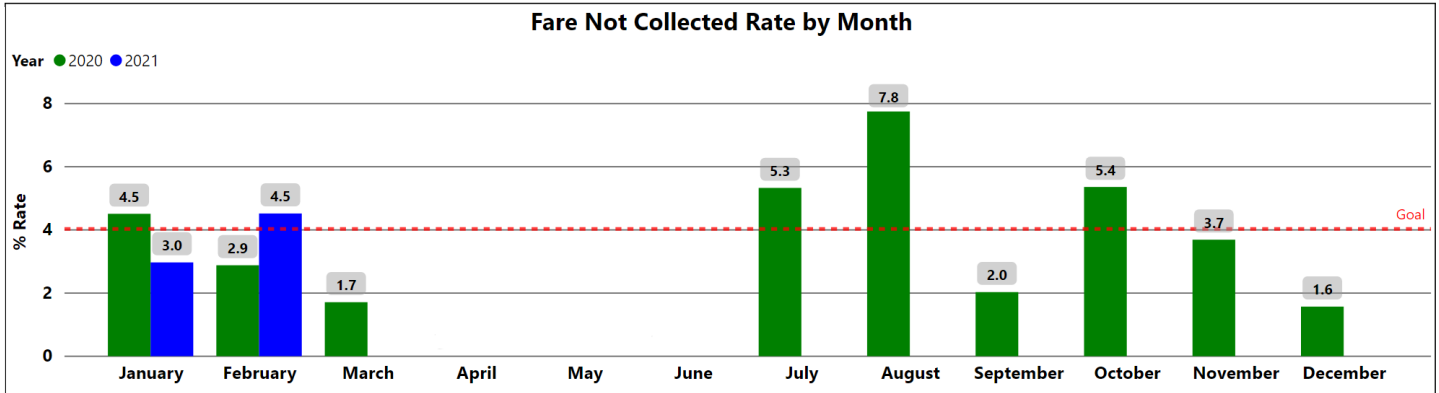




Fare Not Collected Rate

The percentage of instances an MTA Audit Operative's fare is not collected.

| | 2021 | | 2020 | |
|------|------|------|------|------|
| Goal | Feb | YTD | Feb | YTD |
| 4.0% | 4.5% | 3.7% | 2.9% | 3.7% |

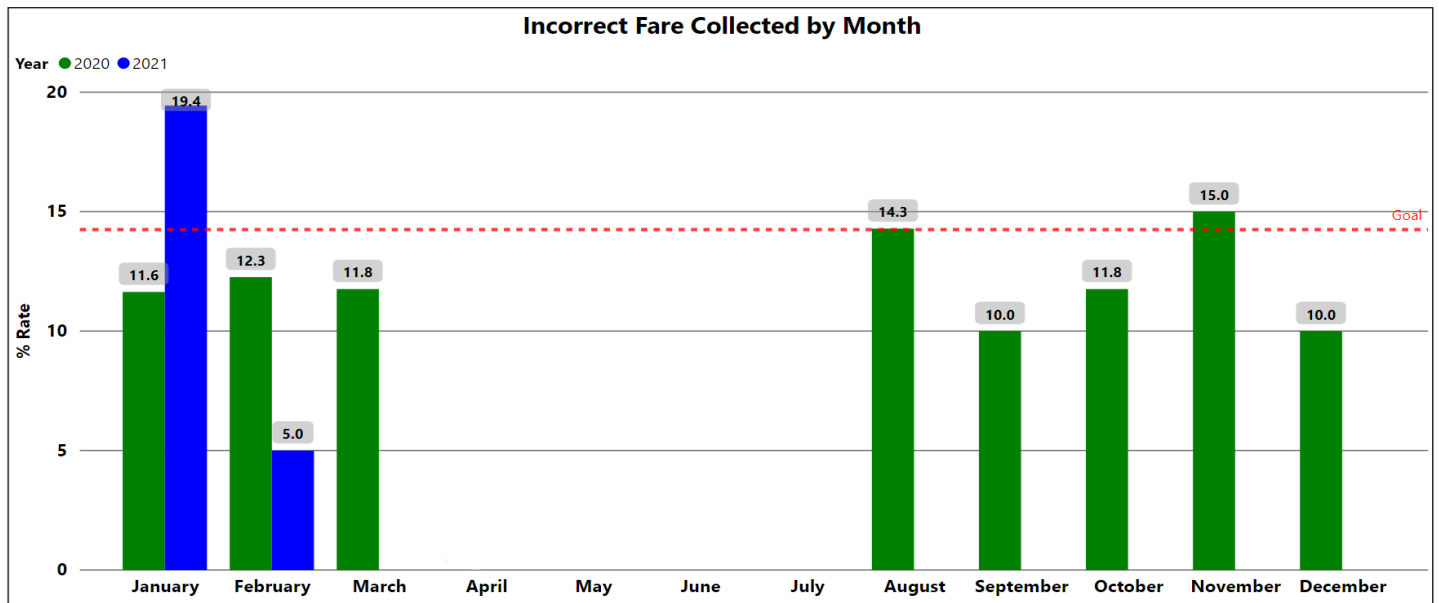


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

Incorrect Fare Collected Rate

The percentage of instances an incorrect fare is sold to or accepted from an MTA Audit Operative by a conductor.

| | 2021 | | 2020 | |
|-------|------|-------|-------|-------|
| Goal | Feb | YTD | Feb | YTD |
| 14.3% | 5.0% | 14.3% | 12.3% | 12.0% |

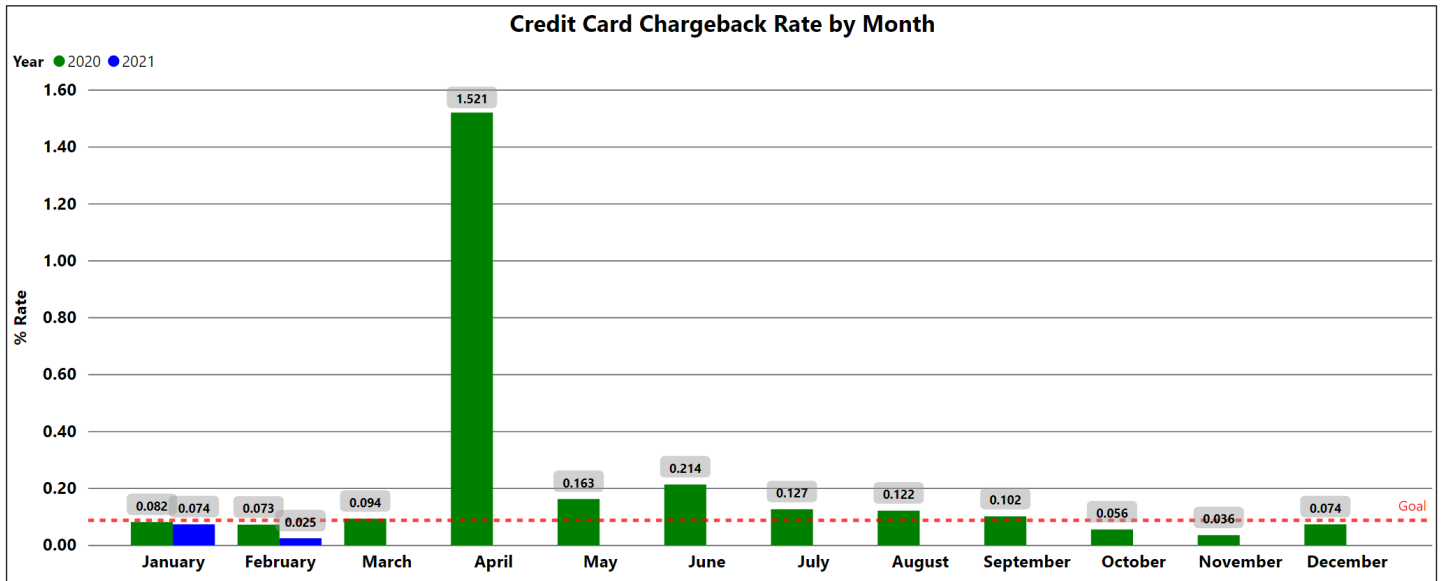


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

Credit Card Chargeback Rate

The percentage of credit card sales in dollars that are rejected due to fraud.

| | 2021 | | 2020 | |
|--------|--------|--------|--------|--------|
| Goal | Feb | YTD | Feb | YTD |
| 0.088% | 0.025% | 0.050% | 0.073% | 0.078% |



- April 2020 increase is due to a significant decrease in sales relative to chargebacks and the timing of chargebacks processed pertaining to prior periods.



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



On December 23, 2020, Metro-North President Catherine Rinaldi announced the completion of full Positive Train Control (PTC) operability on our Hudson, Harlem and New Haven mainlines and Pascack Valley and Port Jervis branch lines for the vast majority of our railroad's locomotive fleet.



Metro-North Railroad

February 2021 Highlights: Financial Report

The Metro-North Railroad's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (Budget) and key financial performance indicators.

Summary of Non-Reimbursable Year-to-Date (YTD) February 2021 Financial Results

Ridership and accrual results, versus the Budget, are summarized as follows:

- Ridership of 2.7 million, which includes East of Hudson ridership of 2.6 million and West of Hudson ridership of 0.1 million, was 22.9% favorable vs. Budget. Consequently, farebox revenue of \$21.1 million was \$1.2 million higher than Budget.
- Total revenue of \$25.7 million was \$1.6 million or 5.9% lower than Budget primarily due to lower net GCT Retail Income partially offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.
- Total expenses of \$200.9 million were \$14.5 million or 6.7% favorable vs. Budget primarily due to the timing of rolling stock maintenance events and material usage, lower contractual costs, consulting and engineering services and lower labor costs.

Financial results for Year-to-Date (YTD) February 2021 are presented in the table below and compared to the Adopted Budget.

MTA Metro-North Railroad
February 2021 Year-to-Date Results
(\$ in Millions)

| | <u>Adopted Budget</u> | <u>Actual</u> | Fav/(Unfav) <u>\$ Var</u> | Variance <u>% Var</u> |
|---|---------------------------|---------------|------------------------------|--------------------------|
| Total Revenue | \$27.3 | \$25.7 | (\$1.6) | -5.9% |
| Total Expenses before Non-Cash Liability Adjs. | 215.4 | 200.9 | 14.5 | 6.7% |
| Operating Surplus/(Deficit) | (188.1) | (175.2) | 12.9 | 6.8% |
| <i>Other Non-Cash Liabilities</i> | 41.8 | 40.9 | 0.9 | 2.1% |
| Net Surplus/(Deficit) after Non-Cash Liability Adjs. | (229.8) | (216.1) | 13.8 | 6.0% |
| <i>Cash Adjustments</i> | 50.7 | (12.9) | (63.6) | -125.5% |
| Net Cash Surplus/(Deficit) | (\$179.2) | (\$229.0) | (\$49.9) | -27.8% |

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

February 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$216.1 million was \$13.8 million or 6.0% favorable vs. the Budget.

Major drivers of the February 2021 YTD favorable result of \$13.8 million include lower Non-Reimbursable Expenses of \$15.4 million mainly due to the timing of rolling stock maintenance events and material usage, lower contractual costs, consulting and engineering services and lower labor costs. Non-Reimbursable Revenues were unfavorable by \$1.6 million, primarily driven by lower net GCT Retail Income partially offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.

February 2021 YTD Reimbursable Expenses of \$28.0 million were \$31.0 million favorable vs. the Budget primarily due to the Waterbury Branch Cab Signal, Connecticut Track Program, Power Infrastructure Restoration, Connecticut Positive Train Control, Signal Replacement from Greenwich to South Norwalk and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$1.2 million higher vs. the Budget primarily due to higher East of Hudson non-commutation ridership partially offset by East of Hudson commutation ridership.
 - YTD Ridership of 2.7 million was 22.9% favorable vs. the Budget and 78.9% unfavorable vs. YTD 2020.
- **Other Operating Revenue** – YTD was \$2.8 million unfavorable vs. the Budget primarily due to lower net GCT Retail Income as well as lower advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$31.0 million or 52.6% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$269.8 million were \$46.4 million or 14.7% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$174.6 million YTD were \$8.1 million favorable vs. the Budget.

- **Payroll** – YTD was \$2.9 million favorable vs. the Budget primarily due to lower train & engine crew payments and the timing of pay periods partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$1.6 million favorable vs. the Budget primarily due to reduced train and engine crew overtime resulting from the June 2020 revised service schedule.

Non-Labor Expenses of \$54.4 million YTD were \$37.4 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$1.7 million favorable vs. the Budget primarily due to lower usage.
- **Fuel** – YTD expenses were \$0.6 million favorable vs. the Budget primarily due to lower heating fuel usage.
- **Maintenance & Other Operating Contracts** – YTD was \$5.1 million favorable vs. the Budget due to the timing Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance and miscellaneous maintenance and operating contracts as well as the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk project.
- **Professional Services** – YTD was \$7.2 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control,

Waterbury Branch Cab Signal and Sasco Creek Power Supply Station projects and lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$24.1 million favorable vs. the Budget primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal, Power Infrastructure Restoration and the Connecticut Track Program as well as the timing of rolling stock maintenance events and material usage.
- **Other Business Expenses** – YTD was \$1.4 million unfavorable vs. the Budget primarily due to higher subsidy payments to New Jersey Transit resulting from year to date revenue true-ups partially offset by lower credit card fees.

Depreciation and Other Non-Cash Liability Adjustments were \$0.9 million favorable vs. the YTD Budget due to the timing of environmental remediation and depreciation expenses.

CASH DEFICIT SUMMARY

February YTD Net Cash Deficit of \$229.0 million was \$49.9 million or 27.8% unfavorable to the Budget primarily due to the partial payment of 2020 deferred payroll taxes associated with the 2020 CARES Act.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 13.2% was 0.7 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$72.69 was \$20.71 favorable vs. the Budget.
- Revenue per Passenger of \$7.81 was \$1.23 unfavorable vs. the Budget.

| MTA METRO-NORTH RAILROAD FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET ACCURAL STATEMENT of OPERATIONS by CATEGORY FEBRUARY 2021 (\$ in millions) | | | | | | | | | | | | | SCHEDULE I - A | | |
|---|--------------------|-------------------------|-------------------|----------------|-------------------------|-----------------|-------------------|-------------------------|--------------------|-------------------------|-------------------------|---------------|----------------|--|--|
| | Nonreimbursable | | | Reimbursable | | | Total | | | Favorable (Unfavorable) | | | | | |
| | Adopted Budget | Favorable (Unfavorable) | | Adopted Budget | Favorable (Unfavorable) | | Adopted Budget | Favorable (Unfavorable) | | Actual | Favorable (Unfavorable) | | | | |
| | | Actual | Variance | | Percent | Actual | | Variance | Percent | | Actual | Variance | Percent | | |
| Revenue | | | | | | | | | | | | | | | |
| Farebox Revenue | \$9,702 | \$10,167 | \$0,465 | 4.8 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$10,167 | \$0,465 | 4.8 | | | |
| Vehicles Toll Revenue | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | - | | | |
| Other Operating Revenue | 3,675 | 1,814 | (1,861) | (50.6) | 0,000 | 0,000 | 0,000 | 0,000 | 3,675 | 1,814 | (1,861) | (50.6) | | | |
| Capital & Other Reimbursements: | | | | | | | | | | | | | | | |
| MTA | 0,000 | 0,000 | 0,000 | - | 10,758 | 5,718 | (5,040) | (46.8) | 10,758 | 5,718 | (5,040) | (46.8) | | | |
| CDOT | 0,000 | 0,000 | 0,000 | - | 17,799 | 6,469 | (11,330) | (63.7) | 17,799 | 6,469 | (11,330) | (63.7) | | | |
| Other | 0,000 | 0,000 | 0,000 | - | 0,961 | 2,291 | 1,330 | * | 0,961 | 2,291 | 1,330 | * | | | |
| Total Capital and Other Reimbursements | 0,000 | 0,000 | 0,000 | - | 29,518 | 14,478 | (15,040) | (51.0) | 29,518 | 14,478 | (15,040) | (51.0) | | | |
| Total Revenue | \$13,377 | \$11,981 | (\$1,396) | (10.4) | \$29,518 | \$14,478 | (\$15,040) | (51.0) | \$42,895 | \$26,459 | (\$16,436) | (38.3) | | | |
| Expenses | | | | | | | | | | | | | | | |
| Labor | | | | | | | | | | | | | | | |
| Payroll | \$39,838 | \$41,579 | (\$1,742) | (4.4) | \$3,666 | \$3,508 | \$0,158 | 4.3 | \$43,504 | \$45,087 | (\$1,583) | (3.6) | | | |
| Overtime | 6,599 | 7,139 | (640) | (8.2) | 1,892 | 1,737 | 0,156 | 8.2 | 8,491 | 8,876 | (0,384) | (4.5) | | | |
| Health and Welfare | 7,747 | 7,947 | (201) | (2.6) | 1,241 | 1,155 | 0,086 | 7.0 | 8,988 | 9,102 | (0,114) | (1.3) | | | |
| OPEB Current Payment | 3,083 | 3,341 | (258) | (8.4) | 0,000 | 0,000 | 0,000 | - | 3,083 | 3,341 | (0,258) | (8.4) | | | |
| Pensions | 9,288 | 9,453 | (165) | (2.0) | 0,990 | 0,963 | 0,027 | 2.7 | 10,258 | 10,416 | (0,158) | (1.5) | | | |
| Other Fringe Benefits | 9,753 | 9,960 | (207) | (2.1) | 0,934 | 0,826 | 0,008 | 0.8 | 10,687 | 10,886 | (0,199) | (1.9) | | | |
| Reimbursable Overhead | (4,924) | (4,061) | (0,864) | (17.5) | 4,779 | 4,000 | 0,779 | 16.3 | (0,145) | (0,060) | (0,085) | (58.4) | | | |
| Total Labor | \$71,364 | \$75,359 | (\$3,995) | (5.6) | \$13,502 | \$12,288 | \$1,214 | 9.0 | \$84,866 | \$87,647 | (\$2,781) | (3.3) | | | |
| Non-Labor | | | | | | | | | | | | | | | |
| Electric Power | \$4,811 | \$3,019 | \$1,792 | 37.3 | \$0,000 | \$0,000 | \$0,000 | - | \$4,811 | \$3,019 | \$1,792 | 37.3 | | | |
| Fuel | 1,352 | 1,072 | 0,280 | 20.7 | 0,000 | 0,000 | 0,000 | - | 1,352 | 1,072 | 0,280 | 20.7 | | | |
| Insurance | 1,605 | 1,495 | 0,110 | 6.8 | 0,000 | 0,120 | (0,120) | - | 1,605 | 1,615 | (0,010) | (0.6) | | | |
| Claims | 0,096 | 0,013 | 0,083 | 86.6 | 0,000 | 0,000 | 0,000 | - | 0,096 | 0,013 | 0,083 | 86.6 | | | |
| 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 | 9,557 | 7,950 | 1,607 | 16.8 | 1,771 | 1,242 | 0,528 | 29.8 | 11,327 | 9,192 | 2,135 | 18.9 | | | |
| Professional Service Contracts | 3,343 | 2,281 | 1,062 | 31.8 | 2,155 | 0,275 | 1,881 | 87.3 | 5,498 | 2,555 | 2,942 | 53.5 | | | |
| Materials & Supplies | 8,331 | 5,368 | 2,964 | 35.6 | 12,057 | 0,536 | 11,521 | 95.6 | 20,389 | 5,904 | 14,485 | 71.0 | | | |
| Other Business Expenses | 1,391 | 3,694 | (2,303) | (166.0) | 0,033 | 0,017 | 0,016 | 48.1 | 1,423 | 3,710 | (2,287) | (166.0) | | | |
| Total Non-Labor | \$30,485 | \$24,890 | \$5,595 | 18.4 | \$16,016 | \$2,190 | \$13,826 | 86.3 | \$46,501 | \$27,080 | \$19,421 | 41.8 | | | |
| 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 Adjs. | \$101,849 | \$100,249 | \$1,600 | 1.6 | \$29,518 | \$14,478 | \$15,040 | 51.0 | \$131,367 | \$114,728 | \$16,640 | 12.7 | | | |
| Depreciation | 20,542 | 20,177 | 0,366 | 1.8 | 0,000 | 0,000 | 0,000 | - | 20,542 | 20,177 | 0,366 | 1.8 | | | |
| OPEB Obligation | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| GASB68 Pension Adjustment | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| Environmental Remediation | 0,333 | 0,492 | (0,158) | (47.5) | 0,000 | 0,000 | 0,000 | - | 0,333 | 0,492 | (0,158) | (47.5) | | | |
| GASB75 Adjustment | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| Total Expenses | \$122,725 | \$120,917 | \$1,807 | 1.5 | \$29,518 | \$14,478 | \$15,040 | 51.0 | \$152,243 | \$135,396 | \$16,847 | 11.1 | | | |
| Net Surplus/(Deficit) | (\$109,347) | (\$108,937) | \$0,411 | 0.4 | \$0,000 | \$0,000 | \$0,000 | - | (\$109,347) | (\$108,937) | \$0,411 | 0.4 | | | |
| Cash Conversion Adjustments: | | | | | | | | | | | | | | | |
| Depreciation | 20,542 | 20,177 | (0,366) | (1.8) | 0,000 | 0,000 | 0,000 | - | 20,542 | 20,177 | (0,366) | (1.8) | | | |
| Operating/Capital | (4,410) | (0,877) | 3,533 | 80.1 | 0,000 | 0,000 | 0,000 | - | (4,410) | (0,877) | 3,533 | 80.1 | | | |
| Other Cash Adjustments | 5,032 | (49,438) | (54,470) | * | 0,000 | 0,000 | 0,000 | - | 5,032 | (49,438) | (54,470) | * | | | |
| Total Cash Conversion Adjustments | \$21,164 | (\$30,138) | (\$51,302) | * | \$0,000 | \$0,000 | \$0,000 | - | \$21,164 | (\$30,138) | (\$51,302) | * | | | |
| Net Cash Surplus/(Deficit) | (\$88,184) | (\$139,075) | (\$50,891) | (57.7) | \$0,000 | \$0,000 | \$0,000 | - | (\$88,184) | (\$139,075) | (\$50,891) | (57.7) | | | |

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
- Differences are due to rounding.
* Variance exceeds 100%.

| MTA METRO-NORTH RAILROAD FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET ACCURAL STATEMENT of OPERATIONS by CATEGORY FEBRUARY YEAR-TO-DATE (\$ in millions) | | | | | | | | | | | | | SCHEDULE I - B | | |
|---|----------------------------|--------------------|----------------------------|---------------|----------------------------|-----------------|----------------------------|-------------|----------------------------|--------------------|----------------------------|---------------|----------------|--|--|
| | Nonreimbursable | | | | Reimbursable | | | | Total | | | | | | |
| | Favorable (Unfavorable) | | Favorable (Unfavorable) | | Favorable (Unfavorable) | | Favorable (Unfavorable) | | Favorable (Unfavorable) | | Favorable (Unfavorable) | | | | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | | | |
| Revenue | | | | | | | | | | | | | | | |
| Farebox Revenue | \$19,926 | \$21,136 | \$1,211 | 6.1 | \$0,000 | \$0,000 | \$0,000 | - | \$19,926 | \$21,136 | \$1,211 | 6.1 | | | |
| Vehicle Toll Revenue | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| Other Operating Revenue | 7,409 | 4,598 | (2,811) | (37.9) | 0,000 | 0,000 | 0,000 | - | 7,409 | 4,598 | (2,811) | (37.9) | | | |
| Capital & Other Reimbursements: | | | | | | | | | | | | | | | |
| MTA | | | | | | | | | | | | | | | |
| CDOT | 0,000 | 0,000 | 0,000 | - | 22,200 | 12,829 | (9,371) | (42.2) | 22,200 | 12,829 | (9,371) | (42.2) | | | |
| Other | 0,000 | 0,000 | 0,000 | - | 34,776 | 12,252 | (22,524) | (64.8) | 34,776 | 12,252 | (22,524) | (64.8) | | | |
| Total Capital and Other Reimbursements | 0,000 | 0,000 | 0,000 | - | 2,034 | 2,910 | 0,875 | 43.0 | 2,034 | 2,910 | 0,875 | 43.0 | | | |
| Total Revenue/Receipts | \$27,334 | \$25,734 | (\$1,600) | (5.9) | \$59,011 | \$27,991 | (\$31,019) | (52.6) | \$86,345 | \$53,725 | (\$32,620) | (37.8) | | | |
| Expenses | | | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | | | |
| Payroll | \$85,680 | \$84,230 | \$1,450 | 1.7 | \$7,929 | \$6,510 | \$1,418 | 17.9 | \$93,609 | \$90,741 | \$2,868 | 3.1 | | | |
| Overtime | 14,601 | 13,540 | 1,062 | 7.3 | 4,067 | 3,481 | 0,586 | 14.4 | 18,669 | 17,020 | 1,648 | 8.8 | | | |
| Health and Welfare | 17,237 | 15,970 | 1,268 | 7.4 | 2,680 | 2,163 | 0,517 | 19.3 | 19,917 | 18,133 | 1,785 | 9.0 | | | |
| OPEB Current Payment | 6,167 | 6,778 | (6,612) | (9.9) | 0,000 | 0,000 | 0,000 | - | 6,167 | 6,778 | (6,612) | (9.9) | | | |
| Pensions | 19,931 | 19,042 | 0,889 | 4.5 | 2,138 | 1,821 | 0,317 | 14.8 | 22,069 | 20,863 | 1,206 | 5.5 | | | |
| Other Fringe Benefits | 20,564 | 19,451 | 1,113 | 5.4 | 2,017 | 1,738 | 0,279 | 13.8 | 22,581 | 21,189 | 1,391 | 6.2 | | | |
| Reimbursable Overhead | (10,353) | (7,782) | (2,572) | (24.8) | 10,035 | 7,640 | 2,395 | 23.9 | (0,318) | (0,141) | (0,176) | (55.5) | | | |
| Total Labor | \$153,827 | \$151,229 | \$2,597 | 1.7 | \$28,866 | \$23,353 | \$5,513 | 19.1 | \$182,692 | \$174,582 | \$8,110 | 4.4 | | | |
| Non-Labor: | | | | | | | | | | | | | | | |
| Electric Power | \$9,394 | \$7,569 | \$1,825 | 19.4 | \$0,000 | \$0,140 | (\$0,140) | - | \$9,394 | \$7,708 | \$1,685 | 17.9 | | | |
| Fuel | 2,975 | 2,385 | 0,590 | 19.8 | 0,000 | 0,000 | 0,000 | - | 2,975 | 2,385 | 0,590 | 19.8 | | | |
| Insurance | 3,210 | 3,002 | 0,207 | 6.5 | 0,000 | 0,233 | (0,233) | - | 3,210 | 3,236 | (0,026) | (0.8) | | | |
| Claims | 0,191 | 0,040 | 0,151 | 79.1 | 0,000 | 0,000 | 0,000 | - | 0,191 | 0,040 | 0,151 | 79.1 | | | |
| 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 | 19,123 | 16,217 | 2,905 | 15.2 | 3,541 | 1,356 | 2,186 | 61.7 | 22,664 | 17,573 | 5,091 | 22.5 | | | |
| Professional Service Contracts | 7,212 | 4,621 | 2,590 | 35.9 | 4,854 | 0,278 | 4,576 | 94.3 | 12,066 | 4,899 | 7,167 | 59.4 | | | |
| Materials & Supplies | 16,671 | 11,620 | 5,051 | 30.3 | 21,664 | 2,895 | 19,069 | 88.0 | 38,335 | 14,216 | 24,119 | 62.7 | | | |
| Other Business Expenses | 2,805 | 4,257 | (1,453) | (51.8) | 0,065 | 0,037 | 0,029 | 43.7 | 2,870 | 4,294 | (1,424) | (49.6) | | | |
| Total Non-Labor | \$61,580 | \$49,712 | \$11,868 | 19.3 | \$30,145 | \$4,638 | \$25,506 | 84.6 | \$91,725 | \$54,351 | \$37,374 | 40.7 | | | |
| 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. | \$215,407 | \$200,942 | \$14,465 | 6.7 | \$59,011 | \$27,991 | \$31,019 | 52.6 | \$274,417 | \$228,933 | \$45,484 | 16.6 | | | |
| Depreciation | 41,084 | 40,389 | 0,696 | 1.7 | 0,000 | 0,000 | 0,000 | - | 41,084 | 40,389 | 0,696 | 1.7 | | | |
| OPEB Obligation | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| GASB68 Pension Adjustment | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| Environmental Remediation | 0,667 | 0,477 | 0,190 | 28.5 | 0,000 | 0,000 | 0,000 | - | 0,667 | 0,477 | 0,190 | 28.5 | | | |
| GASB75 Adjustment | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | 0,000 | 0,000 | 0,000 | - | | | |
| Total Expenses | \$257,158 | \$241,807 | \$15,351 | 6.0 | \$59,011 | \$27,991 | \$31,019 | 52.6 | \$316,169 | \$269,798 | \$46,370 | 14.7 | | | |
| Net Surplus/(Deficit) | (\$229,824) | (\$216,073) | \$13,751 | 6.0 | \$0,000 | \$0,000 | \$0,000 | - | (\$229,824) | (\$216,073) | \$13,751 | 6.0 | | | |
| Cash Conversion Adjustments: | | | | | | | | | | | | | | | |
| Depreciation | 41,084 | 40,389 | (696) | (1.7) | 0,000 | 0,000 | 0,000 | - | 41,084 | 40,389 | (696) | (1.7) | | | |
| Operating/Capital | (7,098) | (1,340) | 5,759 | 81.1 | 0,000 | 0,000 | 0,000 | - | (7,098) | (1,340) | 5,759 | 81.1 | | | |
| Other Cash Adjustments | 16,680 | (51,987) | (68,666) | * | 0,000 | 0,000 | 0,000 | - | 16,680 | (51,987) | (68,666) | * | | | |
| Total Cash Conversion Adjustments | \$50,665 | (\$12,938) | \$63,604 | * | \$0,000 | \$0,000 | \$0,000 | - | \$50,665 | (\$12,938) | \$63,604 | * | | | |
| Net Cash Surplus/(Deficit) | (\$179,158) | (\$229,011) | (\$49,853) | (27.8) | \$0,000 | \$0,000 | \$0,000 | - | (\$179,158) | (\$229,011) | (\$49,853) | (27.8) | | | |

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 February 2021
 (\$ in millions)

| Generic Revenue or Expense Category | Non Reimb. or Reimb. | Current Month vs. Adopted Budget | | Year to Date vs. Adopted Budget | | |
|-------------------------------------|----------------------|----------------------------------|---------------------|---------------------------------|---------------------|--|
| | | Variance Fav (Unfav) | Reason for Variance | Variance Fav (Unfav) | Reason for Variance | |
| | | \$ | % | \$ | % | |
| FAREBOX REVENUE | Non-Reimb | \$0.465 | 4.8% | \$1,211 | 6.1% | Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership. |
| OTHER OPERATING REVENUE | Non-Reimb | (\$1.861) | (50.6%) | (\$2.811) | (37.9%) | Lower GCT retail and advertising revenues. |
| CAPITAL AND OTHER REIMBURSEMENTS | Reimb | (\$15.040) | (51.0%) | (\$31.019) | (52.6%) | Lower reimbursements reflect scheduling and timing changes in capital project expenditures. |
| PAYROLL | Non-Reimb | (\$1.742) | (4.4%) | \$1,450 | 1.7% | Primarily due to timing of retiree and miscellaneous payouts. |
| | Reimb | \$0.158 | 4.3% | \$1,418 | 17.9% | Primarily reflects lower activity on several projects. |
| OVERTIME | Non-Reimb | (\$0.540) | (8.2%) | \$1,062 | 7.3% | See overtime charts. |
| | Reimb | \$0.156 | 8.2% | \$0.586 | 14.4% | See overtime charts. |
| HEALTH AND WELFARE | Non-Reimb | (\$0.201) | (2.6%) | \$1,268 | 7.4% | Reflects lower than budgeted rates and labor costs. |
| | Reimb | \$0.086 | 7.0% | \$0.517 | 19.3% | Primarily reflects lower activity for several projects. |
| OPEB CURRENT PAYMENT | Non-Reimb | (\$0.258) | (8.4%) | (\$0.612) | (9.9%) | Primarily reflects a higher number of retirees receiving healthcare premiums than budgeted. |
| | Reimb | | | | | |
| PENSIONS | Non-Reimb | (\$0.185) | (2.0%) | \$0.889 | 4.5% | Reflects lower than budgeted labor costs and rates. |
| | Reimb | \$0.027 | 2.7% | \$0.317 | 14.8% | Primarily reflects lower activity for several projects. |
| OTHER FRINGE BENEFITS | Non-Reimb | (\$0.207) | (2.1%) | \$1,113 | 5.4% | Primarily reflects a lower than budgeted employee claim provision, labor costs and other employee reimbursements partially offset by higher rates. |
| | Reimb | \$0.008 | 0.8% | \$0.279 | 13.8% | Primarily reflects lower activity for several projects. |
| REIMBURSABLE OVERHEAD | Non-Reimb | (\$0.864) | (17.5%) | (\$2.572) | (24.8%) | The non-reimbursable and reimbursable variances reflect lower activity for several projects. |
| | Reimb | \$0.779 | 16.3% | \$2.395 | 23.9% | |
| ELECTRIC POWER | Non-Reimb | \$1.792 | 37.3% | \$1,825 | 19.4% | Lower than budgeted traction and non-traction usage partially offset by higher traction electric rates. |
| FUEL | Non-Reimb | \$0.280 | 20.7% | \$0.590 | 19.8% | Primarily lower than budgeted revenue and non-revenue fuel usage. |

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
 February 2021
 (\$ in millions)

| Generic Revenue or Expense Category | Non Reimb. or Reimb. | Current Month vs. Adopted Budget | | Year to Date vs. Adopted Budget | | |
|--|-------------------------|----------------------------------|---------------------|---------------------------------|---------------------|---|
| | | Variance Fav (Unfav) | Reason for Variance | Variance Fav (Unfav) | Reason for Variance | |
| | | \$ | | % | | \$ |
| INSURANCE | Non-Reimb | \$0.110 | 6.8% | \$0.207 | 6.5% | Primarily reflects lower than budgeted premiums. |
| CLAIMS | Non-Reimb | \$0.083 | 86.6% | \$0.151 | 79.1% | Reflects a lower passenger claims provision than budgeted. |
| MAINTENANCE AND OTHER OPERATING CONTRACTS | Non-Reimb | \$1.607 | 16.8% | \$2.905 | 15.2% | Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts. |
| | Reimb | \$0.528 | 29.8% | \$2.186 | 61.7% | Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects. |
| PROFESSIONAL SERVICE CONTRACTS | Non-Reimb | \$1.062 | 31.8% | \$2.590 | 35.9% | Lower than anticipated consulting and engineering services. |
| | Reimb | \$1.881 | 87.3% | \$4.576 | 94.3% | Reflects lower activity on the Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects. |
| MATERIALS AND SUPPLIES | Non-Reimb | \$2.964 | 35.6% | \$5.051 | 30.3% | Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule as well as lower infrastructure expense and the net impact of various inventory adjustments. |
| | Reimb | \$11.521 | 95.6% | \$19.089 | 88.0% | Reflects lower activity on the Waterbury Branch Cab Signal, Connecticut Track Program, Power Infrastructure Restoration, Harmon Shop Improvements and Turnouts Replacement Projects. |
| OTHER BUSINESS EXPENSES | Non-Reimb | (\$2.303) | * | (\$1.453) | (51.8%) | Primarily due to higher subsidy payments to New Jersey Transit resulting from year-to-date revenue true-ups. |
| | Reimb | \$0.016 | 48.1% | \$0.029 | 43.7% | Primarily reflects lower activity on the Program Scope Development Project. |
| ENVIRONMENTAL REMEDIATION | Non-Reimb | (\$0.158) | (47.5%) | \$0.190 | 28.5% | Reflects timing of projects requiring remediation. |
| OPERATING CAPITAL | Non-Reimb | \$3.533 | 80.1% | \$5.759 | 81.1% | Primarily reflects timing for the following projects: Upper Harlem Car, Upper Harlem Pole Replacement, Vehicle Replacement Program, GCT Escalators Replacement, GCT SMO Design & Reconfigure, and Power Control SCADA Upgrade. |

* Variance exceeds 100%.

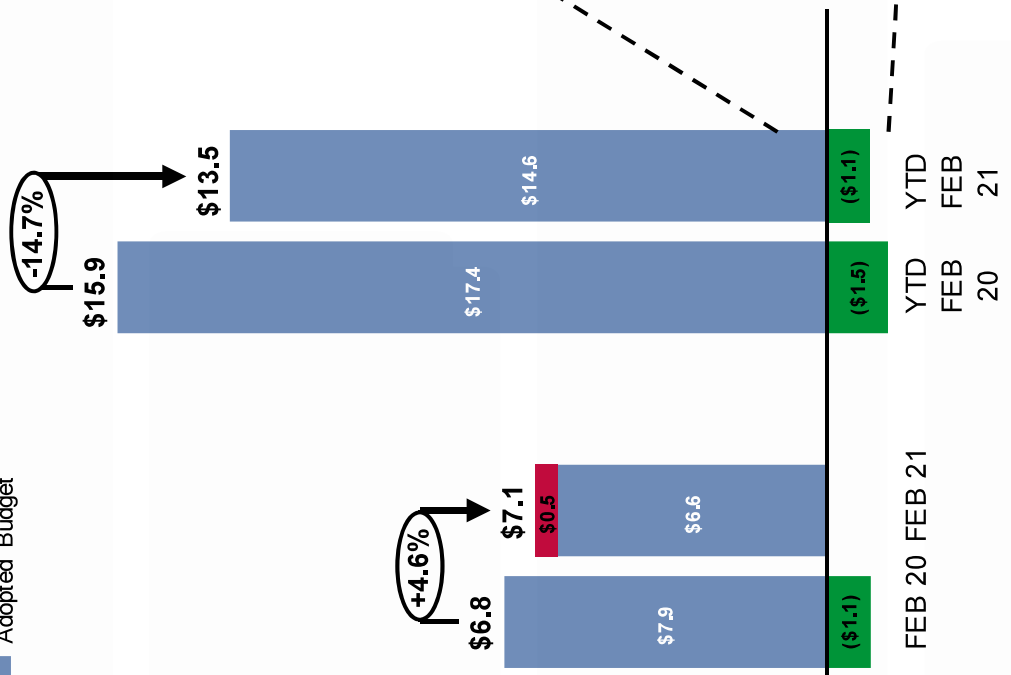
METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

February 2021 and YTD Budget v.s. variance

\$M

Annual Adopted Budget: \$85.2M

- █ Favorable
- █ Unfavorable
- █ Adopted Budget

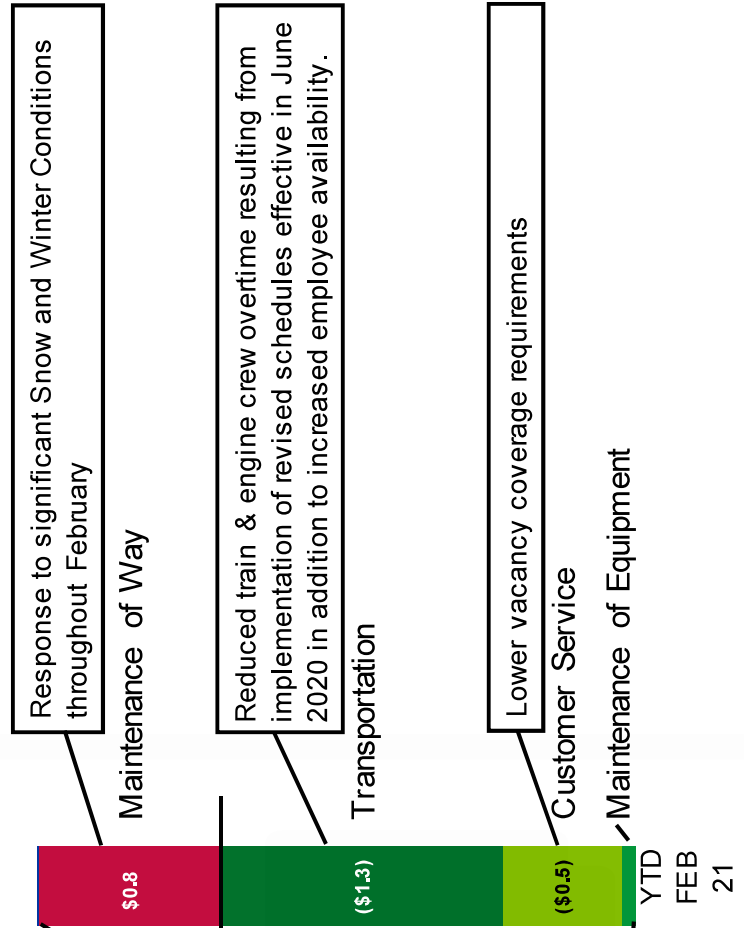


Overview

- Overall decrease of \$2.3M or 14.7% compared to YTD February 2020
- 7.3% below 2021 Adopted Budget
- Significant Snow and Winter conditions response in Maintenance of Way offset by revised crew needs in Transportation and lower vacancy coverage in Customer Service
- Connecticut paid \$3.7M of total \$13.5M; Connecticut's share of YTD Variance is favorable \$0.2M of the favorable \$1.1M

YTD variance by division

(\$1.1M), (7.3%)



Source: 2021 Adopted Budget, General Ledger actuals for actual overtime spending.

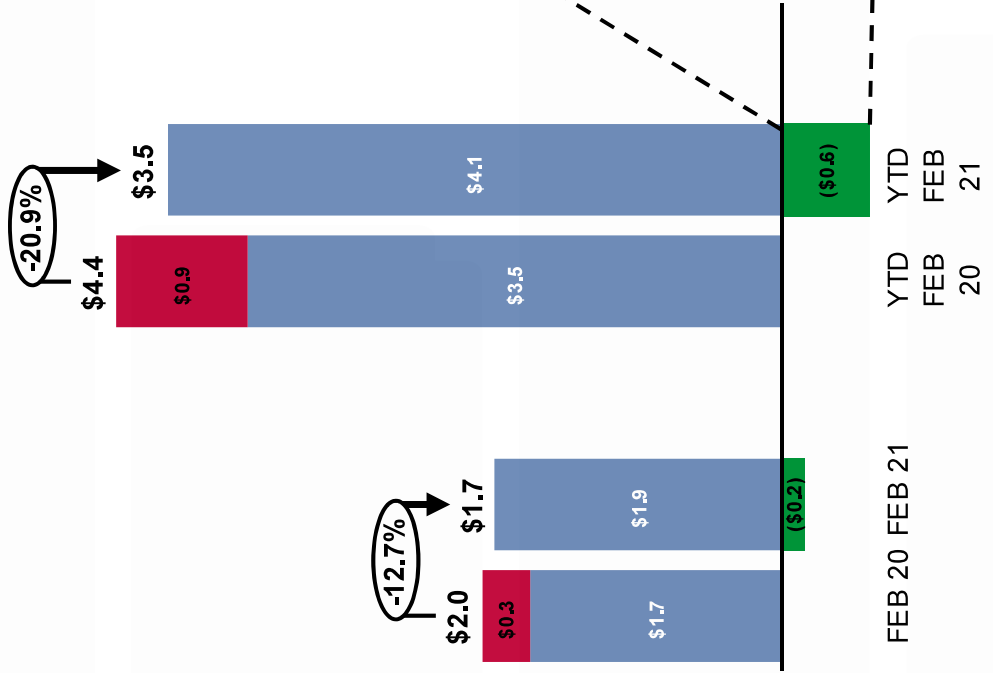
METRO-NORTH RAILROAD –Reimbursable Overtime Variance

February 2021 and YTD Budget v.s. variance

\$M

Annual Adopted Budget: \$29.8M

- █ Favorable
- █ Unfavorable
- █ Adopted Budget



Overview

- Overall decrease of \$0.9M or 20.9% compared to YTD February 2020
- 14.4% below 2021 Adopted Budget
- Main cause for favorable variance is less than planned work on MTA 5-Year projects and CT Capital projects
- Connecticut paid \$1.5M of total \$3.5M; Connecticut's share of YTD Variance is favorable \$0.2M of the favorable \$0.6M

YTD variance by division

(-\$0.6M), (-14.4%)



Source: 2021 Adopted Budget, General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

February 2021 and YTD Budget v.s. variance

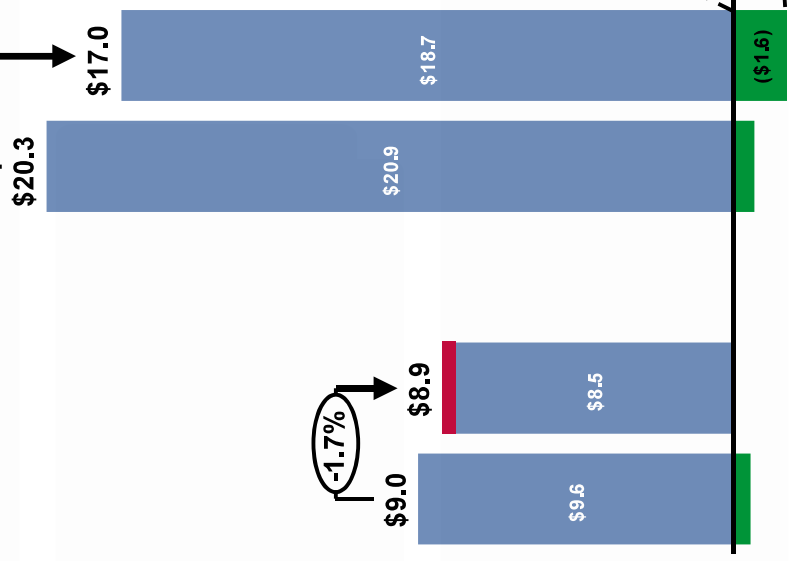
\$M

Annual Adopted Budget: \$115.0M

- Favorable
- Unfavorable
- November Forecast

- Overall decrease of \$3.3M or 16.0% compared to YTD February 2020
- 8.8% below 2021 Adopted Budget
- Significant Snow and Winter conditions response in Maintenance of Way offset by revised crew needs in Transportation and lower vacancy coverage in Customer Service
- Connecticut paid \$5.1M of total \$17.0M; Connecticut's share of YTD Variance is a favorable \$0.5M of the overall favorable \$1.6M

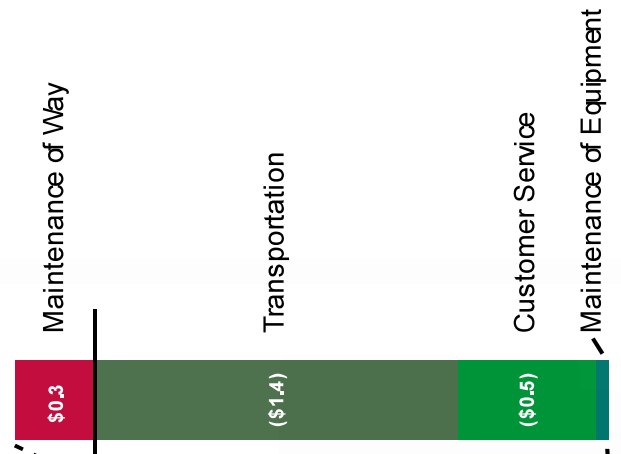
-16.0%



-1.7%



YTD variance by division
(\$17.0M), (8.8%)



| | YTD | YTD |
|--------|--------|--------|
| FEB 20 | FEB 20 | FEB 21 |
| FEB 21 | FEB 20 | FEB 21 |

Source: 2021 Adopted Budget, General Ledger, actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

| | FEBRUARY 2021 | | | Year-to-Date | | |
|--|----------------------------|--------------------|------------------------------------|----------------------------|--------------------|------------------------------------|
| | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| | Adopted Budget | Actual | Variance Percent | Adopted Budget | Actual | Variance Percent |
| Receipts | | | | | | |
| Farebox Revenue | \$9,348 | \$9,706 | \$0,358 3.8 | \$19,202 | \$19,513 | \$0,311 1.6 |
| Vehicle Toll Revenue | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Other Operating Revenue | 6,181 | 5,620 | (0,561) (9.1) | 12,394 | 9,877 | (2,517) (20.3) |
| <i>Capital & Other Reimbursements:</i> | | | | | | |
| MTA | 10,794 | 5,281 | (5,513) (51.1) | 23,617 | 8,169 | (15,448) (65.4) |
| CDOT | 17,799 | 4,160 | (13,639) (76.6) | 34,776 | 20,213 | (14,563) (41.9) |
| Other | 0,961 | 0,668 | (0,293) (30.5) | 2,034 | 2,401 | 367 18.0 |
| Total Capital and Other Reimbursements | 29,553 | 10,109 | (19,444) (65.8) | 60,427 | 30,783 | (29,644) (49.1) |
| Total Receipts | \$45,082 | \$25,435 | (\$19,647) (43.6) | \$92,023 | \$60,173 | (\$31,850) (34.6) |
| Expenditures | | | | | | |
| <i>Labor:</i> | | | | | | |
| Payroll | \$43,552 | \$42,173 | \$1,379 3.2 | \$90,752 | \$85,650 | \$5,102 5.6 |
| Overtime | 8,526 | 8,440 | 86 1.0 | 18,219 | 16,636 | 1,583 8.7 |
| Health and Welfare | 9,896 | 10,921 | (1,025) (10.4) | 21,875 | 21,770 | 105 0.5 |
| OPEB Current Payment | 3,083 | 3,409 | (0,326) (10.6) | 6,167 | 6,818 | (651) (10.6) |
| Pensions | 11,309 | 11,431 | (0,122) (1.1) | 22,618 | 22,861 | (243) (1.1) |
| Other Fringe Benefits | 10,066 | 56,527 | (46,461) * | 20,971 | 67,513 | (46,542) * |
| GASB Account | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Reimbursable Overhead | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Total Labor | \$86,432 | \$132,901 | (\$46,469) (53.8) | \$180,602 | \$221,248 | (\$40,646) (22.5) |
| <i>Non-Labor:</i> | | | | | | |
| Electric Power | \$4,970 | \$4,350 | \$0,620 12.5 | \$9,712 | \$9,310 | \$0,402 4.1 |
| Fuel | 1,310 | 1,057 | 253 19.3 | 2,890 | 1,944 | 946 32.7 |
| Insurance | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Claims | 0,096 | 0,118 | (0,023) (23.6) | 0,191 | 0,223 | (0,032) (16.8) |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Maintenance and Other Operating Contracts | 10,900 | 9,398 | 1,502 13.8 | 21,067 | 21,088 | (0,021) (0.1) |
| Professional Service Contracts | 3,848 | 1,561 | 2,287 59.4 | 8,870 | 5,640 | 3,230 36.4 |
| Materials & Supplies | 21,780 | 9,143 | 12,637 58.0 | 39,981 | 20,308 | 19,673 49.2 |
| Other Business Expenditures | 3,930 | 5,982 | (2,052) (52.2) | 7,868 | 9,423 | (1,555) (19.8) |
| Total Non-Labor | \$46,834 | \$31,609 | \$15,225 32.5 | \$90,579 | \$67,936 | \$22,643 25.0 |
| <i>Other Adjustments:</i> | | | | | | |
| Other | 0,000 | 0,000 | 0,000 - | 0,000 | 0,000 | 0,000 - |
| Total Other Adjustments | \$0,000 | \$0,000 | \$0,000 - | \$0,000 | \$0,000 | \$0,000 - |
| Total Expenditures | \$133,266 | \$164,510 | (\$31,244) (23.4) | \$271,181 | \$289,184 | (\$18,003) (6.6) |
| Net Cash Deficit (excludes Opening Cash Balance) | (\$88,184) | (\$139,075) | (\$50,891) (57.7) | (\$179,158) | (\$229,011) | (\$49,853) (27.8) |
| Subsidies | | | | | | |
| MTA | 63,962 | 100,967 | 37,005 57.9 | 127,782 | 151,418 | 23,636 18.5 |
| CDOT | 24,221 | 0,000 | (24,221) (100.0) | 51,376 | 36,569 | (14,807) (28.8) |
| Total Subsidies | \$88,184 | \$100,967 | \$12,783 14.5 | \$179,158 | \$187,987 | \$8,829 4.9 |
| Cash Timing and Availability Adjustment | \$0,000 | \$45,595 | \$45,595 - | \$0,000 | \$45,678 | \$45,678 - |

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

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2021 BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 (\$ in millions)

| Generic Receipt or Expense Category | February Month vs Budget | | Year-to-Date as of February 28th, 2021 vs. Budget | | Reason for Variance |
|-------------------------------------|--------------------------|---------|---|---------|--|
| | Variance Fav (Unfav) | % | Variance Fav (Unfav) | % | |
| | \$ | | \$ | | |
| OTHER OPERATING REVENUE | (0.561) | (9.1%) | (2.517) | (20.3%) | Primarily reflects lower GCT retail revenues due to the COVID-19 pandemic combined with timing of advertising revenues partially offset by higher Amtrak reimbursements. |
| CAPITAL AND OTHER REIMBURSEMENTS: | | | | | |
| MTA | (5.513) | (51.1%) | (15.448) | (65.4%) | Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted. |
| CDOT | (13.639) | (76.6%) | (14.563) | (41.9%) | Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted. |
| OTHER | (0.293) | (30.5%) | 0.367 | 18.0% | Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than budgeted. |
| PAYROLL | 1.379 | 3.2% | 5.102 | 5.6% | Primarily reflects timing of RWA payments as well as pay periods partially offset by inter-agency payroll. |
| OVERTIME | 0.086 | 1.0% | 1.583 | 8.7% | Primarily reflects reduced train & engine crew overtime resulting from continued use of reduced schedule. |
| HEALTH & WELFARE | (1.025) | (10.4%) | 0.105 | 0.5% | |
| OPEB CURRENT PAYMENT | (0.326) | (10.6%) | (0.651) | (10.6%) | Primarily reflects higher number of retirees receiving healthcare premiums than budgeted. |
| OTHER FRINGE BENEFITS | (46.461) | * | (46.542) | * | Reflects a partial payment of 2020 deferred payroll taxes associated with the 2020 CARES Act. |
| CONTRIBUTION TO GASB ACCOUNT | 0.000 | 0.0% | 0.000 | 0.0% | |
| ELECTRIC POWER | 0.620 | 12.5% | 0.402 | 4.1% | Primarily reflects lower than budgeted traction usage on all lines partially offset by timing of payments. |
| FUEL | 0.253 | 19.3% | 0.946 | 32.7% | Reflects lower than budgeted heating fuel usage. |
| CLAIMS | (0.023) | (23.6%) | (0.032) | (16.8%) | Reflects higher than budgeted passenger injury settlements. |

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
(\$ in millions)

| Generic Receipt or Expense Category | February Month vs Budget | | Year-to-Date as of February 28th, 2021 vs. Budget | | Reason for Variance |
|---|--------------------------|----------|---|---------|--|
| | Variance Fav (Unfav) | % | Variance Fav (Unfav) | % | |
| | \$ | | \$ | | |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 1,502 | 13.8% | (0,021) | (0.1%) | |
| PROFESSIONAL SERVICE CONTRACTS | 2,287 | 59.4% | 3,230 | 36.4% | Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT) and a refund of an overpayment of 2019 New Haven Line share of MTA IT costs. |
| MATERIALS & SUPPLIES | 12,637 | 58.0% | 19,673 | 49.2% | Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Connecticut Track Program, Power Infrastructure Restoration and Track Geometry Car. |
| OTHER BUSINESS EXPENSES | (2,052) | (52.2%) | (1,555) | (19.8%) | Primarily due to higher New Jersey Transit subsidy payments resulting from year-to-date revenue true-ups as well as timing of payments for credit card fees and miscellaneous expenses. |
| MTA SUBSIDY RECEIPTS | 37,005 | 57.9% | 23,636 | 18.5% | Primarily reflects higher cash deficit and lower CDOT subsidy partially offset by available cash balance. |
| CDOT SUBSIDY RECEIPTS | (24,221) | (100.0%) | (14,807) | (28.8%) | Reflects the timing of the receipt of the monthly subsidy invoice. Primarily reflects the timing of the receipt of the monthly subsidy invoice partially offset by higher CDOT share of estimated deficit than budgeted. |

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

| | FEBRUARY 2021 | | | | Year-to-Date | | | |
|---|------------------|-------------------|-------------------|---------|-----------------|-------------------|-------------------|-------------|
| | Favorable | | (Unfavorable) | | Favorable | | (Unfavorable) | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | (\$0.354) | (\$0.461) | (\$0.107) | (30.2) | (\$0.724) | (\$1.623) | (\$0.899) | * |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 2.506 | 3.806 | 1.300 | 51.9 | 4.985 | 5.279 | 0.294 | 5.9 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | |
| MTA | 0.035 | (0.437) | (0.473) | * | 1.417 | (4.660) | (6.077) | * |
| CDOT | 0.000 | (2.309) | (2.309) | - | 0.000 | 7.961 | 7.961 | - |
| Other | 0.000 | (1.623) | (1.623) | - | 0.000 | (0.509) | (0.509) | - |
| Total Capital and Other Reimbursements | 0.035 | (4.369) | (4.405) | * | 1.417 | 2.792 | 1.375 | 97.1 |
| Total Revenue/Receipts | \$2.187 | (\$1.024) | (\$3.211) | * | \$5.678 | \$6.448 | \$0.770 | 13.6 |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | (\$0.048) | \$2.914 | \$2.962 | * | \$2.857 | \$5.091 | \$2.234 | 78.2 |
| Overtime | (0.034) | 0.436 | 0.470 | * | 0.450 | 0.384 | (0.065) | (14.5) |
| Health and Welfare | (0.909) | (1.819) | (0.911) | * | (1.958) | (3.637) | (1.680) | (85.8) |
| OPEB Current Payment | 0.000 | (0.068) | (0.068) | - | 0.000 | (0.040) | (0.040) | - |
| Pensions | (1.051) | (1.015) | 0.036 | 3.4 | (0.550) | (1.998) | (1.448) | * |
| Other Fringe Benefits | 0.621 | (45.641) | (46.263) | * | 1.610 | (46.324) | (47.933) | * |
| GASB Account | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | (0.145) | (0.060) | 0.085 | 58.4 | (0.318) | (0.141) | 0.176 | 55.5 |
| Total Labor | (\$1.565) | (\$45.254) | (\$43.688) | * | \$2.090 | (\$46.666) | (\$48.756) | * |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | (\$0.159) | (\$1.331) | (\$1.172) | * | (\$0.318) | (\$1.602) | (\$1.284) | * |
| Fuel | 0.042 | 0.015 | (0.027) | (64.3) | 0.085 | 0.441 | 0.356 | * |
| Insurance | 1.605 | 1.615 | 0.010 | 0.6 | 3.210 | 3.236 | 0.026 | 0.8 |
| Claims | 0.000 | (0.105) | (0.105) | - | 0.000 | (0.183) | (0.183) | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 0.427 | (0.206) | (0.633) | * | 1.597 | (3.515) | (5.112) | * |
| Professional Service Contracts | 1.649 | 0.994 | (0.655) | (39.7) | 3.196 | (0.741) | (3.937) | * |
| Materials & Supplies | (1.391) | (3.239) | (1.848) | * | (1.626) | (6.092) | (4.466) | * |
| Other Business Expenses | (2.507) | (2.272) | 0.235 | 9.4 | (4.998) | (5.129) | (0.131) | (2.6) |
| Total Non-Labor | (\$0.333) | (\$4.529) | (\$4.195) | * | \$1.146 | (\$13.585) | (\$14.731) | * |
| <i>Other Adjustments:</i> | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures before Non-Cash Liability Adjs. | (\$1.899) | (\$49.782) | (\$47.884) | * | \$3.236 | (\$60.251) | (\$63.487) | * |
| Depreciation | 20.542 | 20.177 | (0.366) | (1.8) | 41.084 | 40.389 | (0.696) | (1.7) |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.333 | 0.492 | 0.158 | 47.5 | 0.667 | 0.477 | (0.190) | 28.5 |
| GASB75 Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenditures Adjustments | \$18.977 | (\$29.114) | (\$48.091) | * | \$44.987 | (\$19.386) | (\$64.373) | * |
| Total Cash Conversion Adjustments | \$21.164 | (\$30.138) | (\$51.302) | * | \$50.665 | (\$12.938) | (\$63.604) | * |

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
RIDERSHIP UTILIZATION
FEBRUARY 2021
(in millions)**

| | MONTH | | VARIANCE Fav/(Unfav) | | YTD | | VARIANCE Fav/(Unfav) | | | |
|---------------------------------------|-------------------|----------|-------------------------|-------------------|--------|-------------------|-------------------------|---------------------|-------------------|--------|
| | ADOPTED BUDGET | 2021 | 2020 ^(A) | ADOPTED BUDGET | 2020 | ADOPTED BUDGET | 2021 | 2020 ^(A) | ADOPTED BUDGET | 2020 |
| FAREBOX REVENUE | | | | | | | | | | |
| Harlem Line - Commutation | 1,668 | 0.993 | 9,417 | (0,675) | -89.5% | 3,356 | 2,006 | 18,918 | (1,350) | -40.2% |
| Harlem Line - Non-Commutation | 1,158 | 1.957 | 7,528 | 0,798 | 68.9% | 2,433 | 4,093 | 15,526 | 1,660 | 68.2% |
| TOTAL HARLEM LINE | \$2,826 | \$2,949 | \$16,946 | \$0,123 | 4.4% | \$5,790 | \$6,099 | \$34,444 | \$0,310 | 5.3% |
| Hudson Line - Commutation | 1,162 | 0.758 | 6,302 | (0,404) | -34.8% | 2,336 | 1,488 | 12,619 | (0,849) | -36.3% |
| Hudson Line - Non-Commutation | 0,987 | 1,821 | 6,482 | 0,835 | 84.6% | 2,047 | 3,881 | 13,068 | 1,835 | 89.6% |
| TOTAL HUDSON LINE | \$2,149 | \$2,580 | \$12,754 | \$0,430 | 20.0% | \$4,383 | \$5,369 | \$25,707 | \$0,986 | 22.5% |
| New Haven Line - Commutation | 2,310 | 1,087 | 12,909 | (1,223) | -52.9% | 4,661 | 2,207 | 26,003 | (2,454) | -52.6% |
| New Haven Line - Non-Commutation | 2,228 | 3,264 | 14,002 | 1,036 | 46.5% | 4,705 | 6,865 | 28,928 | 2,161 | 45.9% |
| TOTAL NEW HAVEN LINE | \$4,537 | \$4,351 | \$26,910 | (\$0,187) | -4.1% | \$9,366 | \$9,072 | \$54,930 | (\$0,293) | -3.1% |
| All Lines - Commutation | 5,140 | 2,838 | 28,628 | (2,303) | -44.8% | 10,353 | 5,701 | 57,540 | (4,653) | -44.9% |
| All Lines - Non-Commutation | 4,372 | 7,042 | 27,982 | 2,669 | 61.1% | 9,185 | 14,839 | 57,541 | 5,655 | 61.6% |
| TOTAL EAST OF HUDSON LINES | \$9,513 | \$9,879 | \$56,609 | \$0,367 | 3.9% | \$19,538 | \$20,540 | \$115,081 | \$1,002 | 5.1% |
| West of Hudson ^(B) | \$0,189 | \$0,288 | \$1,379 | \$0,098 | 51.9% | \$0,388 | \$0,596 | \$2,637 | 0,208 | 53.7% |
| TOTAL FAREBOX REVENUE | \$9,702 | \$10,167 | \$57,989 | \$0,465 | 4.8% | \$19,926 | \$21,136 | \$117,718 | \$1,211 | 6.1% |
| RIDERSHIP | | | | | | | | | | |
| Harlem Line - Commutation | 0,211 | 0,164 | 1,240 | (0,046) | -22.0% | 0,427 | 0,334 | 2,502 | (0,092) | -21.6% |
| Harlem Line - Non-Commutation | 0,133 | 0,261 | 0,755 | 0,128 | 96.8% | 0,271 | 0,538 | 1,594 | 0,267 | 98.3% |
| TOTAL HARLEM LINE | 0,343 | 0,425 | 1,996 | 0,082 | 23.8% | 0,698 | 0,873 | 4,096 | 0,175 | 25.0% |
| Hudson Line - Commutation | 0,122 | 0,090 | 0,713 | (0,032) | -26.3% | 0,247 | 0,182 | 1,436 | (0,065) | -26.3% |
| Hudson Line - Non-Commutation | 0,091 | 0,182 | 0,514 | 0,091 | 100.3% | 0,185 | 0,381 | 1,076 | 0,197 | 106.4% |
| TOTAL HUDSON LINE | 0,213 | 0,272 | 1,227 | 0,059 | 27.7% | 0,431 | 0,563 | 2,511 | 0,132 | 30.5% |
| New Haven Line - Commutation | 0,279 | 0,184 | 1,619 | (0,095) | -34.1% | 0,566 | 0,373 | 3,281 | (0,192) | -34.0% |
| New Haven Line - Non-Commutation | 0,217 | 0,390 | 1,240 | 0,173 | 79.4% | 0,450 | 0,816 | 2,617 | 0,367 | 81.5% |
| TOTAL NEW HAVEN LINE | 0,496 | 0,574 | 2,859 | 0,078 | 15.6% | 1,015 | 1,189 | 5,898 | 0,174 | 17.2% |
| Total Ridership East of Hudson | | | | | | | | | | |
| All Lines - Commutation | 0,612 | 0,438 | 3,573 | (0,174) | -28.4% | 1,239 | 0,889 | 7,219 | (0,349) | -28.2% |
| All Lines - Non-Commutation | 0,441 | 0,833 | 2,509 | 0,392 | 88.9% | 0,906 | 1,736 | 5,286 | 0,830 | 91.6% |
| TOTAL EAST OF HUDSON LINES | 1,053 | 1,271 | 6,082 | 0,218 | 20.7% | 2,145 | 2,625 | 12,505 | 0,481 | 22.4% |
| West of Hudson ^(B) | 0,020 | 0,031 | 0,115 | 0,010 | 50.8% | 0,043 | 0,063 | 0,232 | 0,020 | 47.5% |
| TOTAL EAST & WEST OF HUDSON LINES | 1,073 | 1,302 | 6,197 | 0,229 | 21.3% | 2,187 | 2,688 | 12,737 | 0,501 | 22.9% |

^(A) 2020 Ridership figures have been restated to simulate the 2021 calendar.

^(B) West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 28, 2021

| <u>Department</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | <u>Notes</u> |
|---|---------------------------|---------------|---|--------------|
| Administration | | | | |
| President | 3 | 2 | 1 | |
| Labor Relations | 10 | 10 | 0 | |
| Safety | 51 | 49 | 2 | |
| Security | 18 | 17 | 1 | |
| Office of the Executive VP | 7 | 6 | 1 | |
| Corporate & Public Affairs | 15 | 15 | - | |
| Customer Service | 48 | 45 | 3 | |
| Legal | 10 | 9 | 1 | |
| Claims | 6 | 5 | 1 | |
| Human Resources | 35 | 34 | 1 | |
| Training | 78 | 73 | 5 | |
| Employee Relations & Diversity | 4 | 4 | - | |
| VP Planning | 2 | 1 | 1 | |
| Operations Planning & Analysis | 19 | 17 | 2 | |
| Capital Planning & Programming | 10 | 10 | - | |
| Long Range Planning | 5 | 5 | - | |
| VP Finance & Info Systems | - | - | - | |
| Controller | 67 | 63 | 4 | |
| Budget | 16 | 15 | 1 | |
| Procurement & Material Mgmt | 21 | 20 | 1 | |
| Total Administration | 425 | 400 | 25 | |
| Operations | | | | |
| Operations Support | 39 | 40 | (1) | |
| Rolling Stock & EAM | 15 | 14 | 1 | |
| Transportation | 1,658 | 1,602 | 56 | A |
| Customer Service | 369 | 348 | 21 | A |
| Metro-North West | 29 | 27 | 2 | |
| Total Operations | 2,110 | 2,031 | 79 | |
| Maintenance | | | | |
| Maintenance of Equipment | 1,570 | 1,526 | 44 | A |
| Maintenance of Way | 2,142 | 2,063 | 79 | A |
| Procurement & Material Mgmt | 112 | 112 | 0 | |
| Total Maintenance | 3,824 | 3,701 | 123 | |
| Engineering/Capital | | | | |
| Construction Management | 19 | 19 | (0) | |
| Engineering & Design | 59 | 54 | 5 | |
| Total Engineering/Capital | 78 | 73 | 5 | |
| Total Positions | 6,437 | 6,204 | 233 | |
| Non-Reimbursable | 5,814 | 5,680 | 134 | |
| Reimbursable | 623 | 523 | 99 | |
| Total Full-Time | 6,436 | 6,203 | 233 | |
| Total Full-Time-Equivalents (of part-time positions) | 1 | 1 | - | |

Notes

(A) Variance reflects higher attrition than planned.

MTA METRO-NORTH RAILROAD
 2021 ADOPTED BUDGET VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 February 28, 2021

| FUNCTION/OCCUPATION | Adopted Budget | Actual | Favorable (Unfavorable) Variance |
|-----------------------------------|-------------------|--------------|--|
| Administration | | | |
| Managers/Supervisors | 148 | 139 | 9 |
| Professional, Technical, Clerical | 277 | 261 | 16 |
| Operational Hourlies | - | - | - |
| Total Administration | 425 | 400 | 25 |
| Operations | | | |
| Managers/Supervisors | 234 | 227 | 7 |
| Professional, Technical, Clerical | 251 | 241 | 10 |
| Operational Hourlies | 1,625 | 1,563 | 62 |
| Total Operations | 2,110 | 2,031 | 79 |
| Maintenance | | | |
| Managers/Supervisors | 645 | 632 | 13 |
| Professional, Technical, Clerical | 482 | 476 | 6 |
| Operational Hourlies | 2,697 | 2,592 | 105 |
| Total Maintenance | 3,824 | 3,701 | 123 |
| Engineering/Capital | | | |
| Managers/Supervisors | 30 | 27 | 3 |
| Professional, Technical, Clerical | 48 | 46 | 2 |
| Operational Hourlies | - | - | - |
| | 78 | 73 | 5 |
| Total Positions | | | |
| Managers/Supervisors | 1,057 | 1,024 | 33 |
| Professional, Technical, Clerical | 1,058 | 1,024 | 34 |
| Operational Hourlies | 4,322 | 4,155 | 167 |
| Total Positions | 6,437 | 6,204 | 233 |

MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET VS. ACTUALS
 February 28, 2021

| <u>Agency-wide (Non-Reimbursable and Reimbursable)</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | <u>Explanation of Variances</u> |
|--|-----------------------|---------------|---|--|
| <i>Functional Classification:</i> | | | | |
| Administration | 425 | 400 | 25 | |
| Operations | 2,110 | 2,031 | 79 | Primarily reflects higher attrition than planned |
| Maintenance | 3,824 | 3,701 | 123 | Primarily reflects higher attrition than planned |
| Engineering / Capital | 78 | 73 | 5 | |
| Total Agency-wide Headcount | 6,437 | 6,204 | 233 | |
| Non-Reimbursable | 5,814 | 5,680 | 134 | |
| Reimbursable | 623 | 523 | 99 | |

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
FEBRUARY 2021**

| | MONTH | | | VARIANCE | |
|-----------------------------|---------|---------|---------|--------------------|-----------|
| | BUD | 2021 | 2020* | Fav/(Unfav) BUD | 2020 |
| Farebox Operating Ratio | | | | | |
| Standard ^(B) | 9.5% | 10.4% | 59.8% | 1.0% | -49.4% |
| Adjusted ^(C) | 13.9% | 13.2% | 68.9% | -0.7% | -55.7% |
| Cost per Passenger | | | | | |
| Standard ^(B) | \$95.57 | \$74.81 | \$15.44 | \$20.77 | (\$59.36) |
| Adjusted ^(C) | \$93.40 | \$72.69 | \$14.95 | \$20.71 | (\$57.74) |
| Passenger Revenue/Passenger | \$9.04 | \$7.81 | \$9.24 | (\$1.23) | (\$1.43) |

| | YEAR-TO-DATE | | | VARIANCE | |
|-----------------------------|--------------|---------|---------|--------------------|-----------|
| | BUD | 2021 | 2020* | Fav/(Unfav) BUD | 2020 |
| Farebox Operating Ratio | | | | | |
| Standard ^(B) | 9.3% | 10.9% | 58.7% | 1.6% | -47.9% |
| Adjusted ^(C) | 13.5% | 14.2% | 67.9% | 0.7% | -53.7% |
| Cost per Passenger | | | | | |
| Standard ^(B) | \$98.34 | \$72.45 | \$15.20 | \$25.89 | (\$57.25) |
| Adjusted ^(C) | \$96.23 | \$70.36 | \$14.76 | \$25.88 | (\$55.60) |
| Passenger Revenue/Passenger | \$9.11 | \$7.86 | \$8.93 | (\$1.25) | (\$1.07) |

(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) 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.

*2020 YTD results reflect a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital; excluding the reclass, the Farebox Operating Ratio Budget variance, standard and adjusted, would be 6.7% and 8.0% favorable, respectively and YoY variance, would be 3.1% and 5.2% respectively.

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



February 2021

MTA Metro-North train northbound across Croton River at Croton-Harmon.

Photo courtesy of Linda Morris





Metro-North Railroad

February 2021 Highlights: Ridership Report

(Note: February West of Hudson ridership is preliminary)

February 2021 vs. 2020

The large decrease in February 2021 ridership is attributed to the COVID-19 pandemic. The snow and ice storm which blanketed the service area on Feb. 1-2 with 17 inches of snow in Central Park and a coating of ice in the western and northern regions also adversely affected ridership.

- East of Hudson ridership decreased 79.1% vs. February 2020 and was 20.7% above the forecast.
- East of Hudson Commutation ridership decreased by 87.7%.
- East of Hudson Non-Commutation ridership decreased by 66.8%.

East of Hudson Ridership by Line:

- Hudson Line Ridership decreased by 78.7%.
- Harlem Line Ridership decreased by 77.8%.
- New Haven Line Ridership decreased by 79.9%.

Note:

(1) February ridership Includes Mail & Ride returned and unused refund adjustments.

Ben Cornelius

Director – Operations Planning & Analysis

**FEBRUARY 2021 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

February Ridership and Revenue (millions)

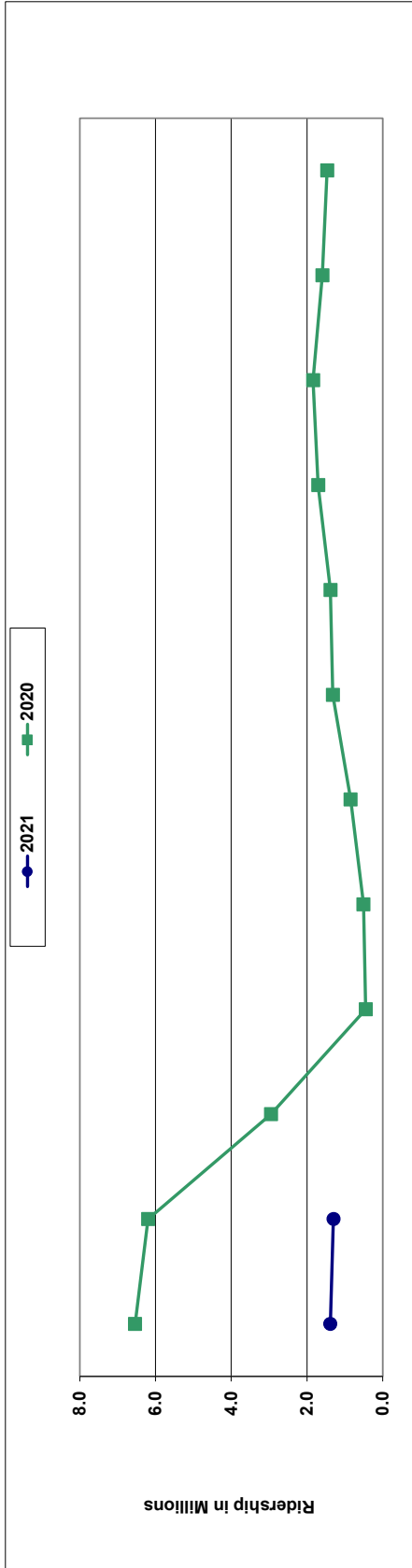
| | February 2021 | % Change vs. 2020 |
|------------------------------|------------------|----------------------|
| Total Rail Ridership | 1.302 | ▼ -78.99% |
| Commutation Ridership | 0.456 | ▼ -87.47% |
| Non-Commutation Ridership | 0.846 | ▼ -66.95% |
| Connecting Service Ridership | 0.004 | ▼ -85.93% |
| Total MNR System Ridership | 1.306 | ▼ -79.03% |
| Rail Revenue | \$10.17 | ▼ -82.47% |

Year-to-Date to February Ridership and Revenue (millions)

| | YTD 2021 | % Change vs. 2020 | Comparison to Forecast |
|------------------------------|-------------|----------------------|---------------------------|
| Total Rail Ridership | 2.688 | ▼ -78.89% | ▲ 22.91% |
| Commutation Ridership | 0.924 | ▼ -87.42% | ▼ -26.82% |
| Non-Commutation Ridership | 1.764 | ▼ -67.27% | ▲ 90.87% |
| Connecting Service Ridership | 0.009 | ▼ -86.02% | ▼ -9.06% |
| Total MNR System Ridership | 2.697 | ▼ -78.93% | ▲ 22.77% |
| Rail Revenue | \$21.14 | ▼ -82.05% | ▲ 6.08% |

FEBRUARY 2021 RAIL RIDERSHIP (1)

- February's Total Rail Ridership was -79.0% below 2020 and 21.3% above forecast.

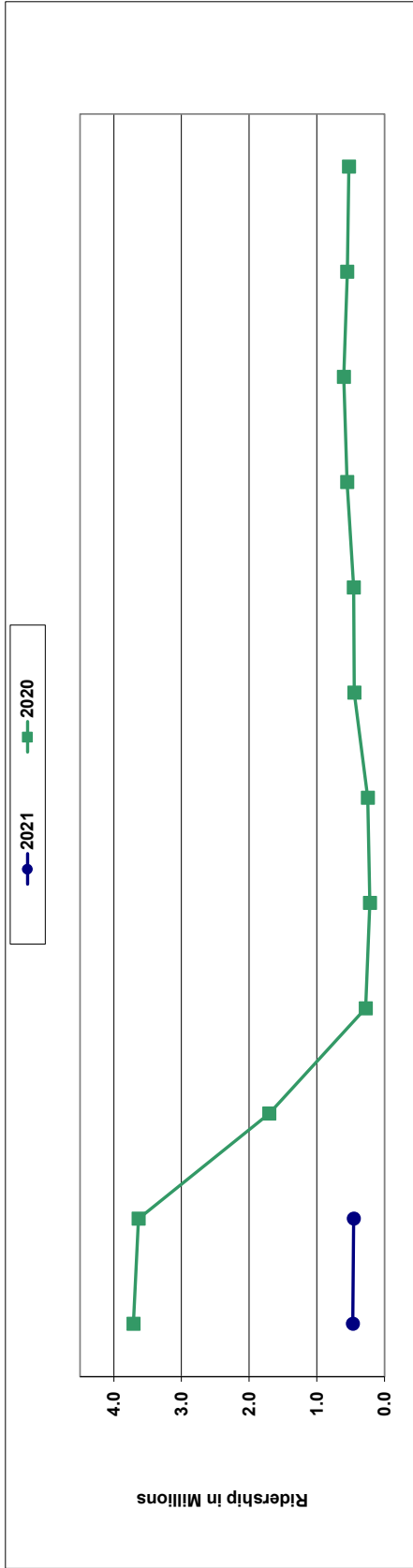


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 1.4 | 1.3 | | | | | | | | | | | 2.7 |
| 2020 | 6.5 | 6.2 | 3.0 | 0.4 | 0.5 | 0.8 | 1.3 | 1.4 | 1.7 | 1.8 | 1.6 | 1.5 | 12.7 |
| PCT CHG. | -78.8% | -79.0% | | | | | | | | | | | -78.9% |

1) Includes East and West of Hudson.

FEBRUARY 2021 RAIL COMMUTATION RIDERSHIP (1)

- February's Rail Commutation Ridership was -87.5% below 2020 and -26.9% below forecast.

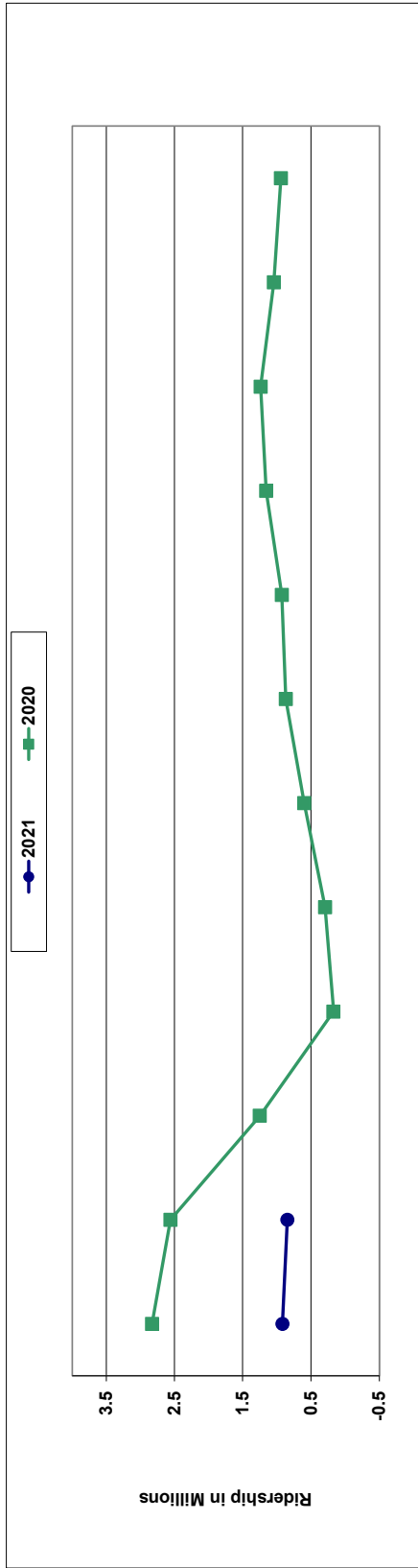


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 0.5 | 0.5 | | | | | | | | | | | 0.9 |
| 2020 | 3.7 | 3.6 | 1.7 | 0.3 | 0.2 | 0.2 | 0.4 | 0.5 | 0.6 | 0.6 | 0.6 | 0.5 | 7.3 |
| PCT CHG. | -87.4% | -87.5% | | | | | | | | | | | -87.4% |

1) Includes East and West of Hudson.

FEBRUARY 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- February's Rail Non-Commutation Ridership was -66.9% below 2020 and 88.2% above forecast.

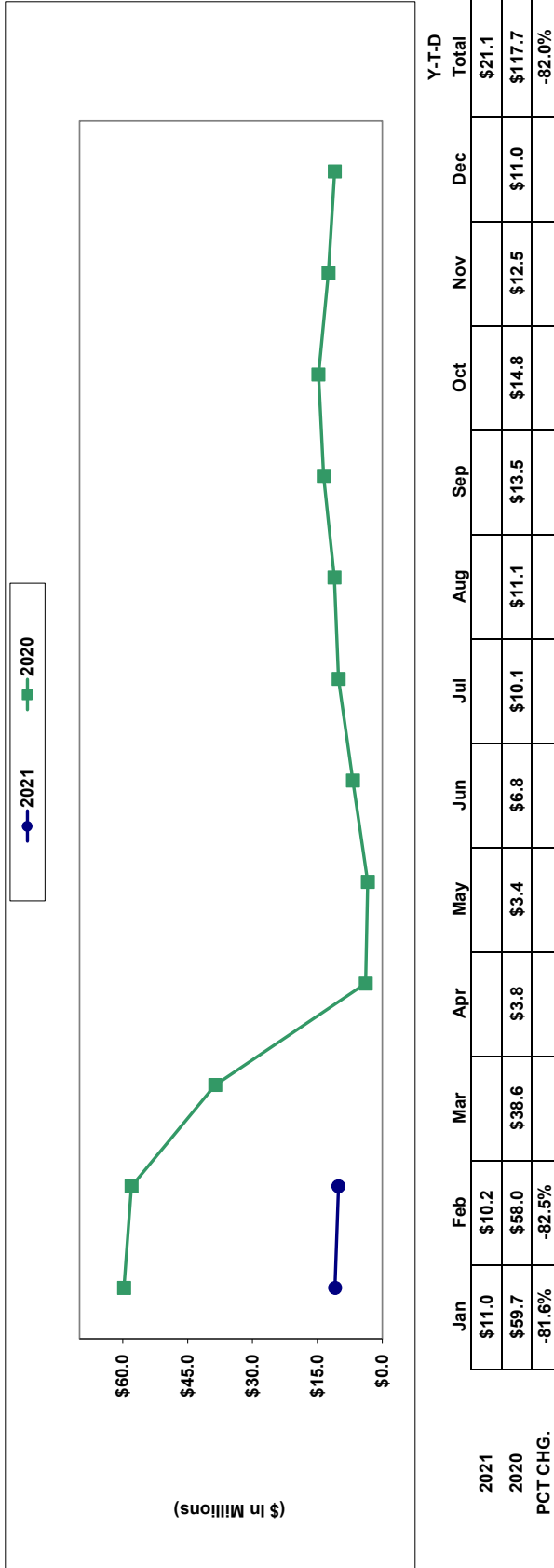


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2021 | 0.9 | 0.8 | | | | | | | | | | | 1.8 |
| 2020 | 2.8 | 2.6 | 1.2 | 0.2 | 0.3 | 0.6 | 0.9 | 0.9 | 1.2 | 1.2 | 1.0 | 0.9 | 5.4 |
| PCT CHG. | -67.6% | -66.9% | | | | | | | | | | | -67.3% |

1) Includes East and West of Hudson.

FEBRUARY 2021 RAIL REVENUE (1)

- February's Total Rail Revenue was -82.5% below 2020 and 4.8% above forecast.



1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
FEBRUARY 2021

| TICKET TYPE/SERVICE | FEBRUARY 2021 ACTUAL | FEBRUARY 2021 FORECAST | VARIANCE VS. FORECAST | | FEBRUARY 2020 RESTATED (1) | CHANGE FROM 2020 | |
|---|----------------------------|------------------------------|--------------------------|---------------|----------------------------------|--------------------|---------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 438,282 | 611,947 | (173,665) | -28.4% | 3,572,719 | (3,134,438) | -87.7% |
| West of Hudson | 17,423 | 11,580 | 5,843 | 50.5% | 64,033 | (46,610) | -72.8% |
| Total Rail Commutation Ridership | 455,705 | 623,527 | (167,822) | -26.9% | 3,636,752 | (3,181,048) | -87.5% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 832,922 | 440,820 | 392,102 | 88.9% | 2,509,045 | (1,676,123) | -66.8% |
| West of Hudson | 13,305 | 8,803 | 4,502 | 51.1% | 51,384 | (38,079) | -74.1% |
| Total Rail Non-Commutation Ridership | 846,227 | 449,623 | 396,604 | 88.2% | 2,560,429 | (1,714,202) | -66.9% |
| TOTAL RAIL RIDERSHIP | | | | | | | |
| East of Hudson | 1,271,204 | 1,052,767 | 218,437 | 20.7% | 6,081,764 | (4,810,561) | -79.1% |
| West of Hudson (2) | 30,728 | 20,383 | 10,345 | 50.8% | 115,417 | (84,689) | -73.4% |
| TOTAL RAIL RIDERSHIP | 1,301,932 | 1,073,150 | 228,781 | 21.3% | 6,197,181 | (4,895,250) | -79.0% |
| CONNECTING SERVICES RIDERSHIP | | | | | | | |
| | 4,337 | 4,584 | (247) | -5.4% | 30,823 | (26,486) | -85.9% |
| TOTAL MNR SYSTEM RIDERSHIP | 1,306,269 | 1,077,734 | 228,534 | 21.2% | 6,228,004 | (4,921,736) | -79.0% |

Notes:

- 1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2021 YEAR-TO-DATE

| TICKET TYPE/SERVICE | 2021 YTD ACTUAL | 2021 YTD FORECAST | VARIANCE VS. FORECAST | | 2020 YTD RESTATE ⁽¹⁾ | CHANGE FROM 2020 | |
|---|-----------------------|-------------------------|--------------------------|---------------|---------------------------------------|---------------------|---------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 889,396 | 1,238,803 | (349,407) | -28.2% | 7,219,063 | (6,329,667) | -87.7% |
| West of Hudson | 35,023 | 24,412 | 10,611 | 43.5% | 128,557 | (93,534) | -72.8% |
| Total Rail Commutation Ridership | 924,419 | 1,263,215 | (338,796) | -26.8% | 7,347,620 | (6,423,201) | -87.4% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 1,735,965 | 905,834 | 830,131 | 91.6% | 5,286,305 | (3,550,340) | -67.2% |
| West of Hudson | 28,102 | 18,384 | 9,718 | 52.9% | 103,255 | (75,153) | -72.8% |
| Total Rail Non-Commutation Ridership | 1,764,067 | 924,218 | 839,849 | 90.9% | 5,389,560 | (3,625,493) | -67.3% |
| TOTAL RAIL RIDERSHIP | | | | | | | |
| East of Hudson | 2,625,361 | 2,144,638 | 480,724 | 22.4% | 12,505,368 | (9,880,007) | -79.0% |
| West of Hudson | 63,125 | 42,796 | 20,329 | 47.5% | 231,812 | (168,687) | -72.8% |
| TOTAL RAIL RIDERSHIP | 2,688,486 | 2,187,433 | 501,053 | 22.9% | 12,737,180 | (10,048,694) | -78.9% |
| CONNECTING SERVICES RIDERSHIP | | | | | | | |
| | 8,781 | 9,656 | (875) | -9.1% | 62,818 | (54,037) | -86.0% |
| TOTAL MNR SYSTEM RIDERSHIP | 2,697,267 | 2,197,089 | 500,178 | 22.8% | 12,799,998 | (10,102,731) | -78.9% |

Notes:

1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
FEBRUARY 2021

| LINE | FEBRUARY 2021 ACTUAL | FEBRUARY 2020 RESTATED (1) | CHANGE FROM 2020 | |
|--|----------------------------|----------------------------------|--------------------|---------------|
| | | | AMOUNT | PERCENT |
| EAST OF HUDSON | | | | |
| Harlem Line | 425,370 | 1,995,546 | (1,570,176) | -78.7% |
| Hudson Line | 272,080 | 1,226,932 | (954,853) | -77.8% |
| New Haven Line | 573,754 | 2,859,286 | (2,285,532) | -79.9% |
| Total East of Hudson | 1,271,204 | 6,081,764 | (4,810,561) | -79.1% |
| WEST OF HUDSON | | | | |
| Port Jervis Line | 20,442 | 66,695 | (46,253) | -69.4% |
| Pascack Valley Line | 10,286 | 48,722 | (38,436) | -78.9% |
| Total West of Hudson (2) | 30,728 | 115,417 | (84,689) | -73.4% |
| TOTAL RAIL RIDERSHIP | 1,301,932 | 6,197,181 | (4,895,250) | -79.0% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | |
| Hudson Rail Link | 4,337 | 30,823 | (26,486) | -85.9% |
| Haverstraw-Ossining Ferry | NA | NA | NA | NA |
| Newburgh-Beacon Ferry | NA | NA | NA | NA |
| Total Connecting Services | 4,337 | 30,823 | (26,486) | -85.9% |
| TOTAL MNR SYSTEM | 1,306,269 | 6,228,004 | (4,921,736) | -79.0% |

Notes:

- 1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2021 YEAR-TO-DATE

| TICKET TYPE/SERVICE | 2021 YTD ACTUAL | 2020 YTD RESTATED (1) | CHANGE FROM 2020 | |
|--|-----------------------|-----------------------------|---------------------|---------------|
| | | | AMOUNT | PERCENT |
| EAST OF HUDSON | | | | |
| Harlem Line | 872,845 | 4,096,246 | (3,223,401) | -78.7% |
| Hudson Line | 563,065 | 2,511,481 | (1,948,416) | -77.6% |
| New Haven Line | 1,189,452 | 5,897,641 | (4,708,189) | -79.8% |
| Total East of Hudson | 2,625,361 | 12,505,368 | (9,880,007) | -79.0% |
| WEST OF HUDSON | | | | |
| Port Jervis Line | 41,857 | 133,604 | (91,747) | -68.7% |
| Pascack Valley Line | 21,268 | 98,208 | (76,940) | -78.3% |
| Total West of Hudson | 63,125 | 231,812 | (168,687) | -72.8% |
| TOTAL RAIL RIDERSHIP | 2,688,486 | 12,737,180 | (10,048,694) | -78.9% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | |
| Hudson Rail Link | 8,781 | 62,818 | (54,037) | -86.0% |
| Haverstraw-Ossining Ferry | NA | NA | NA | NA |
| Newburgh-Beacon Ferry | NA | NA | NA | NA |
| Total Connecting Services | 8,781 | 62,818 | (54,037) | -86.0% |
| TOTAL MNR SYSTEM | 2,697,267 | 12,799,998 | (10,102,731) | -78.9% |

Notes:

1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

February 2021 Highlights: Capital Program Status Report



Customer Service Initiative (CSI)

Rye Station - Installation of camera in the north overpass

Ziona Rubin

Acting Vice President
Capital Programs



Metro-North Railroad

February 2021 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North’s Capital Program including a brief discussion of the current month’s project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is Ziona Rubin, Acting Vice President, Capital Program Management.

Metro-North committed task totaling \$354.6 million in the month of February including the Purchase of 27 Locomotives. Metro-North had completions totaling \$44.6 million including the Turnouts – Mainline High-Speed project. Metro-North had no scheduled closeouts for the month of February.

Metro-North’s performance against its 2021 Capital Project Goal was:

(\$ in Millions)

| | <u>Annual Planned</u> | <u>Planned thru 2/28</u> | <u>Achieved thru 2/28</u> | <u>% thru 2/28</u> |
|-------------------------|---------------------------|------------------------------|-------------------------------|------------------------|
| Design Awards* | \$25.1 | \$0 | \$0 | 0% |
| Construction Awards* | \$49.6 | \$0 | \$0 | 0% |
| Substantial Completions | \$963 | \$0 | \$44.6 | 100% |
| Closeouts* | \$278 | \$2.9 | \$2.9 | 100% |

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
February 2021**

CONTRACT AWARDS:

M7010101 Purchase Locomotives

Milestone: Contract Award \$213,000,000

This contract was awarded in February 2021 for the design, construction, testing and placement in service of 27 dual mode diesel/DC electric locomotives.

PROJECT COMPLETIONS:

M7030104 Turnouts – Mainline/High Speed

Milestone: Substantial Completion

Project Budget: \$44,609,309

This project included turnout replacement with high speed turnouts at some locations. By replacing with high speed turnouts, those territories will be able to accommodate speeds of 60 to 95 miles per hour, compared to the current limit of 45 miles per hour. This improvement will result in reduced travel time for Metro-North customers and greater flexibility for railroad operations.

MAJOR ON-GOING PROJECT STATUS:

M7020207 Customer Service Initiative (CSI) - Outlying Stations Public Announcement/ Visual Information and Surveillance/ Access Control Systems

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at twenty (20) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for all five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125th Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and fifth group (Poughkeepsie, Harriman and Nanuet).

Site work is substantially complete at the Riverdale, Pelham, Larchmont, Wakefield, Mount Vernon East, Morris Heights, Mamaroneck, Tarrytown, Harlem-125th Street, Harrison, Melrose, New Rochelle, Ossining, Tremont, Spuyten Duyvil and Port Chester stations. Site work continues at Rye, Poughkeepsie, Harriman and Nanuet Stations. Electrical, HVAC and communication testing and commissioning work at North White Plains Room 217 are substantially complete. BMS integration and fire suppression system testing is ongoing at North White Plains Room 217.

100% design development and factory acceptance testing for facility enhancements including video, access control, elevator & escalator management and security systems is complete. Completed the installation and testing procedures and equipment configuration. Continued supporting equipment testing at various stations and the on-site testing and verification of the headend system at the NWP location.

M7020210 Station Improvement Initiatives at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives.

A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include: a renovated and expanded waiting room, new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance.

- Port Chester, Riverdale, Harlem-125th Street and Crestwood stations are complete.

- White Plains Station – Commenced installation of new Wi-Fi system and electrical at the north end of the side platform. Continued concrete repair under the platform and installation of the elevator at the main entrance. Completed installation of artwork, sidewalk and elevator plumbing at the main entrance. All station improvements are scheduled for substantial completion by March 2021.

EM050206/EM040205 Power, C&S Infrastructure Restoration – Sandy

The purpose of this project is to replace and restore to a state of good repair through a design-build contract the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Superstorm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of conduits for communication; fiber; signal power; snow melters; transformer; reactors; sectionalizing switches; precast ductbank and track crossings and laterals. Continued installation of signal power tie-ins at platforms and manholes; performing cable pulling of signal power cables; jumper work, soil removal and survey.

Overall project substantial completion is anticipated in the third quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Completed disconnection of the temporary feeder from the substation. Substation energization; short circuit testing is upcoming. This substation is scheduled for completion in April 2021.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation as well as the completion of energization and system cut-over of Tarrytown and Brewster Substations. This substation is scheduled for completion in June 2021.
- Riverdale – Completed installation of communication cable and phone line, WI-FI internet access and Kronos clock time entry for the newly built Crew Quarters. Coordination with Con Edison for existing substation decommissioning is ongoing. The disconnection of the 2nd feeder from the substation is forecasted to complete at the end of February 2021. Lead/asbestos abatement and demolition of existing substation building are upcoming. This substation is scheduled for completion in April 2021.
- The Brewster Substation (under Project M6050103) – Completed testing of rectifier relays and continued performing SCADA release and testing. Substation energization; short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for completion in April 2021.

M6040101 Positive Train Control (PTC)

- MNR met the Federal Railroad Administration (FRA) PTC mandate on August 15, 2020.
- Subsystem designs have been finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.8.6 have been completed.
- All communication site locations have been approved by the Federal Communications Commission (FCC).
- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Commenced ERSD on M8 fleet in December 2020.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational. Office STS (Safety Temporary Speed Restriction Server) - STS interface testing has been complete in December 2020.
- 244.3 miles (100% East of Hudson) of track are in full PTC protection while other contractual work continues. Continued extended RSD (ERSD) on all east and west of Hudson lines with the exception of Waterbury branch currently covered by Main Line Track Exemption. Commenced ERSD for Port Jervis Line on West of Hudson in December 2020 in coordination with NJ Transit.
- Safety plan was conditionally accepted by FRA in November 2020.
- Amtrak and CSX are operating in ERSD on Hudson and New Haven lines, and Providence & Worcester Railroad (P&W) is operating in ERSD on Danbury Branch Line. MNR commissioned its New Haven, CT, Poughkeepsie, NY, Spuyten Duyvil, Bronx, NY and New Rochelle, NY boundaries with Amtrak.

M7060101 Harmon Shop Improvements

Phase V, Stage II Design-Build - The scope of this work includes the demolition of the remainder of Building 6 Maintenance Shop, the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- 100% design of the Running Repair Support Shop is complete.
- Completed installation of concrete pads, underground electrical duct banks, manholes, fences and SCADA equipment and continued with the installation of cable, electric equipment and startup testing for the site transformers. Continued installation of utilities in south yard north of overpass and in the available portion of north yard. Continued installation of building foundations, beams, car hoist pits, caissons and utilities in the Running Repair and Support Shop area. Continued removal of tracks in available portion of north yard.

2021 MNR Capital Program Goals As of February 28th, 2021 In Millions

