



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

May 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, 5/26/2021
10:00 AM - 5:00 PM ET

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions - (None)

MNR Summary of Actions (None)

MTA C&D Summary of Actions - (None)

3. Approval of Minutes - April 21, 2021

Minutes - Page 5

4. 2021 Work Plans

LIRR 2021 Work Plan

LIRR 2021 Work Plan - Page 6

MNR 2021 Work Plan

MNR Work Plan - Page 11

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 17

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 20

MTA C&D Report (None)

MTA Police Report

MTA Police Report - Page 23

6. AGENCY INFORMATION ITEMS

Joint Information Items

- **LIRR/MNR PTC Implementation Update**

LIRR/MNR PTC Implementation Update - Page 32

7. AGENCY INFORMATION ITEMS

LIRR Information Items

- **June Timetable Change & Trackwork Programs**
June Timetable Change & Trackwork Programs - Page 38
- **Diversity & EEO Report - 1st Quarter 2021**
Diversity & EEO Report - 1st Quarter 2021 - Page 43

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 59
- **Diversity & EEO Report - 1st Quarter 2021**
Diversity & EEO Report - 1st Quarter 2021 - Page 72

8. PROCUREMENTS

MNR Procurements (None)

LIRR Procurements - (None)

MTA C&D Procurements - (None)

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

LIRR Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 88
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 98
- **LIRR Finance Report**
LIRR Finance Report - Page 104
- **LIRR Ridership Report**
LIRR Ridership Report - Page 126
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 134

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 138
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 146
- **MNR Finance Report**
MNR Finance Report - Page 151
- **MNR Ridership Report**

MNR Ridership Report - Page 172

- **MNR Capital Program Report**

MNR Capital Program Report - Page 183

Minutes of the Joint MNR/LIRR Committee Meeting
April 21, 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 April 21, 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;
- Safety

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the April 21, 2021 Board minutes in the April Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/April-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>May 2021</u>	
June Timetable Change & Trackwork 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)	
2021 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
Diversity/EEO Report – 2 nd Quarter 2021	Administration/Diversity
<u>October 2021</u>	
2021 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning
<u>November 2021</u>	
East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning

December 2021

2022 Final Proposed Budget
2022 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2021
Winter Trackwork Program
Review of Committee Charter

Management & Budget
Committee Chair & Members
Administration/Diversity
Service Planning
Committee Chair & Members

January 2022

Winter Trackwork Programs & Schedule Adjustments Service Planning

February 2022

Adopted Budget/Financial Plan 2022
2021 Annual Operating Results
Diversity/EEO Report – 4th Q 2021
March Timetable and Trackwork Programs

Management & Budget
Operations
Administration/Diversity
Service Planning

March 2022

Annual Elevator/Escalator Report
Spring Trackwork Programs

Engineering
Service Planning

April 2022

Final Review of 2021 Operating Budget Results
2021 Annual Ridership Report
Spring Trackwork Programs

Management & Budget
Finance/Marketing
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

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.

MARCH 2022

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 2022.

APRIL 2022

Final Review of 2021 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.

2021 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.

Spring Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2022.

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>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
<u>October 2021</u>	
2022 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Implementation Update	President
Track Program Quarterly Update	Engineering
<u>November 2021</u>	
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

March 2022

Annual Elevator & Escalator Report

Engineering

April 2022

Final Review of 2021 Operating Budget Results
2021 Annual Ridership Report

Finance
Operations Planning & Analysis

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

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.

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.

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.

MARCH 2022

Annual Elevator/Escalator Report

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

APRIL 2022

Final Review of 2021 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.

2021 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2021 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.



Long Island Rail Road

Safety Report Highlights





Long Island Rail Road

The Long Island Rail Road Emergency Responder Training Division in conjunction with the Corporate Safety Department Fire Marshal Office provides Emergency Responder Training to emergency response organizations including volunteer Fire and Emergency Medical Services (EMS) Departments in Nassau, Suffolk and New York City; the Fire Department of New York (FDNY); and various law enforcement agencies. Training includes track safety, hazard awareness, entry and evacuation procedures, rescue techniques, communication and command, and equipment stabilization. The training is presented in two parts: 1. Classroom session including multimedia presentation and 2. Hands on application conducted in various yards for familiarization. We also work closely with the Nassau and Suffolk County Fire Academies.

Due to COVID, training was reduced in 2020. We resumed training in 2021, conducting 15 classes to date with a total of 270 emergency responders trained. Emergency responders from MTA Police Department, FDNY, Wyandanch Fire Department, West Hempstead Fire Department, and Forest Hills Ambulance have participated in training this year. The program is provided at no cost to the emergency responder community.

On Thursday April 22, 2021 LIRR participated in Mask Force for Earth Day. Corporate Safety partnered with the LIRR Stations Department, MTA Police, and MTA Police Eastern Region Explorers Post #2245 handing out personal size hand sanitizers and face masks at Penn Station, Atlantic Terminal, Hicksville, Ronkonkoma, Port Washington, and Babylon. 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. To date, we visited 14 stations reaching over 2,300 customers.

For the reporting period ending March 2021, the average Reportable Customer Injury Rate was 5.61 injuries per million customers as compared to 2.35 injuries per million customers over the same period 2019-2020. The actual number of customer injuries is down sixty-three percent from 2019 to 2020. Ridership however, is also down by seventy-seven percent, which impacts the rate. Slips, trips, and falls account for most injuries reported.

During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.34 injuries per 200,000 hours worked as compared to 3.41 injuries per 200,000 hours worked during the same period in 2019-2020. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

March Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.01	2.35	5.61		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.87	3.41	3.34		
		2020		2021	
		March	Year to Date	March	Year to Date
Grade Crossing Incidents ¹	1	2	0	3	
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				
Focus on Safety Training	2020		2021	
	March	Year to Date	March	Year to Date
First Responders Trained	75	174	4	54
Employee Safety Training Courses	65	239	65	165
Employees Trained	600	2,815	703	1,588
Employee Safety Training Hours	8,658	50,665	10,445	22,963
Customer and Community:	March	Year to Date	March	Year to Date
Broken Gates	7	24	7	21
MTA Police Details	38	129	98	265
Summons	172	601	316	771
Warnings	63	187	149	374
Arrests	0	0	0	1
Community Education and Outreach	3,009	21,464	3816	8,261
Community Education and Outreach via Social Media			49,435	236,427

Definitions:

First Responders Trained - The number of first responders trained to assist in crisis events.

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.

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

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

Summons for Grade Crossing Violation and other Infractions- 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.).



Metro-North Railroad

A safety reminder from Metro-North:

Always wear a mask that covers your nose and mouth*



Wash or sanitize your hands several times a day



Keep at least **6 ft. distance** from others



If you're **sick** or have a **fever**, stay home



Please respect the health of **your fellow passengers**



*Please follow CDC requirements for mask type and usage.



Your safety is always our first priority.



Metro-North Railroad COVID-19 Safety Reminder Poster

Clyde Armstrong
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.

Metro-North continues to support the MTA Employee Vaccination center in Vanderbilt Hall in Grand Central Terminal to provide an alternative site to accommodate employees interested in receiving the COVID-19 vaccination to combat the virus.

Our 1st Quarter 2021 Safety Focus Week was held March 8th-14th. Throughout this week, employees focused on important safety topics such as COVID-19 Updates, Drug and Alcohol Education, Environmental Spill Reporting and Response, and Tips for Effective Communication.

Updated COVID-19 safety posters are displayed on board trains and at stations as a reminder to promote mask wearing, good health and hygiene to customers when on our trains and platforms.

For the current 12-month period (April 2020 – March 2021) versus the previous 12-month period (April 2019 – March 2020), employee lost time injuries per 200,000 working hours were increased by 4.1%.

For the current 12-month period (April 2020 – March 2021) versus the previous 12-month period (April 2019 – March 2020), customer reportable injury rate per one million customers were increased by 108.9%.

Clyde Armstrong
Vice President
Office of System Safety

March 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	April 2018 -March 2019	April 2019 -March 2020	April 2020 -March 2021	
FRA Reportable Customer Accident Rate per Million Customers	0.99	1.01	2.11	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.47	1.94	2.02	
	2020		2021	
	March	Year to Date	March	Year to Date
Grade Crossing Incidents ¹	0	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	
	March	Year to Date	March	Year to Date
First Responders Trained	246	815	145	202
Employee Safety Training Courses	116	233	119	160
Employees Trained	875	2,931	1,472	2,653
Employee Safety Training Hours	12,147	77,830	16,288	38,386
Customer and Community: Focus on Grade Crossings	2020		2021	
	March	Year to Date	March	Year to Date
Broken Gates	2	6	2	2
MTA Police Details	31	113	47	79
Summons	74	218	89	163
Warnings	11	42	26	49
Community Education and Outreach*	505	20,875	10,176	12,347
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

April 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 6) for the month of April compared to the same period last year.
- Year to date Long Island Rail Road is down 2 crimes (23 vs 25).
- There were zero (0) Hate Crime on Long Island Rail Road for the month of April.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

April 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	1	0	1	100%
Burglary	3	0	3	100%
Grand Larceny	3	2	1	50%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	9	6	3	50%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	7	-4	-57%
Felony Assault	6	4	2	50%
Burglary	6	3	3	100%
Grand Larceny	7	11	-4	-36%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	23	25	-2	-8%



Metro-North Railroad

April 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (3 vs 0) for the month of April compared to the same period last year.
- Year to date Metro-North Railroad is up 1 crime (17 vs 16).
- There were zero (0) Hate Crime on Metro-North Railroad for the month of April.

Joseph P. McGrann
Chief of Police



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

April 2021 vs. 2020

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

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	4	0	0%
Felony Assault	5	2	3	150%
Burglary	5	1	4	400%
Grand Larceny	2	9	-7	-78%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	17	16	1	6%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

April 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	3	0	3	100%
Burglary	3	0	3	100%
Grand Larceny	4	2	2	100%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	12	6	6	100%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	12	-5	-42%
Felony Assault	11	6	5	83%
Burglary	11	4	7	175%
Grand Larceny	9	20	-11	-55%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	40	42	-2	-5%

INDEX CRIME REPORT
Per Day Average
April 2021

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	0
Fel. Assault	3	1	2	0
Burglary	3	3	0	0
Grand Larceny	4	3	1	0
GLA	1	1	0	0
Total	12	9	3	0
Crimes Per Day	0.40	0.30	0.10	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - April 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	2	1	1	100 %
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	4	-2	-50 %
Sexual Orientation	0	0	0	0 %
White	0	1	-1	-100 %
Motivation Total	4	6	-2	-33 %

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	0	0	0 %
Felony Assault	0	1	-1	-100 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	4	5	-1	-20 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	4	6	-2	-33 %



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 4/30/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	7	11
Felony Assault	10	7
Burglary	6	1
Grand Larceny	7	9
Grand Larceny Auto	2	0
Aggravated Harassment	3	2
Aggravated Unlicensed Operator	1	3
Assault-Misdemeanor	21	10
Breach of Peace	0	2
Child Endangerment	1	2
Criminal Contempt	1	5
Criminal Impersonation	1	1
Criminal Mischief	20	13
Criminal Possession Stolen Property	0	4
Criminal Tampering	2	0
Criminal Trespass	4	14
Disorderly Conduct	0	1
Drug Offenses	8	21
DUI Offenses	3	2
Falsely Reporting an Incident	1	2
Forgery	1	12
Graffiti	24	9
Harassment	1	0
Menacing	2	3
Obstruct Government	3	2
Petit Larceny	14	28
Public Lewdness	11	5
Reckless Endangerment	3	3
Resisting Arrest	5	10
Sex Offenses	0	2
Stalking	0	1
Theft of Services	9	36
VTL Offenses	0	1
Warrant Arrest	9	15
Weapons Offenses	2	2
Total Arrests	182	239



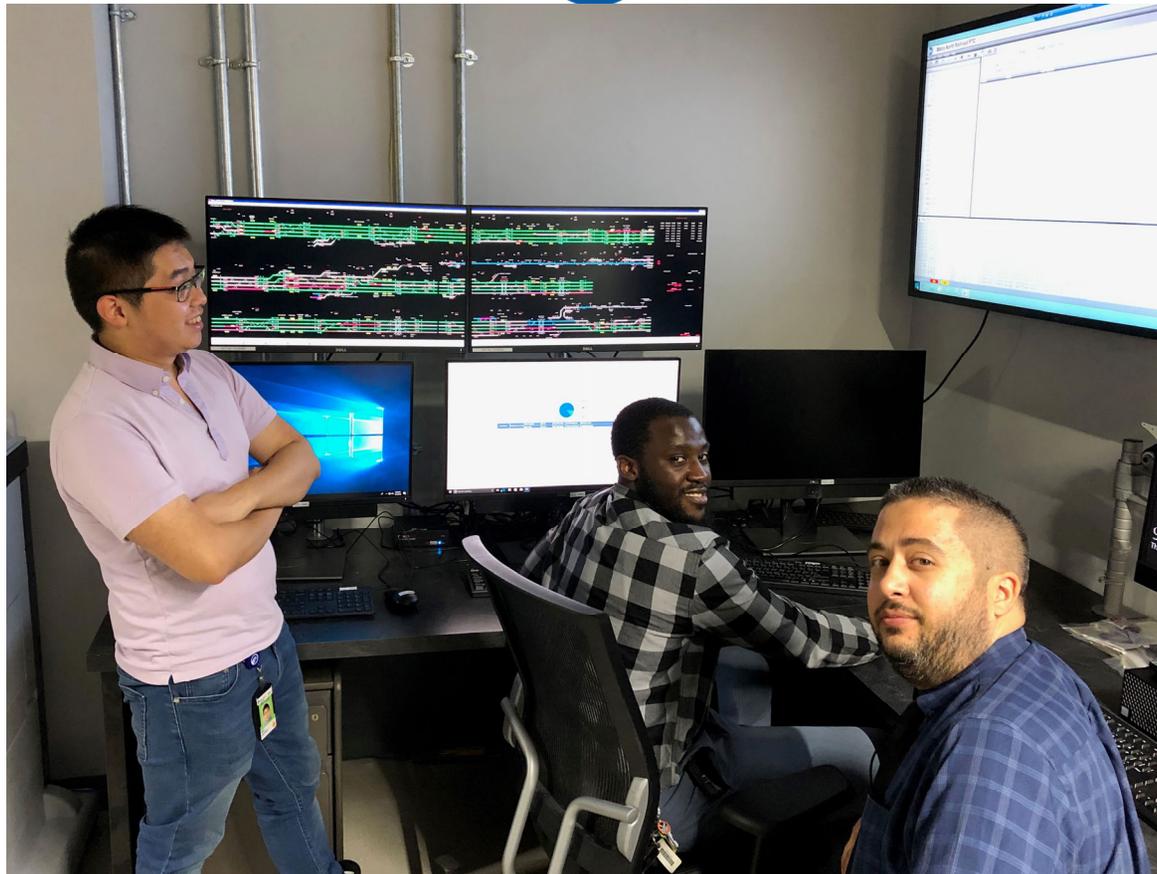
Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint MNR/LIRR PTC Committee Meeting Update May 26, 2021



LIRR PTC Update – Base Contract



Implementation Summary

All trains are operating with full PTC functionality on entire LIRR territory and monitored daily with any issues mitigated.

Progress on Installation and Testing

Completed new Office subsystem software updates and continue testing and closeout of NCRs and variances.

Harold Interlocking work:

- Freight Speed transponder adjustments completed.
- D2 Amtrak on-board software updates completed, which avoided LIRR WIU changes and use of shadow TSR for operational mitigations.
- D3 – Siemens Amtrak onboard software updates for adjusting WIU D3 Back-to-Back (nested signals) issues, including:
 - Completed LIRR WIU D3 updates mitigation through Harold.
 - Amtrak D3 Solution OBC 11.6 Siemens software release is scheduled for field testing in 3rd quarter 2021
- Finalizing agreement with Alstom/Siemens to start warranty for all PTC software and hardware.
- Commenced work with other NEC host Railroads to address FRA conditions in Safety Plans.
 - New functions required to provide Keypad to override Positive Train Stop, and to develop an on-board database, remain under review for action moving forward.



LIRR PTC Timeline – Look Ahead Plan 2021/2022



2021

- 2nd Quarter
 - Harold – Freight Speeds & D2 operational mitigations
- 3rd Quarter
 - Harold – D3 B2B field testing with Amtrak Rolling Stock
 - Final System software release
- 4th Quarter
 - Amtrak OBC implementation for D3
 - NCRs & Variances Closeout
 - PTC Lab and Software Data Maintenance Facility (SDMF) delivery
 - Obtain Final PTC documentation (CDRLs, O&M Manuals and As-Builts)
 - Closeout PTC contract requirements

2022

- 1st Quarter
 - Deploy Onboard Software OBC 7.2 fleetwide
 - Award PTC Technical Support Services Contract to PTC SI
- 2nd Quarter
 - Complete Onboard Field Modifications
- 4th Quarter
 - PTC Testing on Base Project Infrastructure Projects
 - Complete all outstanding maintenance training
 - Complete Warranty Program, ARDT (Availability Reliability Demonstration Test)
 - Achieve Substantial Completion



MNR Project Update



PTC Implementation Summary

All trains are operating with full PTC Functionality on entire MNR territory except the Waterbury Branch which is currently operating under PTC Exemption (Main Line Track Exclusion Addendum). A project is underway to have PTC operational on the Waterbury Branch by the end of 2021.

Design & Installation Updates and Testing

- PTC design and Installations for New Haven Line and Waterbury branch Signal upgrades are ongoing
- Continue to test software releases for closing non-critical NCRs and variances across subsystems
- Office STS database update completed to remove operational mitigations associated with M8 fleet
- M8 fleet has been experiencing in-service PTC anomalies due to hardware and software defects. MNR actively working with Alstom and Kawasaki to address these variances.
 - OBC Software 1.2 update is expected in June 2021 to resolve priority variances and Software 1.3 in Nov 2021 expected to close all remaining variances
 - Additional ATC/ACSES functional software modifications planned to address FRA Conditions
- Operational mitigations are put in place for Amtrak/Freight Onboard Software Anomaly 'D2'
 - The software update on Hudson fleet is completed, New Haven line fleet is expected by end of May.
- Continue to define the Scope of Work and schedule for the Positive Train Stop Override Keypad and Onboard Database functions as required by the FRA Conditions to the PTC Safety Plan in coordination with NEC Railroads



MNR PTC Timeline



2021

- ✓ Office STS Database Change for M8 Distance to Radio mitigation – April 2021
- PTC Changes for CP 121 Switch Replacement – May 2021
- Amtrak and Freight D2 Software Update on MNR Territory – May 2021
- M8 OBC 1.2 Software Release – June 2021
- Develop Plan for addressing FRA Condition on M8 functional differences – Sept 2021
- M8 OBC 1.3 Software Release – Nov 2021
- Waterbury Branch Cab Signal/PTC Commissioning – Dec 2021
- Wayside and Office updates for operational improvements – Ongoing

2022

- System Baseline 3.7 update – Jan 2022
- Positive Train Stop Release Keypad Design – 1st Q 2022
- HMAC Security Key Exchange and Management Services – Sept 2022
- Operational & Maintenance Manuals and As-Builts – June 2022
- Requirements Closeout and Outstanding Training – Sept 2022
- PTC Changes for New Haven Line Signal Upgrades - 4th Q 2022
- ARDT (Availability Reliability Demonstration Test) Program –Dec 2022





Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject JUNE TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date April 27, 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	5/26/21				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 beginning June 14, 2021, through September 6, 2021.

Projects supported during this timetable include Main Line Expansion, Third Rail Maintenance and Babylon Interlocking Construction on the Montauk Branch and Beaver Interlocking Construction on the Atlantic Branch. Continuing projects include DOT Atlantic Avenue repairs on the Atlantic Branch, East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, Elmont Station Construction, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements.

Additionally, schedules will be temporarily adjusted for the removal of the 12th Street Grade Crossing in New Hyde Park, and a Special Program will support the 153rd running of the Belmont Stakes on Saturday, June 5th.

SUMMER SERVICE CHANGES

Annual Summer Service Schedule Adjustments

- Summer service will partially resume on May 1st with the seasonal restoration of one additional weekend roundtrip to Montauk and two additional weekend Ronkonkoma-Greenport roundtrips, additional summer service will begin May 24th. Key changes include:
 - Extra Friday getaway trains, including the famed *Cannonball* which will operate as a limited-stop express train to Montauk, along with two additional extra trains to Montauk, one additional train to Greenport, and one additional midday train to Speonk. On Thursdays, one additional train will operate to Montauk.

- An extra Friday night train from Greenport, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available.
- On Fridays, two extra trains will operate to Patchogue making stops at Bay Shore and Sayville in advance of two through Montauk trains.
- Four additional westbound service opportunities from the Hamptons/Montauk on Sundays and Holidays, including the westbound *Cannonball* to Penn Station.
- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue. This additional train will also operate on Tuesday, June 1st, Tuesday, July 6th and Tuesday, September 7th.
- One extra weekend beach roundtrip between Penn Station and Long Beach.
- Weekend Freeport extra trains will operate.
- An early morning weekday eastbound train from Ronkonkoma to Greenport, which operates as an equipment train during the off-season, will carry passengers for the summer travel season, allowing an additional service opportunity for those going out to the fishing boats or spending a morning on the North Fork.

JUNE 14 TIMETABLE CHANGE

Construction Activities

- **Montauk Branch, Amityville to Babylon – Babylon Interlocking Construction and Third Rail State of Good Repair** – One of two main tracks will be out of service on midday weekdays between Amityville and Babylon for construction activities within Babylon Interlocking and for Third Rail State of Good Repair work to be performed.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on midday/weekdays between Amityville and Babylon, westbound trains will be adjusted up to 11 minutes earlier. Additionally, service at Amityville, Copiague and Lindenhurst will be reduced to hourly in both directions.
- **Long Beach Branch, Valley Stream to Long Beach – Hurricane Sandy Restoration** – One of two main tracks will be out of service on midday weekdays between Valley Stream and Long Beach for maintenance relating to Hurricane Sandy Restoration.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on midday/weekdays between Valley Stream and Long Beach, trains in both directions will be adjusted up to 12 minutes later.

SPECIAL EVENT PROGRAM

(Short-term event requiring a special program)

- **Belmont Stakes Race – Belmont Park, June 5, 2021** – The Belmont Stakes, the third race in the series that makes up racing’s famed “Triple Crown,” takes place on Saturday, June 5. The LIRR will run extra trains to serve patrons of the event. Some adjustments to regularly scheduled service may be implemented as necessary to accommodate extra Belmont Stakes service.

TRACK WORK PROGRAMS

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

- **Main Line – 12th Street Grade Crossing Removal** – On the weekend of June 12-13, both main tracks on the Main Line will be out of service for 48 hours between New Hyde Park and Hicksville to support the removal of the 12th Street Grade Crossing in New Hyde Park as part of the Main Line Expansion Project.
 - ***Temporary Service Adjustments:***
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between East Williston and Hempstead for connections to and from points west.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on*

adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but 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.

MTA Long Island Rail Road (LIRR)

EEO Report – 1st Quarter 2021

May 26, 2021



Executive Summary

■ EEO

As of **March 31, 2021**, LIRR's workforce included 7,318 total employees. This represents a 3% decrease from the first quarter 2020 (1Q20) workforce.

- Females represent 15% (1006) of our workforce, remaining constant, when compared to 1Q20, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,715) of our workforce, remaining constant, when compared to 1Q20, despite hiring activity restrictions and attrition.
- Minorities were hired above their current representation due to recruitment efforts.

*Note: There were a minimal number of new hires, due to the MTA-wide firing freeze.



Executive Summary

MTA LIRR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2021. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials & Administrators – Black
- Professionals – Black and White
- Technicians – Hispanic, Asian and White
- Administrative Support – Hispanic, Asian and White
- Skilled Craft– Black, Hispanic and 2+ Races
- Service Maintenance – Hispanic, Asian and White

Minorities:

- Officials & Administrators – Black
- Professionals – Black
- Technicians – Black, Hispanic and Asian
- Administrative Support – Hispanic and Asian
- Skilled Craft – Black, Hispanic, NHOPI and 2+ Races
- Service Maintenance – Hispanic and Asian



*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

Executive Summary

■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
 - Female – HR participated in the City Talk Panel: Women in City Government– a virtual panel discussion to encourage women to pursue careers in government agencies, including the LIRR. Janie Chen, Director of Program Management in Special Projects/East Side Access Department, was a panelist.
 - Minority – HR participated in an MTA Information Session for NYC CTE (Career & Technical Education) Schools—providing the very diverse school body with information about entry-level positions at all the MTA agencies.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
 - Continue partnership with MTA Office of Veterans Affairs to promote employment opportunities for veterans.
 - Continue coordination with the NYC Mayor's Office for People with Disabilities to promote employment opportunities for persons with disabilities.



MTA LIRR

Workforce

as of March 31, 2021



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,381		503	36%	878	64%	181	13%	152	11%	86	6%	6	0%	0	0%	78	6%	91	7%
F	256	19%	130	9%	126	57%	57	4%	33	2%	23	2%	0	0%	0	0%	17	1%	7	8%
M	1,125	81%	373	27%	752	54%	124	9%	119	9%	63	5%	6	0%	0	0%	61	4%	84	92%
Professionals	299		145	48%	154	52%	45	15%	36	12%	47	16%	0	0%	1	0%	16	5%	17	6%
F	51	17%	28	9%	23	8%	6	2%	6	2%	12	4%	0	0%	1	0%	3	1%	0	0%
M	248	83%	117	39%	131	44%	39	13%	30	10%	35	12%	0	0%	0	0%	13	4%	17	100%
Technicians	13		7	54%	6	46%	2	15%	2	15%	1	8%	1	8%	0	0%	1	8%	1	8%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	12	92%	6	46%	6	46%	1	8%	2	15%	1	8%	1	8%	0	0%	1	8%	1	100%
Administrative Support	367		181	49%	186	51%	109	30%	38	10%	14	4%	1	0%	0	0%	19	5%	10	3%
F	186	51%	112	31%	74	20%	72	20%	23	6%	8	2%	1	0%	0	0%	8	2%	2	20%
M	181	49%	69	19%	112	31%	37	10%	15	4%	6	2%	0	0%	0	0%	11	3%	8	80%
Skilled Craft	4,412		1466	33%	2,946	67%	660	15%	501	11%	145	3%	8	0%	2	0%	150	3%	322	7%
F	427	10%	192	4%	235	5%	126	3%	35	1%	16	0%	0	0%	0	0%	15	0%	9	3%
M	3,985	90%	1274	29%	2,711	61%	534	12%	466	11%	129	3%	8	0%	2	0%	135	3%	313	97%
Service Maintenance	846		413	49%	433	51%	236	28%	125	15%	18	2%	5	1%	1	0%	28	3%	42	5%
F	145	17%	102	12%	43	5%	67	8%	26	3%	0	0%	1	0%	0	0%	8	1%	2	5%
M	701	83%	311	37%	390	46%	169	20%	99	12%	18	2%	4	0%	1	0%	20	2%	40	95%
Total	7,318		2,715	37.1%	4,603	62.9%	1,233	17%	854	12%	311	4%	21	0%	4	0%	292	4%	483	7%



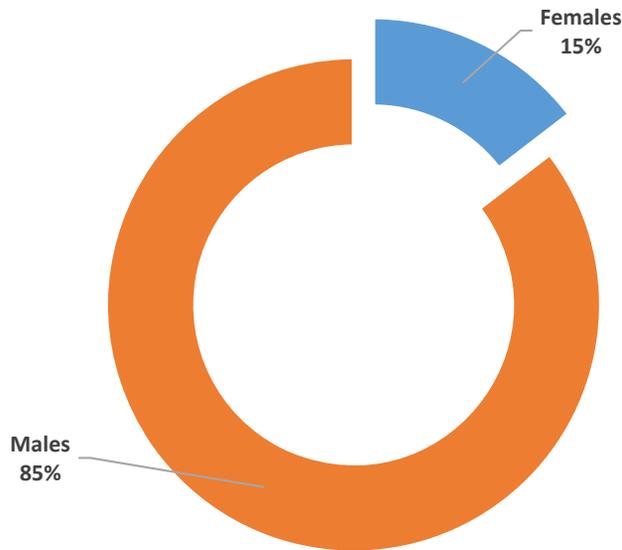
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

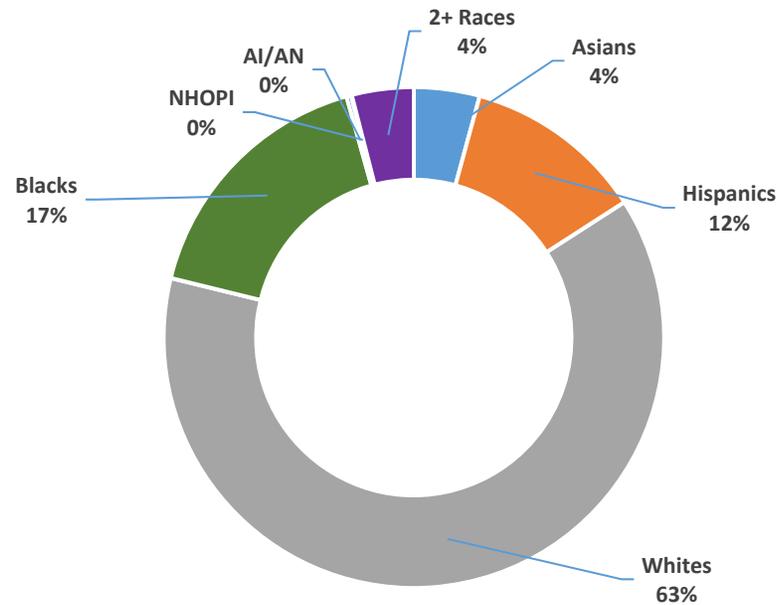
Note: All percentages have been rounded up to the nearest whole number.

MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,318 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females has remained constant when compared to 1Q20.
- ❑ The percentage of minorities has remained constant when compared to 1Q20.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2021** workforce percentages for females and minorities to the 2021 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	9%	9%
	M	8%	9%	6%	9%	3%	5%	0%	0%	0%	0%	2%	4%		
Professionals	F	3%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	1%	12%	8%
	M	7%	13%	6%	10%	5%	12%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	8%	8%	15%	5%	8%	0%	8%	0%	0%	1%	8%		
Administrative Support	F	13%	20%	8%	6%	3%	2%	0%	0%	0%	0%	1%	2%	21%	20%
	M	6%	10%	4%	4%	2%	2%	0%	0%	0%	0%	2%	3%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	5%
	M	13%	12%	10%	11%	3%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	6%	8%	4%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	5%
	M	12%	20%	15%	12%	2%	2%	0%	0%	0%	0%	2%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Est Avail – Based on 2021 estimated availability

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis.

The shaded areas represent underutilization.



MTA LIRR

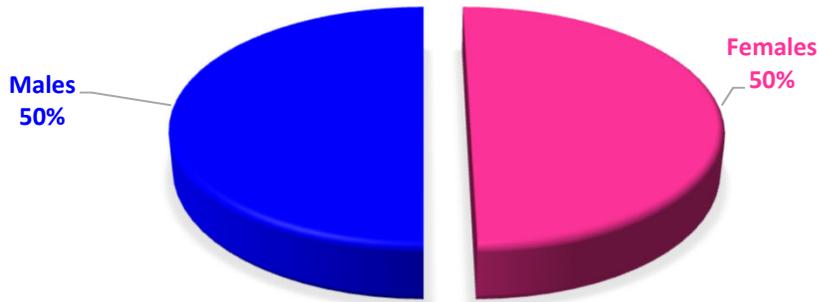
New Hires and Veterans

January 1, 2021 – March 31, 2021

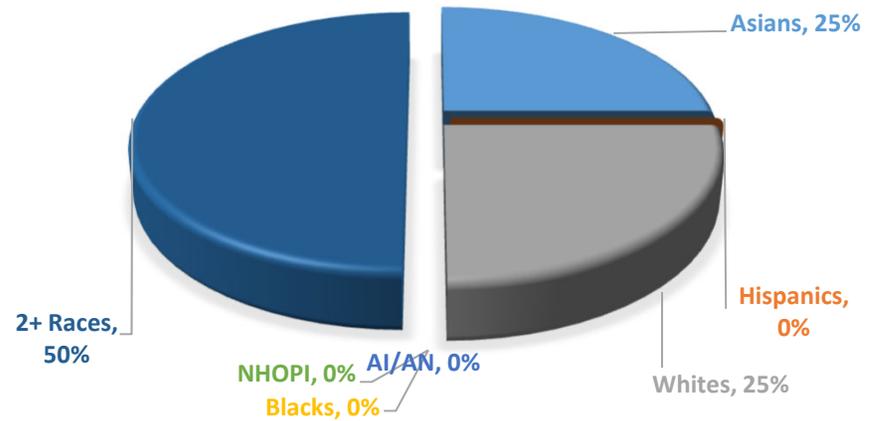


MTA LIRR New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR added 4 employees, none of whom were a veteran;

- ❑ 50% females
- ❑ Female hire percentage was above their current percentage of workforce representation.
- ❑ 75% minority
- ❑ Minorities were hired above their current percentage of workforce representation.



MTA LIRR

Complaints and Lawsuits

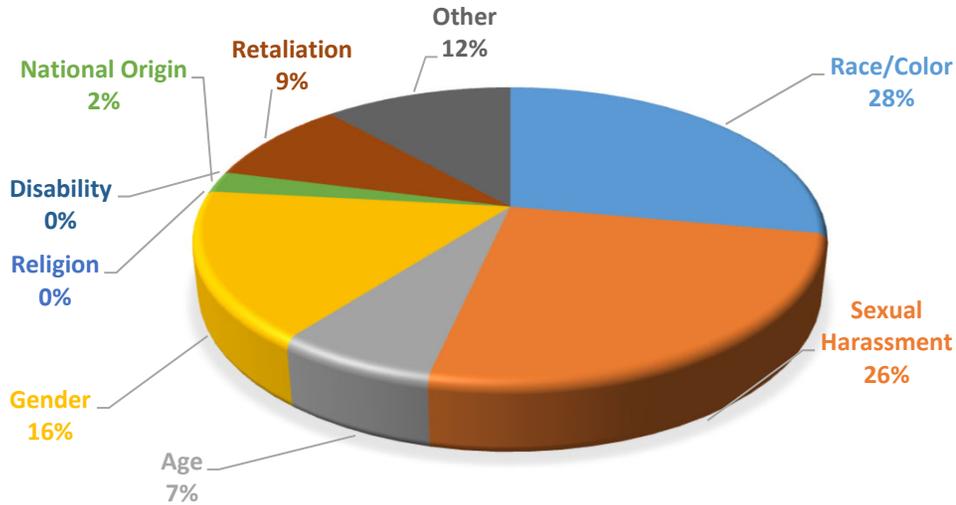
January 1, 2021 – March 31, 2021



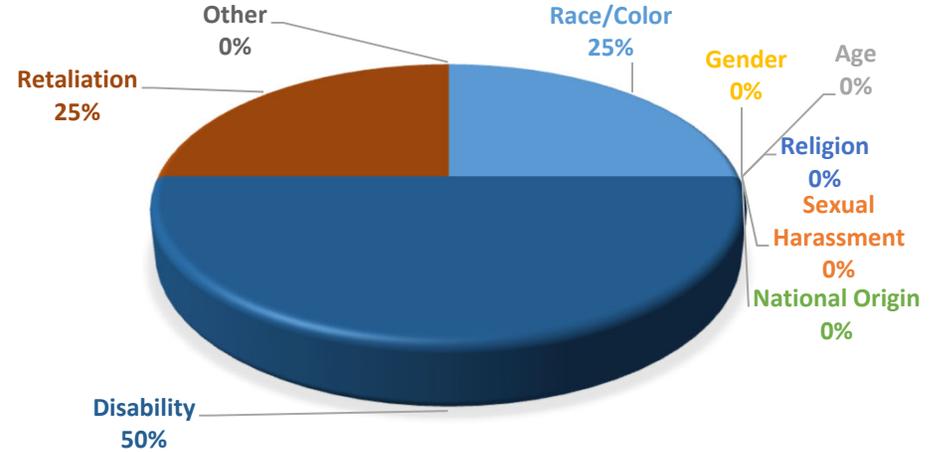
MTA LIRR

Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled 28 EEO complaints, citing 47 separate allegations, and 10 lawsuits.

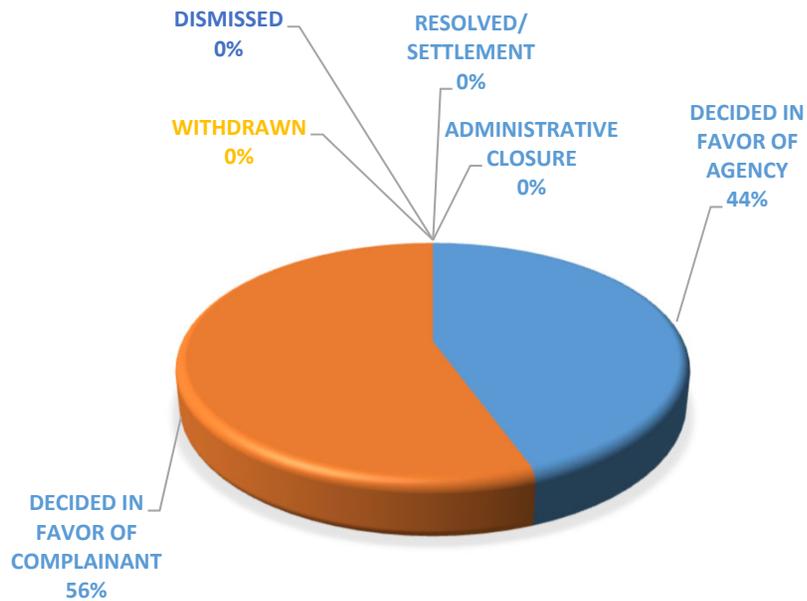
- ❑ 25 internal complaints.
- ❑ 3 external complaints.
- ❑ The most frequently cited basis internally was Race/Color.
- ❑ The most frequently cited basis externally was Disability.



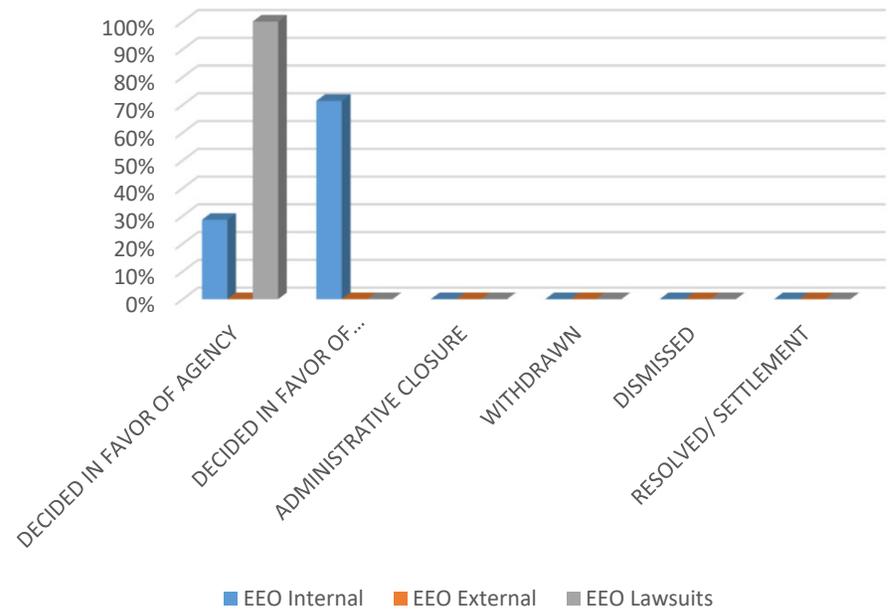
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



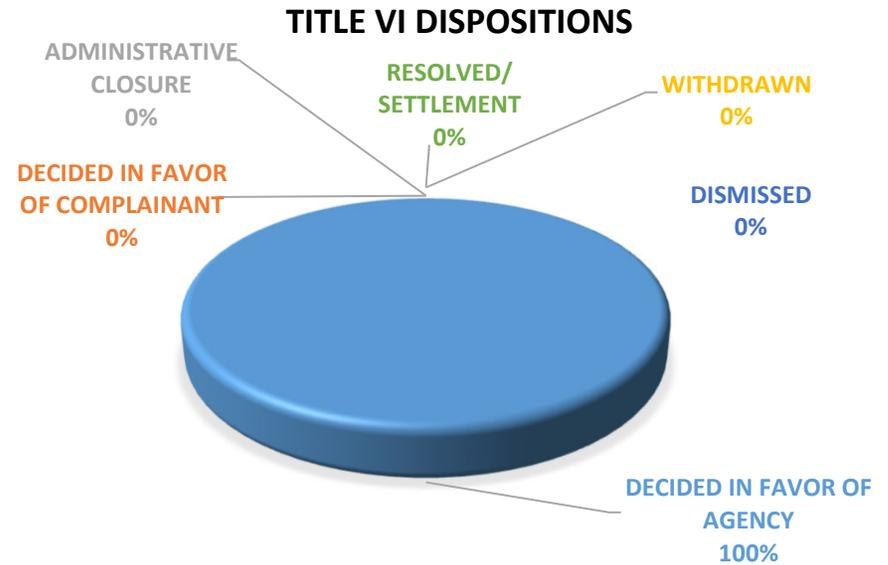
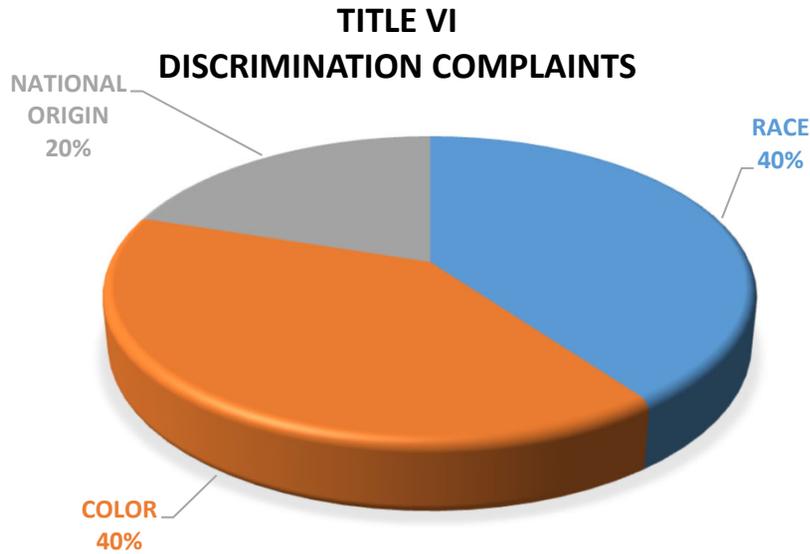
LIRR disposed 7 EEO complaints and 2 EEO lawsuits.

- ❑ 44% complaints/lawsuits were decided in favor of the agency.
- ❑ 56% complaints/lawsuits were decided in favor of the complainant.



MTA LIRR

Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 3 Title VI Complaints, citing 5 separate allegations and no Title VI lawsuits. Agency disposed of 2 complaints.

- 100% of the complaints were decided in favor of the agency.





2021 1st Quarter Maintenance of Way Division

**Track, Structures, Stations and Facilities
Metro-North Railroad**

May 7, 2021



Track Projects Systemwide

■ Production Tie Replacement – 1,758,250 systemwide wood ties (67,500 ties planned)

▣	Hudson Line	13,500	ties planned	0	installed	0%	
▣	Harlem	17,200	ties planned	0	installed	0%	
▣	New Haven	2,000	ties planned	0	installed	0%	
▣	Waterbury	13,000	ties planned	0	installed	0%	
▣	Port Jervis	11,600	ties planned	0	installed	0%	
		57,300	ties planned	0	installed	0%	of goal
▣	Hudson (SmarTrack)	5,000	ties planned	0	installed	0%	
▣	New Haven (SmarTrack)	5,200	ties planned	3,459	installed	67%	
		10,200	ties planned	3,459	installed	34%	of goal
	Total 2021	67,500	ties planned	3,459	installed	5%	of goal

* All subject to change due to current events



▣ Rail Vac (Wood Ties) – 4,000 ties planned

α	GCT	0	ties installed		
α	Hudson	21	ties installed		
α	Harlem	12	ties installed		
α	New Haven	64	ties installed		
α	Danbury	0	ties installed		
α	Waterbury	0	ties installed		
	Total 2021	97	ties installed	2%	of goal

▣ Rail Replacement – 1,508 rail miles systemwide (8.3 miles planned)

α	Hudson Line	3	miles planned	0.0	installed	0%	complete
α	New Haven	5.3	miles planned	5.0	installed	94%	complete
	Total 2021	8.3	miles planned	5.0	installed	60%	of goal

* All subject to change due to current events



▣ **Welds (2,000 joints planned)**

▫	GCT	4	joints completed		
▫	Hudson Line	14	joints completed		
▫	Harlem Line	16	joints completed		
▫	New Haven	58	joints completed		
▫	West Of Hudson	0	joints completed		
▫	Port Jervis	0	joints completed		
	Total 2021	92	joints completed	5%	of goal

▣ **Loram Rail Grinder (82 miles planned)**

▫	Hudson Line	13.4	miles planned	0	miles complete	0%
▫	Harlem	7.5	miles planned	4	miles complete	47%
▫	New Haven	61.5	miles planned	54	miles complete	88%
	Total 2021	82.4	miles planned	58	miles complete	70% of goal

* All subject to change due to current events



■ **Switch Renewal - 1,500 Switches systemwide (35 switches planned)**

▣	GCT	8	switches planned	8	switches completed	100%	complete
▣	Hudson	6	switches planned	0	switches completed	0%	complete
▣	Harlem	4	switches planned	1	switches completed	0%	complete
▣	New Haven	16	switches planned	5	switches completed	31%	complete
▣	Waterbury	1	switch planned	0	switches completed	0%	complete
	Total 2021	35	switches planned	14	switches completed	40%	of goal

* All subject to change due to current events



▣ Grade Crossing Renewal – 111 Grade Crossings systemwide (4 crossings planned)

▣	Harlem Line	2	crossings planned	0	complete	0%	
▣	New Haven						
	▣ Waterbury	1	crossings planned	0	complete	0%	
▣	West of Hudson	1	crossings planned	0	complete	0%	
	Total 2021	4	crossings planned	0	complete	0%	of goal

▣ Surfacing - 754 track miles systemwide (46.4 miles planned)

▣	Hudson Line	1.5	miles planned	0.5	completed		
▣	Harlem Line	8.0	miles planned	9.8	completed		
▣	New Haven - NY	13.0	miles planned	2.4	completed		
▣	New Haven - CT	23.9	miles planned	5.8	completed		
	Total 2021	46.4	miles planned	18.4	completed	40%	of goal

* All subject to change due to current events



- ▣ **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year)**
 - ▣ 415 miles completed
 - ▣ Total defects found from testing: 51

- ▣ **Ensco Geometry (2x per year)** Contracted for 6 tests over 3 years
 - ▣ 1st run – April 2021

- ▣ **GCT Station Track Rehabilitation (44 Platforms systemwide, 2 Platforms Planned)**
 - ▣ Track 114 (100% complete)
 - ▣ 56 bracket ties, 672 block ties, 1,300 ft. of rail
 - ▣ Track 39 (0% complete)

* All subject to change due to current events



■ **Overhead Bridge Program (NY) Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - HUD 5.19 East 144th Street - Steel Repairs (0% complete)
 - HUD 14.43 Ludlow Street – Flag Repairs (0% complete)
 - HUD 21.05 Bible Factory Truss – Flag Repairs (33% complete)
 - HUD 31.20 Westerly Road – Flag Repairs (100% complete)
 - HUD 38.90 Montrose Station Road – Flag Repairs (0% complete)
 - NH 12.85 South Street – flag Repairs (0% complete)
 - NH 16.37 Centre Ave – Flag Repair (75% complete)
 - NH 20.73 Hillside Ave – Flag Repairs (0% complete)
 - NH 20.89 North Barry – Flag Repairs (50% complete)



▣ **Bridge Timbers (NY only – 887 Timbers planned)**

▣	NH 25.54 Westchester Ave Tks 2	60	timbers	100% complete
▣	NH 25.68 Kings Street Tk 2	67	timbers	100% complete
▣	NH 25.94 North Main Street Trk 2	115	timbers	100% complete
▣	PJ – JS 32.06 Ramapo River Tk 1 & 2	212	timbers	0% complete
▣	PJ – JS 39.16 Wildcat Run Tk 1	27	timbers	0% complete
▣	PJ – JS 39.55 Stream Tk 1	21	timbers	0% complete
▣	PJ – JS 47.88 Smith Clove Road	35	timbers	0% complete
▣	PJ – JS 55.03 Moodna Viaduct Tk 1	180	timbers	0% complete
▣	PJ - JS 64.79 Wappingers Creek	170	timbers	0% complete
	Total 2021	887	Timbers planned	33% complete

* All subject to change due to current events



- **NY Undergrade Bridge Repair Program**

- Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (40% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (60% complete)
- Park Ave Viaduct (MP 3.01) – Flag Repair (49 Flags Total: 35% complete)
- Wappinger Falls (MP 64.79) – Flag Repairs (40% complete)

- Harlem

- Bronx River (MP19.35) – Flag Repairs (0% complete)

- Port Jervis

- Pond Brook (MP 33.94 JS) – Flag Repairs (100% complete)
- Ramapo River (MP 42.77 JS – Flag Repairs (25% complete)
- Laura Lane (MP 47.73) – Replacement (5% complete)
- Woodbury Creek – (MP 50.17) – Flag Repairs (85% complete)
- Moodna Creek – MP50.17 Flag Repairs (95% complete)
- Shea Road (MP 63.04) – Masonry Repairs (70% complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 721 ties planned)

▣	NH 33.75 Elm St. Tks 3 & 4	106 timbers	0% complete
▣	NH 34.17 East Main St. Tk 3& 5	181 timbers	0% complete
▣	NH 40.89 Franklin (Spring Street) Tks 1 & 2	86 timbers	0% complete
▣	NH 53.84 Howard Avenue Tk 2	53 timbers	0% complete
▣	NH 54.77 Warren Street Tk 2	48 timbers	0% complete
▣	NH 54.84 Lafayette Street Tk 2	50 timbers	0% complete
▣	NH 56.20 East Main Street Tk 3	56 timbers	0% complete
▣	NH 57.46 Bishop Ave Tk 3	48 timbers	0% complete
▣	NH 57.62 Bruce Ave Tk 3	31 timbers	0% complete
▣	NH 59.96 East Main Street Tk 3	39 timbers	0% complete
▣	NH 63.83 Gulf Street Tk 4	23 timbers	0% complete
	Total 2021	721 Timbers planned	0% complete

* All subject to change due to current events



▣ **S-Program (New Haven – CT only)**

- ▣ East Main Street (NH 34.17) – Steel Repairs (100% complete)
- ▣ Elm Street (NH 33.75) – Steel repairs (60% complete)
- ▣ Mill River (NH 49.66) – Steel repairs (50% complete)
- ▣ Park Ave (NH 54.58) – Steel repairs (70% complete)
- ▣ Pembroke Ave (NH 56.35) – Steel repairs (85% complete)
- ▣ Naugatuck River (WB 10.3) – Steel repairs (80% complete)

* All subject to change due to current events



- ▣ **Cos Cob NH 29.90 (Greenwich, CT)**

- ▣ Complete construction of 1,200' new Track 3 walkway (90% complete)

- ▣ **Saga NH 44.32 (Westport, CT)**

- ▣ Fabricated/install steel ties, install expansion and thick web miter rails on Track 2 (100% complete)

- ▣ **Right of Way Fence**

- ▣ Install/repair 400' ft of fence throughout systemwide (50% complete)

- ▣ **Graffiti Removal Program**

- ▣ Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

* All subject to change due to current events

METRO-NORTH RAILROAD MNR

EEO Report – 1st Quarter 2021

May 26, 2021



Executive Summary

■ EEO

As of **March 31, 2021**, MNR's workforce included **6,276** total employees. This represents a 5% decrease from the first quarter 2020 (1Q20) workforce.

- Females represent 13% (802) of our workforce, remaining constant, when compared to 1Q20 due to limited hiring and recruitment activity.
- There were no New Hires in the first quarter 2021 (1Q21).
- Minorities represent 39% (2,474) of our workforce, remaining constant, when compared to 1Q20 due to limited hiring and recruitment activity.



Executive Summary

MNR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2021. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ❑ Technicians – Asians

Minorities:

- ❑ Professionals – Blacks
- ❑ Technicians – Hispanics and Asians
- ❑ Administrative Support – Blacks and Hispanics
- ❑ Skilled Craft – AI/AN
- ❑ Service Maintenance – Hispanics

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to increasing representation*

- Initiatives/challenges to address underrepresentation for females and minorities.
 - **Female** In celebration of Women's History Month, MNR President Rinaldi engaged in a virtual appearance with Manhattan Borough President Gale Brewer where they discussed female mentoring, building relationships, and strategies to help women prosper during the COVID-19 pandemic. In a joint initiative with the Internal/External Communications Department, MNR featured several of our female employees in *MTA Today*, highlighting their work achievements and job histories. HR continued its initiative to recruit females by engaging in virtual events, including those sponsored by the CTE Industry Connection, the NYC DOE and NYC DCAS CityTalk Panel Discussion: "Women in City Government".
 - **Minority** As Black History Month employee engagement, MNR produced a series of videos presentations featuring multi-generational Black families that work at MNR, to honor this year's theme "The Black Family: Representation, Identity and Diversity". The videos were presented through *MTA Today* and MNR's other digital platforms.
 - **Veteran** HR participated in the following events focused on veterans: New York National Guard Employment Support Program Virtual Event, US Chamber of Commerce's Hiring Our Heroes - Virtual Hiring Fair: Transportation, Supply Chain & Logistics, US Chamber of Commerce's Hiring Our Heroes Virtual Career Fair: Public Sector.
 - **Persons with disability** HR participated in the following web events: National Business & Disability Council at the Viscardi Center; NYU Business Advisory Council; 2021 CUNY Neurodiversity Conference

* Due to COVID-19, the recruitment efforts for the period of January 1st to March 31st were performed virtually.



MNR's

Workforce

as of March 31, 2021



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MNR's Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	746		286	38%	30%	460	62%	50%	102	14%	14%	72	10%	8%	72	10%	5%	2	0%	0%	0	0%	0%	38	5%	4%	51	7%	13	2%
F	182	24%	107	14%	10%	75	10%	7%	37	5%	5%	28	4%	2%	32	4%	2%	1	0%	0%	0	0%	0%	9	1%	1%	2	4%	2	15%
M	564	76%	179	24%	20%	385	52%	43%	65	9%	9%	44	6%	6%	40	5%	3%	1	0%	0%	0	0%	0%	29	4%	3%	49	96%	11	85%
Professionals	242		128	53%	35%	114	47%	45%	48	20%	16%	35	14%	10%	31	13%	6%	1	0%	0%	0	0%	0%	13	5%	3%	4	2%	3	1%
F	82	34%	57	24%	14%	25	10%	9%	28	12%	7%	15	6%	4%	11	5%	2%	1	0%	0%	0	0%	0%	2	1%	1%	0	0%	1	33%
M	160	66%	71	29%	21%	89	37%	35%	20	8%	9%	20	8%	6%	20	8%	4%	0	0%	0%	0	0%	0%	11	5%	3%	4	100%	2	67%
Technicians	129		58	45%	32%	71	55%	48%	29	22%	15%	12	9%	10%	9	7%	3%	1	1%	0%	0	0%	0%	7	5%	3%	19	15%	3	2%
F	13	10%	9	7%	4%	4	3%	3%	5	4%	2%	2	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	2	2%	0%	2	11%	0	0%
M	116	90%	49	38%	28%	67	52%	45%	24	19%	13%	10	8%	9%	9	7%	3%	1	1%	0%	0	0%	0%	5	4%	3%	17	89%	3	100%
Protective Services																														
F																														
M																														
Paraprofessionals	11		3	27%	20%	8	73%	60%	1	9%	7%	1	9%	7%	0	0%	0%	0	0%	0%	0	0%	0%	1	9%	7%	0	0%	0	0%
F	6	55%	2	18%	13%	4	36%	33%	1	9%	7%	1	9%	7%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	5	45%	1	9%	7%	4	36%	27%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	9%	7%	0	0%	0	0%
Administrative Support	318		191	60%	43%	127	40%	37%	114	36%	25%	47	15%	12%	9	3%	2%	1	0%	0%	1	0%	0%	19	6%	4%	18	6%	8	3%
F	132	42%	104	33%	15%	28	9%	4%	66	21%	9%	21	7%	3%	5	2%	1%	1	0%	0%	1	0%	0%	10	3%	1%	2	11%	2	25%
M	186	58%	87	27%	29%	99	31%	33%	48	15%	16%	26	8%	9%	4	1%	1%	0	0%	0%	0	0%	0%	9	3%	3%	16	89%	6	75%
Skilled Craft	3,215		1082	34%	29%	2,133	66%	51%	543	17%	15%	338	11%	9%	46	1%	1%	15	0%	1%	0	0%	0%	140	4%	3%	303	9%	28	1%
F	57	2%	36	1%	1%	21	1%	1%	28	1%	1%	6	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	2	0%	0%	5	2%	1	4%
M	3,158	98%	1046	33%	28%	2,112	66%	50%	515	16%	14%	332	10%	9%	46	1%	1%	15	0%	1%	0	0%	0%	138	4%	3%	298	98%	27	96%
Service Maintenance	1,615		726	45%	41%	889	55%	37%	402	25%	22%	220	14%	16%	29	2%	2%	4	0%	0%	0	0%	0%	71	4%	3%	69	4%	9	1%
F	330	20%	210	13%	7%	120	7%	2%	135	8%	5%	48	3%	3%	5	0%	0%	1	0%	0%	0	0%	0%	21	1%	1%	6	9%	5	56%
M	1,285	80%	516	32%	34%	769	48%	34%	267	17%	17%	172	11%	13%	24	1%	1%	3	0%	0%	0	0%	0%	50	3%	3%	63	91%	4	44%
Total	6,276		2,474	39%		3,802	61%		1,239	20%		725	12%		196	3%		24	0%		1	0%		289	5%		464	7%	64	1%



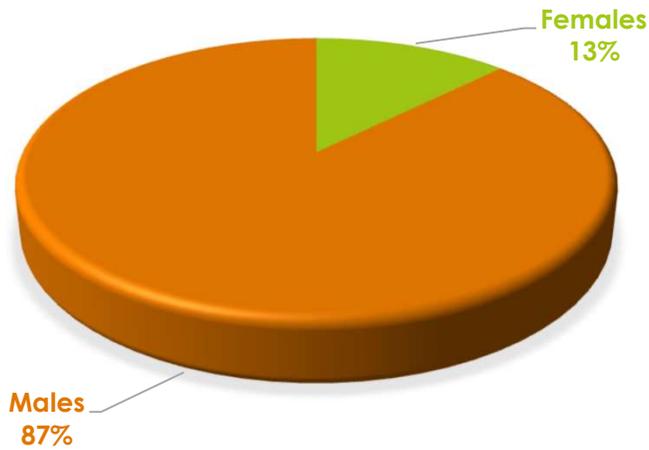
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

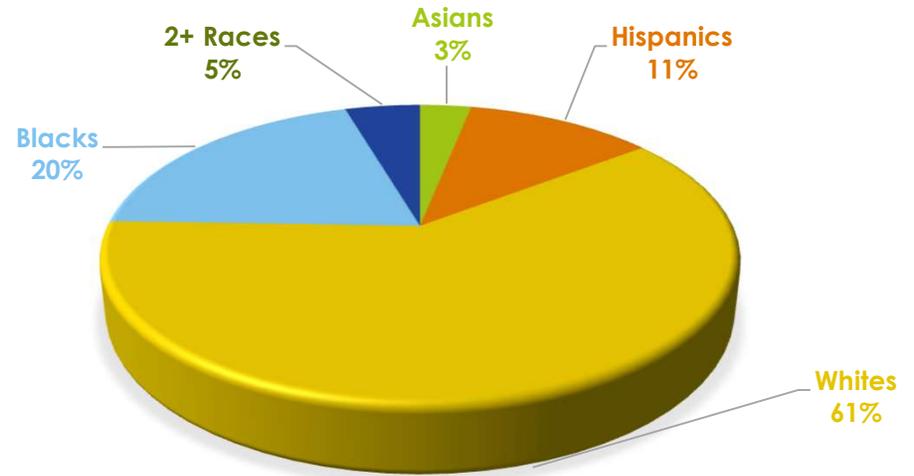
Note: All percentages have been rounded up to the nearest whole number.

MNR's Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,276** employees

- ❑ 13% females, 39% minorities, and 7% veterans.
- ❑ The percentage of females employed remained constant when compared to 1Q20.
- ❑ The percentage of minorities employed remained constant as it relates to race and ethnicity when compared to 1Q20.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2021** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	5%	2%	4%	2%	4%	0%	0%	0%	0%	1%	1%	7%	10%
	M	9%	9%	6%	6%	3%	5%	0%	0%	0%	0%	3%	4%		
Professionals	F	7%	12%	4%	6%	2%	5%	0%	0%	0%	0%	1%	1%	9%	10%
	M	9%	8%	6%	8%	4%	8%	0%	0%	0%	0%	3%	5%		
Technicians	F	2%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	3%	3%
	M	13%	19%	9%	8%	3%	7%	0%	1%	0%	0%	3%	4%		
Protective Services	F														
	M														
Paraprofessionals	F	7%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	33%	36%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	9%		
Administrative Support	F	9%	21%	3%	7%	1%	2%	0%	0%	0%	0%	1%	3%	4%	9%
	M	16%	15%	9%	8%	1%	1%	0%	0%	0%	0%	3%	3%		
Skilled Craft	F	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	14%	16%	9%	10%	1%	1%	1%	0%	0%	0%	3%	4%		
Service Maintenance	F	5%	8%	3%	3%	0%	0%	0%	0%	0%	0%	1%	1%	2%	7%
	M	17%	17%	13%	11%	1%	1%	0%	0%	0%	0%	3%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MNR'S

New Hires and Veterans

January 1, 2021 – March 31, 2021



MNR's New Hires and Veterans

There were no New Hires in the first quarter 2021 (1Q21).



MNR'S

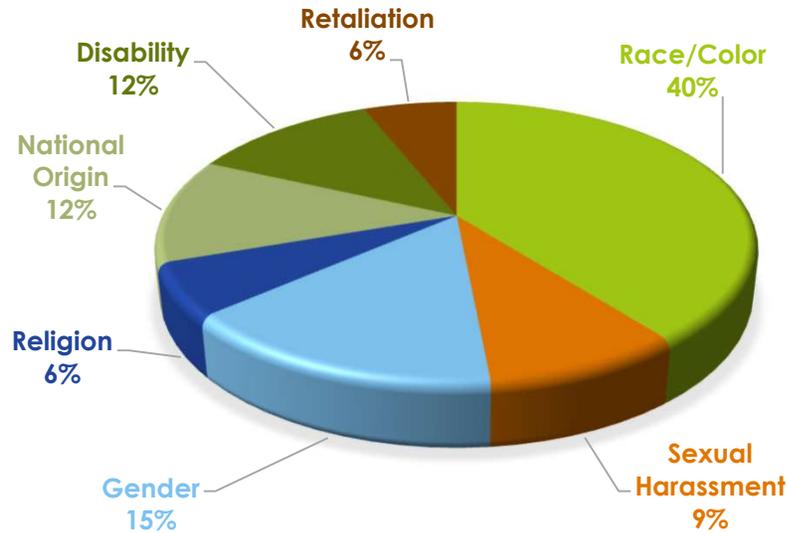
Complaints and Lawsuits

January 1, 2021 – March 31, 2021

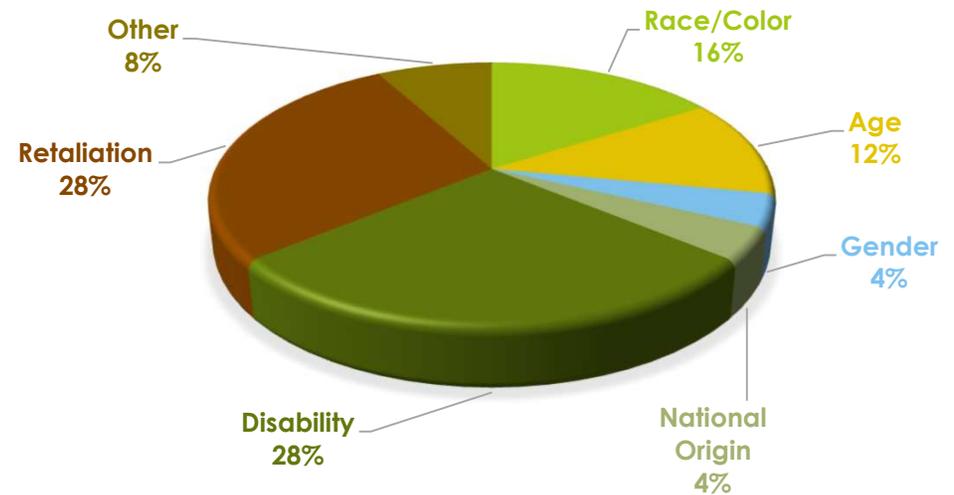


MNR's Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MNR handled 41 EEO complaints, citing 58 separate allegations, and 7 lawsuits.

- ☐ Handled 26 internal complaints.
- ☐ Handled 15 external complaints.
- ☐ The most frequently cited basis internally was race/color and externally were retaliation and disability.



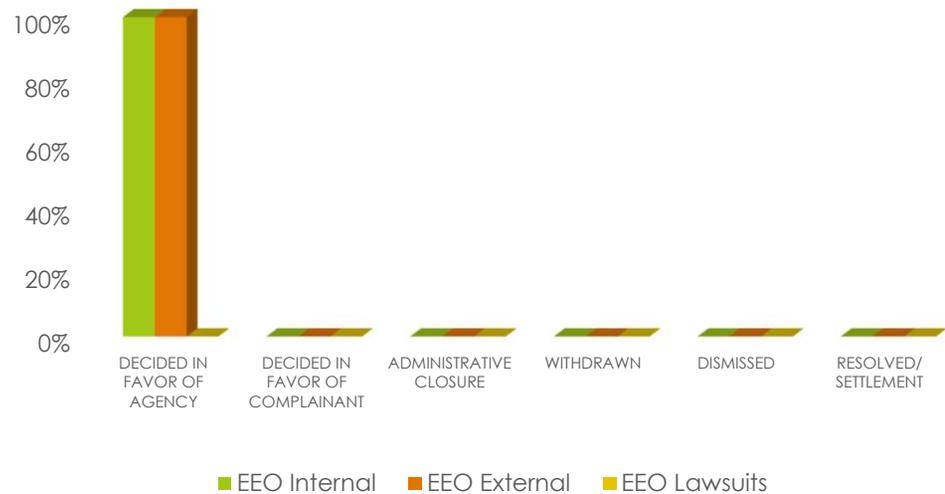
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MNR's EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



MNR disposed 4 EEO complaints and 0 EEO lawsuits.

- ❑ 100% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.
- ❑ 0% of complaints/lawsuits were withdrawn.



MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

TITLE VI DISCRIMINATION COMPLAINTS



RACE
100%

TITLE VI DISPOSITIONS



DECIDED IN
FAVOR OF
AGENCY
100%

MNR handled 9 Title VI Complaints, citing 9 separate allegations and 0 Title VI lawsuits. Agency disposed of 1 complaints and 0 lawsuits.

- ❑ 100% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were resolved/settled.



Long Island Rail Road

April 2021 Performance Summary

Robert Free, Senior Vice President – Operations

BEFORE



AFTER



April 2021: The Long Island Rail Road unveiled improvements to signage throughout Jamaica Station. Larger fonts and vibrant colors now make it easier for customers to find their train, subway, bus, or way to JFK Airport AirTrain.



Long Island Rail Road

April 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of April closed at **96.5%**, which is above the monthly goal of 94.0%. 2021 year-to-date OTP is **96.1%**, which is an increase of **1.0** percentage point as compared to last year.

Branch Performances

Nine out of eleven branches on the Long Island Rail Road operated above goal for the month of April, while all branches are at or above goal year to date.

Delays

There were six incidents this month that resulted in ten or more late/cancelled/terminated trains, which unfavorably impacted our On-Time Performance by 0.7%. Customers were delayed on average 19.8 minutes due to these incidents.

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated at 229,202 in March and exceeded the goal. It also performed better, year to date, than the same period last year.



**OPERATING REPORT
FOR MONTH OF APRIL 2021**

Performance Summary			2021 Data			2020 Data	
			Annual	YTD thru		YTD thru	
			Goal	April	April	April	April
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%	96.5%	96.1%	98.3%	95.1%
		AM Peak		98.1%	96.2%	0.0%	92.2%
		PM Peak		96.4%	97.1%	0.0%	92.1%
		Total Peak		97.3%	96.6%	0.0%	92.2%
		Off Peak Weekday		96.3%	95.5%	98.1%	95.7%
		Weekend		96.2%	97.1%	98.9%	96.3%
	Babylon Branch	Overall	93.9%	97.8%	96.9%	99.0%	95.3%
		AM Peak		99.5%	96.1%	0.0%	92.5%
		PM Peak		98.4%	98.3%	0.0%	92.7%
		Total Peak		99.0%	97.2%	0.0%	92.6%
	Off Peak Weekday		98.7%	97.1%	99.1%	96.7%	
	Weekend		94.0%	96.3%	98.8%	95.0%	
Far Rockaway Branch	Overall	96.6%	97.9%	98.0%	99.0%	97.6%	
	AM Peak		99.5%	98.6%	0.0%	94.8%	
	PM Peak		98.1%	99.1%	0.0%	96.7%	
	Total Peak		98.9%	98.8%	0.0%	95.7%	
	Off Peak Weekday		97.3%	97.3%	98.9%	97.8%	
	Weekend		98.6%	99.0%	99.4%	98.5%	
Huntington Branch	Overall	92.5%	97.4%	95.7%	98.7%	94.1%	
	AM Peak		97.9%	95.5%	0.0%	92.1%	
	PM Peak		98.2%	97.1%	0.0%	84.8%	
	Total Peak		98.1%	96.3%	0.0%	88.7%	
	Off Peak Weekday		97.7%	94.8%	98.6%	95.2%	
	Weekend		95.4%	97.1%	98.9%	95.7%	
Hempstead Branch	Overall	96.5%	95.1%	96.6%	99.3%	95.2%	
	AM Peak		98.7%	97.9%	0.0%	94.7%	
	PM Peak		94.7%	98.0%	0.0%	85.6%	
	Total Peak		96.9%	97.9%	0.0%	90.4%	
	Off Peak Weekday		92.5%	95.0%	99.3%	95.8%	
	Weekend		98.7%	98.5%	99.4%	97.3%	
Long Beach Branch	Overall	95.9%	98.1%	97.5%	96.9%	94.5%	
	AM Peak		99.1%	98.0%	0.0%	93.6%	
	PM Peak		100.0%	99.1%	0.0%	92.0%	
	Total Peak		99.5%	98.5%	0.0%	92.8%	
	Off Peak Weekday		97.7%	96.7%	96.3%	94.5%	
	Weekend		97.2%	98.2%	98.5%	96.0%	
Montauk Branch	Overall	90.8%	93.4%	94.0%	98.5%	94.2%	
	AM Peak		96.8%	95.4%	0.0%	87.9%	
	PM Peak		95.5%	96.5%	0.0%	94.9%	
	Total Peak		96.2%	95.8%	0.0%	91.2%	
	Off Peak Weekday		95.0%	93.5%	98.7%	96.5%	
	Weekend		88.3%	93.8%	98.2%	91.5%	
Oyster Bay Branch	Overall	94.1%	98.0%	95.9%	97.8%	95.7%	
	AM Peak		99.1%	96.7%	0.0%	92.9%	
	PM Peak		100.0%	99.4%	0.0%	92.8%	
	Total Peak		99.5%	97.9%	0.0%	92.8%	
	Off Peak Weekday		97.5%	94.5%	97.5%	96.2%	
	Weekend		97.3%	97.1%	98.6%	98.0%	

Performance Summary		2021 Data			2020 Data	
		Annual	YTD thru		YTD thru	
		Goal	April	April	April	April
Port Jefferson Branch	Overall	90.9%	95.5%	94.1%	96.6%	91.2%
	AM Peak		98.7%	94.7%	0.0%	89.4%
	PM Peak		93.5%	94.7%	0.0%	87.1%
	Total Peak		96.1%	94.7%	0.0%	88.3%
	Off Peak Weekday		94.7%	93.5%	96.4%	90.0%
	Weekend		97.1%	94.7%	97.5%	96.5%
Port Washington Branch	Overall	95.3%	91.8%	95.3%	98.5%	97.2%
	AM Peak		89.9%	93.2%	0.0%	94.4%
	PM Peak		85.1%	92.6%	0.0%	95.8%
	Total Peak		87.3%	92.9%	0.0%	95.1%
	Off Peak Weekday		90.9%	94.7%	98.1%	97.3%
	Weekend		99.7%	98.3%	99.8%	98.9%
Ronkonkoma Branch	Overall	91.6%	97.7%	95.1%	98.1%	93.4%
	AM Peak		99.1%	95.6%	0.0%	89.1%
	PM Peak		99.2%	97.3%	0.0%	93.2%
	Total Peak		99.2%	96.4%	0.0%	90.9%
	Off Peak Weekday		97.0%	93.6%	97.9%	93.4%
	Weekend		97.4%	96.9%	98.7%	96.1%
West Hempstead Branch	Overall	95.8%	98.8%	98.4%	93.2%	96.3%
	AM Peak		100.0%	98.4%	0.0%	92.3%
	PM Peak		100.0%	98.2%	0.0%	95.6%
	Total Peak		100.0%	98.3%	0.0%	94.1%
	Off Peak Weekday		98.2%	98.1%	92.2%	96.7%
	Weekend		98.6%	99.2%	98.7%	97.9%
Operating Statistics	Trains Scheduled		17,224	69,943	15,667	76,782
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.3	-12.6	-12.8	-11.2
	Trains Over 15 min. Late excluding trains canceled or terminated		87	417	54	512
	Trains Canceled		27	180	17	140
	Trains Terminated		56	201	19	100
	Percent of Scheduled Trips Completed		99.5%	99.5%	99.8%	99.7%
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
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
Engineering (Scheduled)	7.3%	43	44	147	13	205	(58)
Engineering (Unscheduled)	16.3%	116	98	457	57	624	(167)
Maintenance of Equipment	11.7%	78	70	283	25	356	(73)
Transportation	2.8%	21	17	64	14	171	(107)
Capital Projects	22.0%	280	132	510	31	352	158
Weather and Environmental	0.8%	26	5	307	61	205	102
Police	16.5%	45	99	281	35	392	(111)
Customers	7.7%	56	46	168	14	800	(632)
Special Events	0.8%	1	5	6	-	30	(24)
Other	10.5%	108	63	228	18	303	(75)
3rd Party Operations	3.5%	47	21	245	3	333	(88)
Total	100.0%	821	600	2,696	271	3,771	(1,075)

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
2-Apr	Fri	Scheduled track work on the Port Washington Branch	6			6			7			19		
20-Apr	Tue	Trespasser strike at Greenlawn Station				3		3	3	1		6	1	3
21-Apr	Wed	Scheduled track work on the Port Washington Branch	1			2			7			10		
21-Apr	Wed	Track condition east of Garden City Station					1	5			25		1	30
24-Apr	Sat	Trespasser strike at Merrick Station							32	3	1	32	3	1
24-Apr	Sat	Train 8774 delayed in Valley Interlocking with equipment trouble							8	4		8	4	
TOTAL FOR MONTH			7	0	0	11	1	8	57	8	26	75	9	34
												118		

Long Island Rail Road

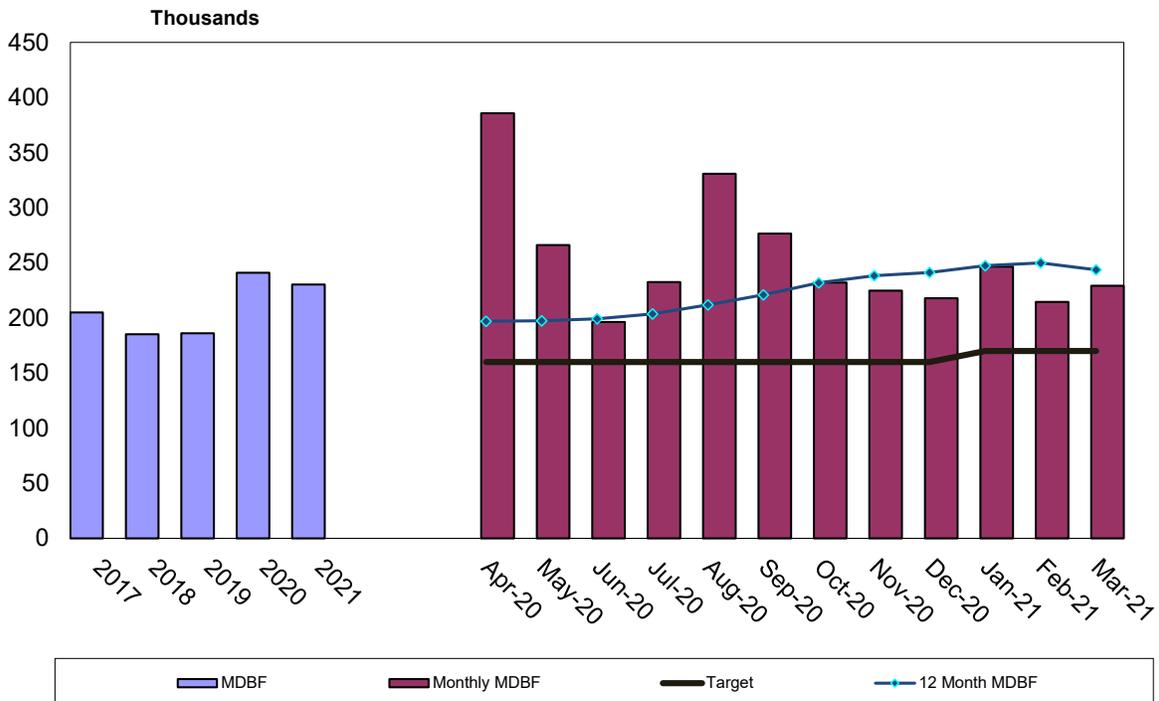
MEAN DISTANCE BETWEEN FAILURES - MARCH 2021

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month Rolling Avg MDBF (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	142	60,000	0	0	0	-	92,341	5	71,064
	M-7	836	360,000	432,851	9	371,050	441,152	750,309	7	447,278
	M-9	78	180,000	113,802	2	176,538	248,196	145,308	0	215,489
	C-3	134	103,000	111,179	5	159,140	119,901	104,865	7	166,254
	DE	24	19,000	21,713	3	20,442	21,040	45,251	2	22,643
	DM	21	19,000	34,473	2	27,048	24,584	79,743	1	36,200
	Diesel	179	51,000	68,998	10	74,646	66,278	90,430	10	85,491
	Fleet	1,235	170,000	229,202	21	230,340	243,741	307,431	22	224,784

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 2021 M-T-D. M9 had no mechanical primary failures in Mar-20.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Standee Report

East Of Jamaica			2021 Data	
			April	
			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		
		April		
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 APRIL 2021**

Elevator Availability		2021		2020	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	99.5%	99.3%	99.4%	99.5%
	Far Rockaway Branch	99.0%	99.3%	99.6%	99.6%
	Hempstead Branch	99.4%	99.6%	99.6%	99.7%
	Long Beach Branch	99.7%	99.6%	99.5%	99.6%
	Port Jefferson Branch	99.6%	99.1%	99.2%	98.9%
	Port Washington Branch	98.9%	98.9%	98.6%	99.5%
	Ronkonkoma Branch	99.3%	99.3%	93.1%	98.2%
	City Terminal Branch	97.1%	96.5%	99.4%	99.0%
	Overall Average	98.7%	98.5%	98.0%	98.7%

Escalator Availability		2021		2020	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	96.7%	97.3%	98.1%	98.9%
	Far Rockaway Branch	91.1%	84.6%	99.0%	98.3%
	Hempstead Branch	98.9%	98.9%	99.2%	99.2%
	Long Beach Branch	97.4%	98.3%	78.2%	92.1%
	Port Jefferson Branch	99.0%	97.9%	99.1%	99.0%
	City Terminal Branch	94.4%	93.3%	95.3%	95.7%
	Overall Average	95.7%	95.1%	96.4%	97.4%

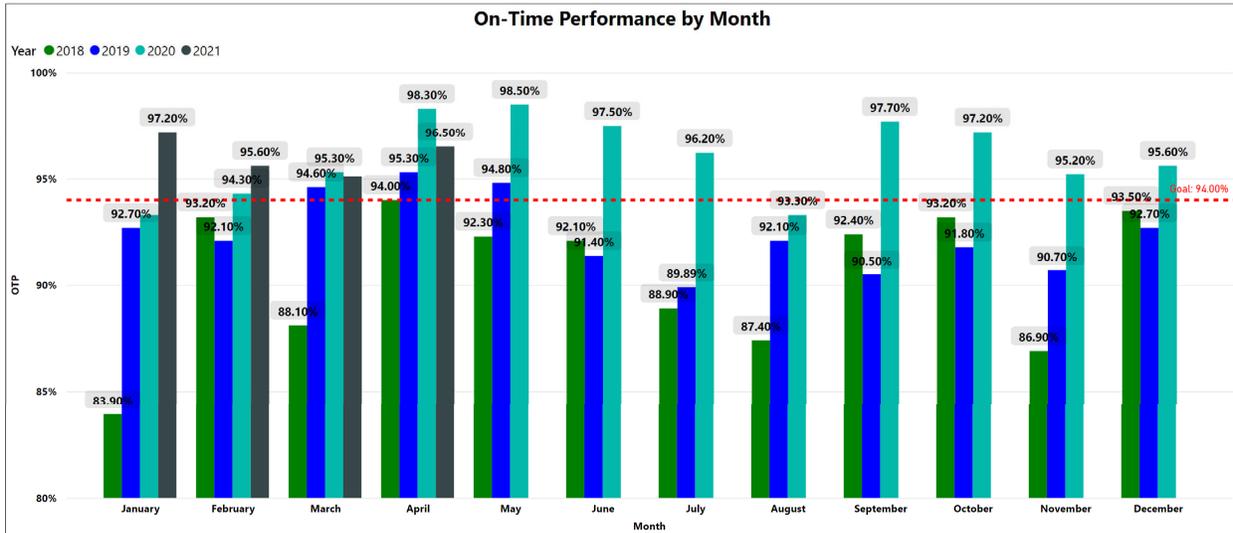
Long Island Rail Road Performance Metrics Report



On Time Performance

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

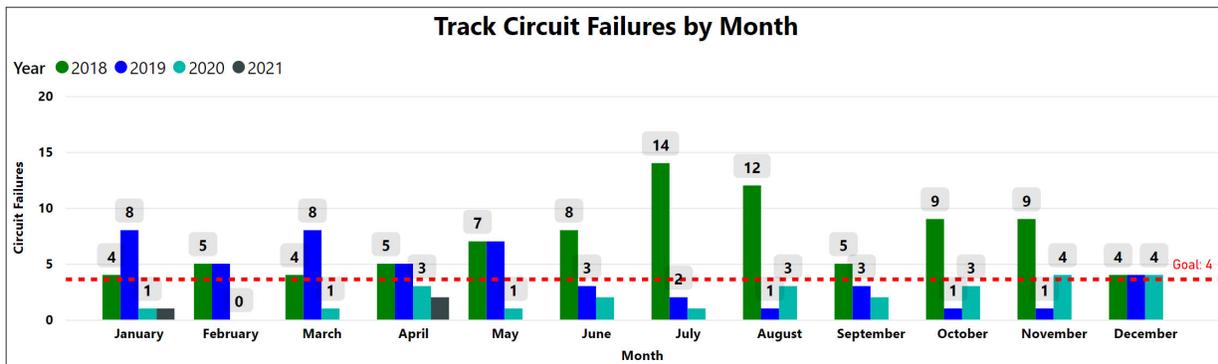
Goal	2021		2020	
	April	YTD	April	YTD
94.0%	96.5%	96.2%	98.3%	95.1%



Number of Track Circuit Failures

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

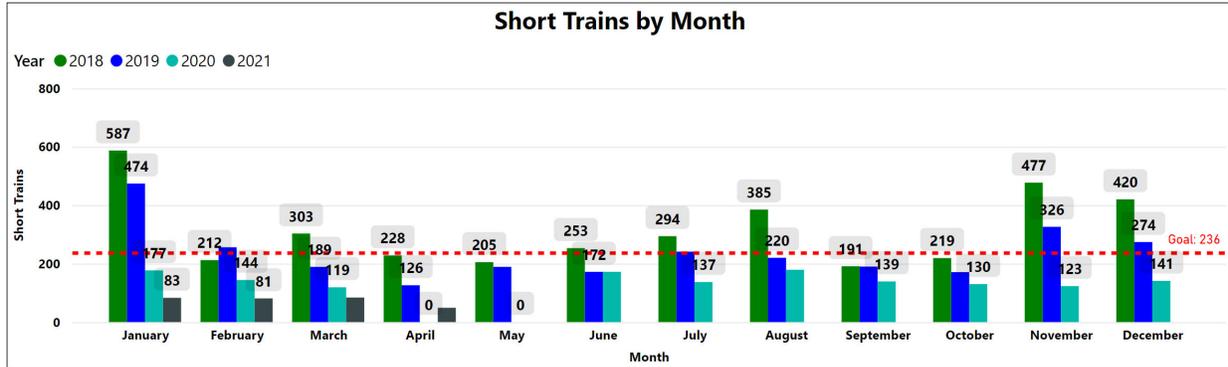
Goal	2021		2020	
	April	YTD	April	YTD
44	2	3	3	5



Number of Short Trains*

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

Goal	2021		2020	
	April	YTD	April	YTD
2,828 annually	49	297	0	440

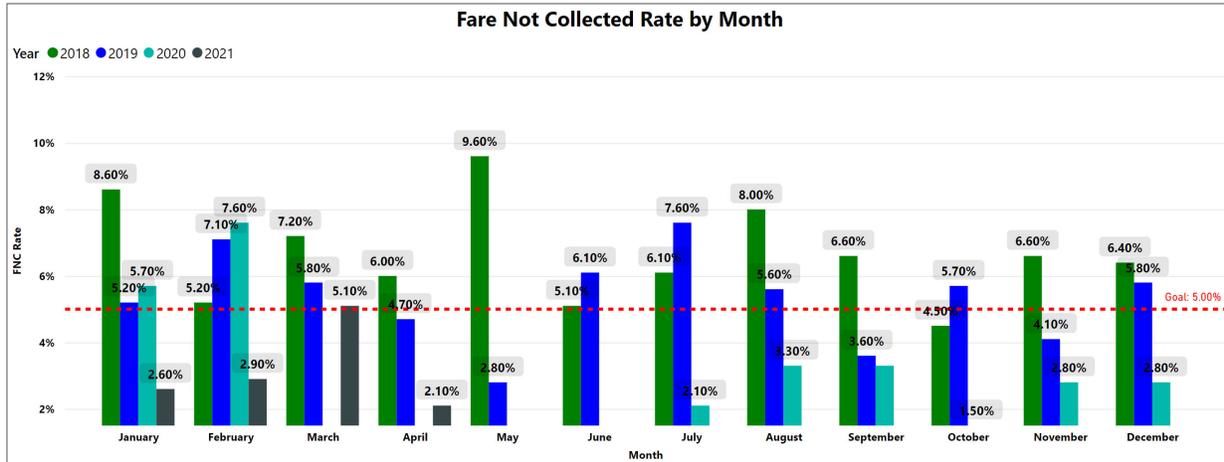


* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

Fare Not Collected Rate

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

	2021		2020	
Goal	April	YTD	April	YTD
5.0%	2.1%	3.3%	-	6.8%

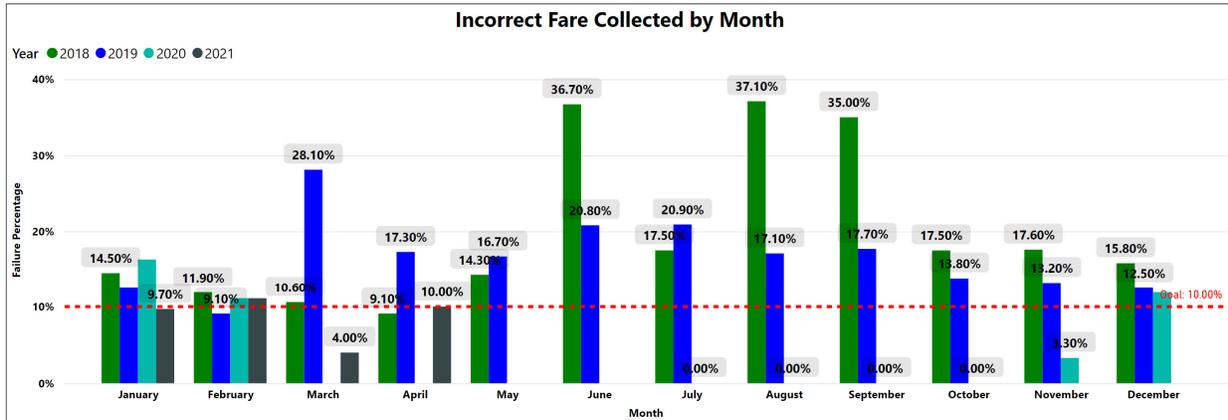


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In April 2021, the LIRR reported a Fare Not Collected Rate of 2.1%. There is no available data to compare this to from April 2020 as the onboard revenue compliance program was suspended in March 2020.
- Since Auditor observations were suspended between March and June, the comparisons between 2019, 2020 and 2021 YTD are therefore 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.

Goal	2021		2020	
	April	YTD	April	YTD
10.0%	10.0%	8.7%	-	13.7%

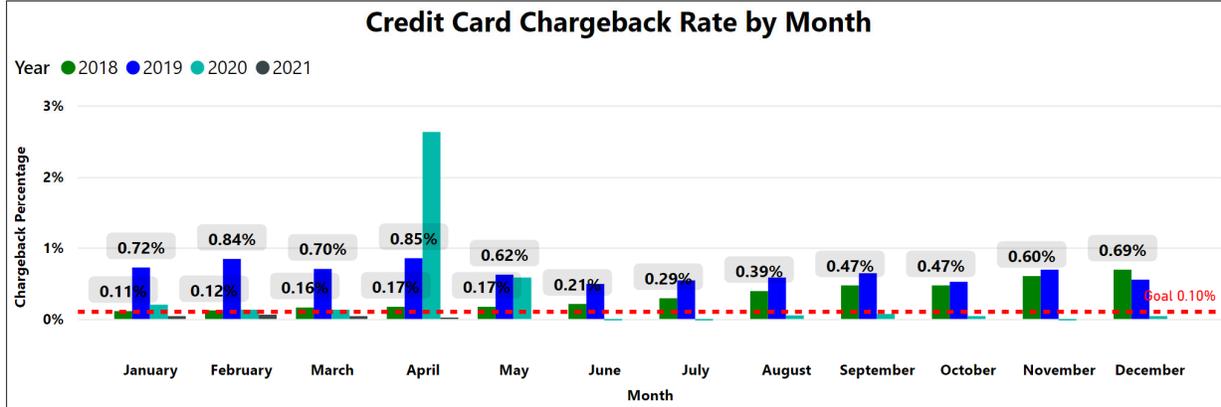


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In April 2021, the LIRR reported an Incorrect Fare Collected Rate of 10.0%. There is no available data to compare this to from April 2020 as the onboard revenue compliance program was suspended in March 2020.
- Additionally, 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.

	2021		2020	
Goal	April	YTD	April	YTD
0.10%	0.02%	0.04%	2.63%	0.18%





Long Island Rail Road

Financial Report Highlights

April 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.

April 2021 Highlights

- Total revenue of \$200.8 million was \$24.7 million higher than the budget. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- Through April 2021 ridership was 7.6 million, which was (55.2)% below 2020 and (73.6)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 36.0% above the budget. Commutation ridership of 2.5 million was (74.2)% below 2020 and (22.6)% below the budget. Non-Commutation ridership of 5.1 million was (29.4)% below 2020 and 118.2% above the budget. Consequently, farebox revenue of \$62.3 million was \$15.5 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$615.5 million were \$65.8 million or 9.7% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of expenses for material usage and maintenance services, and lower OPEB current, other business expenses, overtime and electric expenses.

Financial results for Year-to-Date (YTD) April 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	\$176.1	\$200.8	\$24.7
Total Expenses Before Non-Cash Liabilities	681.4	615.5	65.8
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$505.2)	(\$414.7)	\$90.5
Other Non-Cash Liabilities	146.3	155.0	(8.6)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$651.6)	(\$569.7)	\$81.9
Cash Adjustments	109.6	107.4	(2.2)
Net Cash Surplus/(Deficit)	(\$542.0)	(\$462.3)	\$79.6

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

April YTD operating results were favorable by \$81.9 or 12.6% lower than the budget.

Non-Reimbursable revenues through April were \$16.4 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 revenue and higher miscellaneous revenues, partially offset by lower advertising revenue. Total Non-Reimbursable expenses were \$65.5 favorable due to vacant positions and associated fringe costs, the timing of materials, maintenance and professional services, and lower OPEB current, electric and other business expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$8.3 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$200.8 were \$24.7 or 14.0% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$15.5 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through April was 7.6 million. This was (55.2)% lower than 2020 (adjusted for same number of calendar work days) and 36.0% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$0.8 favorable to the budget due to the timing of rental revenue and higher miscellaneous revenues, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$8.3 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$770.5 were favorable to the budget by \$57.2 or 6.9%.

Labor Expenses, \$35.1 favorable Y-T-D.

- **Payroll**, \$15.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$4.8 favorable Y-T-D (primarily lower maintenance overtime, capital project activity and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and weather-related overtime).
- **Health & Welfare**, \$5.2 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$3.9 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher Railroad Unemployment Insurance and the timing of FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$30.7 favorable Y-T-D.

- **Electric Power**, \$4.0 favorable Y-T-D (lower usage).
- **Fuel**, \$(1.2) unfavorable Y-T-D (higher rates).
- **Insurance**, \$2.2 favorable Y-T-D (lower liability and force account insurance).
- **Maintenance and Other Operating Contracts**, \$6.3 favorable Y-T-D (primarily the timing of elevator & escalator services and vehicle purchases, the timing of invoices for other maintenance services and lower joint facility services, partially offset by the timing of Moynihan Train Hall expenses).
- **Professional Services**, \$1.3 favorable Y-T-D (primarily the timing of inspections, rolling stock decommissioning, fiber optic invoices and MTA Chargebacks, partially offset by higher project expense).
- **Materials and Supplies**, \$13.7 favorable Y-T-D (primarily timing of fleet maintenance and modifications, and right of way initiatives).
- **Other Business Expenses**, \$3.7 favorable Y-T-D (primarily due to a reduction in bad debt reserves and lower credit/debit card fees and miscellaneous expenses).

Depreciation and Other, \$(8.6) unfavorable Y-T-D depreciation and environmental remediation.

CASH DEFICIT SUMMARY

The Cash Deficit through April of \$(462.3) was \$79.6 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 April Farebox Operating Ratio was 12.7%, 4.4 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The April Adjusted Farebox Operating Ratio was 16.1%, which is above the budget due to higher farebox revenue and lower expenses.
- The April Adjusted Cost per Passenger was \$58.89, which is lower than the budget due to higher ridership and lower expenses.
- The April Revenue per Passenger was \$8.18, which was \$(0.17) below the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$14.938	\$17.982	\$3.045	20.4	\$0.000	\$0.000	\$0.000	-	\$14.938	\$17.982	\$3.045	20.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.421	1.878	(0.543)	(22.4)	0.000	0.000	0.000	-	2.421	1.878	(0.543)	(22.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	32.656	37.330	4.673	14.3	32.656	37.330	4.673	14.3
Total Revenue	\$17.359	\$19.861	\$2.502	14.4	\$32.656	\$37.330	\$4.673	14.3	\$50.015	\$57.190	\$7.175	14.3
Expenses												
<i>Labor:</i>												
Payroll	\$53.079	\$49.166	\$3.914	7.4	\$11.139	\$10.802	\$0.337	3.0	\$64.219	\$59.968	\$4.251	6.6
Overtime	10.746	8.794	1.952	18.2	4.804	4.130	0.674	14.0	15.550	12.924	2.626	16.9
Health and Welfare	11.055	9.539	1.516	13.7	2.657	2.660	(0.003)	(0.1)	13.712	12.199	1.513	11.0
OPEB Current Payment	6.521	5.094	1.427	21.9	0.000	0.000	0.000	-	6.521	5.094	1.427	21.9
Pensions	13.980	15.154	(1.174)	(8.4)	4.317	3.143	1.174	27.2	18.297	18.297	0.000	0.0
Other Fringe Benefits	13.815	12.291	1.524	11.0	2.717	2.885	(0.168)	(6.2)	16.532	15.176	1.356	8.2
Reimbursable Overhead	(1.051)	(2.889)	1.838	*	1.051	2.889	(1.838)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$108.146	\$97.149	\$10.997	10.2	\$26.686	\$26.509	\$0.177	0.7	\$134.832	\$123.658	\$11.174	8.3
<i>Non-Labor:</i>												
Electric Power	\$6.518	\$4.658	\$1.860	28.5	\$0.022	\$0.026	(\$0.004)	(17.4)	\$6.540	\$4.684	\$1.857	28.4
Fuel	1.212	2.004	(0.792)	(65.3)	0.000	0.000	0.000	-	1.212	2.004	(0.792)	(65.3)
Insurance	2.019	1.602	0.416	20.6	0.637	0.617	0.020	3.1	2.655	2.219	0.436	16.4
Claims	0.384	0.057	0.328	85.2	0.000	0.000	0.000	-	0.384	0.057	0.328	85.2
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	7.458	6.327	1.130	15.2	1.244	1.784	(0.540)	(43.5)	8.701	8.111	0.590	6.8
Professional Service Contracts	3.196	3.040	0.156	4.9	0.063	1.536	(1.473)	*	3.259	4.576	(1.317)	(40.4)
Materials & Supplies	12.789	21.370	(8.581)	(67.1)	3.969	6.804	(2.835)	(71.4)	16.758	28.174	(11.416)	(68.1)
Other Business Expenses	1.110	0.723	0.387	34.9	0.037	0.054	(0.017)	(46.3)	1.146	0.776	0.370	32.3
Total Non-Labor Expenses	\$34.686	\$39.781	(\$5.095)	(14.7)	\$5.970	\$10.821	(\$4.850)	(81.2)	\$40.657	\$50.602	(\$9.945)	(24.5)
<i>Other Expense Adjustments:</i>												
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	\$142.832	\$136.930	\$5.902	4.1	\$32.656	\$37.330	(\$4.673)	(14.3)	\$175.488	\$174.260	\$1.228	0.7
Depreciation	\$34.792	\$38.510	(\$3.718)	(10.7)	\$0.000	\$0.000	\$0.000	-	\$34.792	\$38.510	(\$3.718)	(10.7)
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	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$177.790	\$175.607	\$2.184	1.2	\$32.656	\$37.330	(\$4.673)	(14.3)	\$210.447	\$212.937	(\$2.490)	(1.2)
Net Surplus/(Deficit)	(\$160.432)	(\$155.746)	\$4.685	2.9	\$0.000	\$0.000	\$0.000	-	(\$160.432)	(\$155.746)	\$4.685	2.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$34.792	\$38.510	\$3.718	10.7	\$0.000	\$0.000	\$0.000	-	34.792	\$38.510	\$3.718	10.7
Operating/Capital	(1.816)	(0.792)	1.024	56.4	0.000	0.000	0.000	-	(1.816)	(0.792)	1.024	56.4
Other Cash Adjustments	(22.691)	(8.543)	14.148	62.3	0.000	0.000	0.000	-	(22.691)	(8.543)	14.148	62.3
Total Cash Conversion Adjustments	\$10.285	\$29.175	\$18.890	*	0.000	\$0.000	\$0.000	-	\$10.285	\$29.175	\$18.890	*
Net Cash Surplus/(Deficit)	(\$150.147)	(\$126.572)	\$23.575	15.7	\$0.000	\$0.000	\$0.000	-	(\$150.147)	(\$126.572)	\$23.575	15.7

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.

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$46.739	\$62.270	\$15.530	33.2	\$0.000	\$0.000	\$0.000	-	\$46.739	\$62.270	\$15.530	33.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.022	9.853	0.831	9.2	0.000	0.000	0.000	-	9.022	9.853	0.831	9.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	120.346	128.676	8.331	6.9	120.346	128.676	8.331	6.9
Total Revenue	\$55.761	\$72.122	\$16.361	29.3	\$120.346	\$128.676	\$8.331	6.9	\$176.107	\$200.799	\$24.692	14.0
Expenses												
<i>Labor:</i>												
Payroll	\$199.550	\$182.258	\$17.292	8.7	\$42.858	\$44.796	(\$1.938)	(4.5)	\$242.408	\$227.054	\$15.354	6.3
Overtime	43.082	40.130	2.952	6.9	16.758	14.909	1.849	11.0	59.840	55.039	4.801	8.0
Health and Welfare	44.559	38.975	5.584	12.5	10.022	10.449	(0.427)	(4.3)	54.581	49.424	5.157	9.4
OPEB Current Payment	26.085	20.684	5.401	20.7	0.000	0.000	0.000	-	26.085	20.684	5.401	20.7
Pensions	56.905	60.219	(3.313)	(5.8)	16.283	12.454	3.828	23.5	73.188	72.673	0.515	0.7
Other Fringe Benefits	55.098	50.162	4.935	9.0	10.248	11.332	(1.084)	(10.6)	65.346	61.495	3.851	5.9
Reimbursable Overhead	(4.309)	(12.118)	7.809	*	4.309	12.118	(7.809)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$420.970	\$380.310	\$40.660	9.7	\$100.478	\$106.059	(\$5.581)	(5.6)	\$521.448	\$486.369	\$35.079	6.7
<i>Non-Labor:</i>												
Electric Power	\$28.046	\$24.056	\$3.989	14.2	\$0.084	\$0.087	(\$0.004)	(4.4)	\$28.129	\$24.144	\$3.985	14.2
Fuel	5.483	6.650	(1.167)	(21.3)	0.000	0.000	0.000	-	5.483	\$6.650	(1.167)	(21.3)
Insurance	8.006	6.231	1.774	22.2	2.274	1.866	0.409	18.0	10.280	\$8.097	2.183	21.2
Claims	1.537	0.829	0.709	46.1	0.000	0.000	0.000	-	1.537	\$0.829	0.709	46.1
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	30.419	23.801	6.618	21.8	4.772	5.138	(0.365)	(7.7)	35.191	\$28.938	6.253	17.8
Professional Service Contracts	13.190	10.083	3.107	23.6	0.222	1.994	(1.772)	*	13.412	\$12.077	1.335	10.0
Materials & Supplies	48.890	34.231	14.659	30.0	12.377	13.322	(0.945)	(7.6)	61.267	\$47.553	13.714	22.4
Other Business Expenses	4.463	0.672	3.791	84.9	0.139	0.211	(0.073)	(52.2)	4.602	\$0.884	3.719	80.8
Total Non-Labor Expenses	\$140.034	\$106.554	\$33.480	23.9	\$19.868	\$22.617	(\$2.750)	(13.8)	\$159.902	\$129.171	\$30.731	19.2
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	\$561.004	\$486.864	\$74.141	13.2	\$120.346	\$128.676	(\$8.331)	(6.9)	\$681.350	\$615.540	\$65.810	9.7
Depreciation	\$145.667	\$153.567	(7.900)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$145.667	\$153.567	(\$7.900)	(5.4)
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	0.667	1.393	(0.727)	*	0.000	0.000	0.000	-	0.667	1.393	(0.727)	*
Total Expenses	\$707.338	\$641.824	\$65.514	9.3	\$120.346	\$128.676	(\$8.331)	(6.9)	\$827.683	\$770.500	\$57.184	6.9
Net Surplus/(Deficit)	(\$651.577)	(\$569.701)	\$81.875	12.6	\$0.000	\$0.000	\$0.000	-	(\$651.577)	(\$569.701)	\$81.875	12.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$145.667	\$153.567	\$7.900	5.4	\$0.000	\$0.000	\$0.000	-	145.667	\$153.567	\$7.900	5.4
Operating/Capital	(5.068)	(1.965)	3.103	61.2	0.000	0.000	0.000	-	(5.068)	(1.965)	3.103	61.2
Other Cash Adjustments	(31.001)	(44.249)	(13.248)	(42.7)	0.000	0.000	0.000	-	(31.001)	(44.249)	(13.248)	(42.7)
Total Cash Conversion Adjustments	\$109.598	\$107.353	(\$2.245)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$109.598	\$107.353	(\$2.245)	(2.0)
Net Cash Surplus/(Deficit)	(\$541.979)	(\$462.349)	\$79.630	14.7	\$0.000	\$0.000	\$0.000	0.0	(\$541.979)	(\$462.349)	\$79.630	14.7

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.

**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.	April 2021		Reason for Variance	Year-to-Date April 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	3.045	20.4	Higher ridership \$2.597 and higher yield per passenger \$0.448.	15.530	33.2	Higher ridership \$16.813, partially offset by lower yield per passenger \$(1.283).
Other Operating Revenue	Non Reimb.	(0.543)	(22.4)	Primarily due to lower advertising revenue and the timing of miscellaneous revenue, partially offset by the timing of rental revenue.	0.831	9.2	Primarily due to the timing of rental revenue and higher miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	4.673	14.3	Timing of capital project activity and interagency reimbursements.	8.331	6.9	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	3.914	7.4	Primarily vacant positions.	17.292	8.7	Primarily vacant positions.
	Reimb.	0.337	3.0	Primarily due to timing of project activity.	(1.938)	(4.5)	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.952	18.2	Lower programmatic/routine maintenance, scheduled/unscheduled service and vacancy/absentee coverage.	2.952	6.9	Lower programmatic/routine maintenance and scheduled/ unscheduled service, partially offset by vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
	Reimb.	0.674	14.0	Lower capital reimbursable activity.	1.849	11.0	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	1.516	13.7	Vacant positions.	5.584	12.5	Vacant positions.
	Reimb.	(0.003)	(0.1)	Primarily due to timing of project activity.	(0.427)	(4.3)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.427	21.9	Fewer retirees/beneficiaries.	5.401	20.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(1.174)	(8.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(3.313)	(5.8)	The estimated percentage of pension allocated to reimbursable was over-estimated, partially offset by the timing of payments.
	Reimb.	1.174	27.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	3.828	23.5	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.	April 2021		Reason for Variance	Year-to-Date April 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	1.524	11.0	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA Indemnity reserves and higher Railroad Unemployment Insurance.	4.935	9.0	Lower Railroad Retirement Taxes due to vacant positions, partially offset by higher Railroad Unemployment Insurance and the timing of FELA indemnity reserves.
	Reimb.	(0.168)	(6.2)	Primarily due to timing of project activity.	(1.084)	(10.6)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.838	*	Primarily due to timing of project activity.	7.809	*	Primarily due to timing of project activity.
	Reimb.	(1.838)	*	Primarily due to timing of project activity.	(7.809)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.860	28.5	Primarily due to lower usage, partially offset by higher rates.	3.989	14.2	Primarily due to lower usage.
	Reimb.	(0.004)	(17.4)		(0.004)	(4.4)	
Fuel	Non Reimb.	(0.792)	(65.3)	Primarily due to higher rates.	(1.167)	(21.3)	Primarily due to higher rates.
Insurance	Non Reimb.	0.416	20.6	Lower liability insurance.	1.774	22.2	Lower liability insurance.
	Reimb.	0.020	3.1	Force Account Insurance associated with project activity.	0.409	18.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.328	85.2	Primarily decrease in Corporate Reserves.	0.709	46.1	Primarily decrease in Corporate Reserves.

**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.	April 2021		Reason for Variance	Year-to-Date April 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.130	15.2	Primarily due to the timing of elevator & escalator and facility maintenance & repair services, partially offset by the timing of security system maintenance invoices and snow removal services.	6.618	21.8	Primarily due to timing of elevator & escalator services and timing of invoices for construction, security, maintenance & repair and other maintenance services, delayed vehicle purchases and lower joint facility expenses, partially offset by the timing of Moynihan Train Hall maintenance expenses.
	Reimb.	(0.540)	(43.5)	Primarily due to timing of project activity.	(0.365)	(7.7)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.156	4.9	Primarily the timing of rail inspections, rolling stock decommissioning and MTA Chargebacks, partially offset by the timing of laser railhead testing invoices.	3.107	23.6	Primarily the timing of rail inspections, rolling stock decommissioning, fiber optic invoices and MTA Chargebacks.
	Reimb.	(1.473)	*	Primarily due to timing of project activity.	(1.772)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(8.581)	(67.1)	Primarily a true-up of reclaimed material from inventory, partially offset by the timing of modifications and RCM/RR activity for revenue fleet.	14.659	30.0	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.
	Reimb.	(2.835)	(71.4)	Primarily due to timing of project activity.	(0.945)	(7.6)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.387	34.9	Primarily lower credit/debit card fees and the timing of miscellaneous expenses.	3.791	84.9	Primarily reduction of bad debt, lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expenses.
	Reimb.	(0.017)	(46.3)	Primarily due to timing of project activity.	(0.073)	(52.2)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(3.718)	(10.7)	Based on certain capital assets being fully depreciated.	(7.900)	(5.4)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
April 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$15.513	\$18.031	\$2.518	16.2	\$48.539	\$62.966	\$14.427	29.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.747	1.100	0.352	47.1	11.029	5.613	(5.416)	(49.1)
Capital & Other Reimbursements	22.679	13.787	(8.892)	(39.2)	90.579	116.827	26.248	29.0
Total Receipts	\$38.939	\$32.917	(\$6.022)	(15.5)	\$150.147	\$185.406	\$35.259	23.5
Expenditures								
<i>Labor:</i>								
Payroll	\$70.248	\$61.145	\$9.103	13.0	\$239.370	\$216.242	\$23.128	9.7
Overtime	19.207	14.588	4.620	24.1	62.431	52.008	10.424	16.7
Health and Welfare	13.712	11.110	2.602	19.0	54.581	46.670	7.911	14.5
OPEB Current Payment	6.521	4.858	1.664	25.5	26.085	19.921	6.164	23.6
Pensions	18.297	18.035	0.262	1.4	73.188	72.189	0.999	1.4
Other Fringe Benefits	20.208	17.175	3.033	15.0	70.204	115.161	(44.957)	(64.0)
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	\$148.194	\$126.910	\$21.284	14.4	\$525.860	\$522.191	\$3.669	0.7
<i>Non-Labor:</i>								
Electric Power	\$6.540	\$5.620	\$0.920	14.1	\$28.129	\$23.900	\$4.229	15.0
Fuel	1.212	1.658	(0.446)	(36.8)	5.483	6.291	(0.808)	(14.7)
Insurance	4.656	0.288	4.368	93.8	15.739	(4.460)	20.200	*
Claims	0.153	0.395	(0.242)	*	0.612	0.851	(0.239)	(39.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.701	6.909	1.793	20.6	35.191	30.622	4.569	13.0
Professional Service Contracts	1.218	2.657	(1.439)	*	7.958	7.992	(0.034)	(0.4)
Materials & Supplies	16.411	13.825	2.585	15.8	65.813	55.957	9.856	15.0
Other Business Expenses	1.426	0.974	0.451	31.7	5.541	3.524	2.016	36.4
Total Non-Labor Expenditures	\$40.317	\$32.327	\$7.990	19.8	\$164.466	\$124.677	\$39.789	24.2
<i>Other Expenditure Adjustments:</i>								
Other	\$0.575	\$0.252	\$0.323	56.2	\$1.799	\$0.886	\$0.913	50.7
Total Other Expenditure Adjustments	\$0.575	\$0.252	\$0.323	56.2	\$1.799	\$0.886	\$0.913	50.7
Total Expenditures	\$189.086	\$159.489	\$29.598	15.7	\$692.125	\$647.755	\$44.371	6.4
Net Cash Surplus/(Deficit)	(\$150.147)	(\$126.572)	\$23.575	15.7	(\$541.979)	(\$462.349)	\$79.630	14.7
MTA Subsidy	150.147	49.050	(101.096)	(67.3)	541.979	314.171	(227.808)	(42.0)
Cash Timing and Availability Adjustment	0.000	0.058	0.058	-	0.000	52.389	52.389	-

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

Table 5

Generic Revenue or Expense Category	April 2021			Year-to-Date as of April 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	2.518	16.2	Higher ridership \$2.597 and higher yields \$0.448, partially offset by lower MetroCard/AirTrain sales \$(0.302) and lower advance sales impact \$(0.225).	14.427	29.7	Higher ridership \$16.813, partially offset by lower yields \$(1.283), lower MetroCard/AirTrain sales \$(0.866) and lower advance sales impact \$(0.237).
Other Operating Revenue	0.352	47.1	Primarily due to the timing of rental revenue.	(5.416)	(49.1)	Primarily due to the timing of an annual rental payment, partially offset by higher miscellaneous revenue.
Capital and Other Reimbursements	(8.892)	(39.2)	Timing of activity and reimbursement for capital and other reimbursements.	26.248	29.0	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	9.103	13.0	Primarily due to vacant positions and rates.	23.128	9.7	Primarily due to vacant positions and rates.
Overtime	4.620	24.1	Primarily due to lower programmatic/routine maintenance, project overtime, scheduled/unscheduled service and vacancy/absentee coverage.	10.424	16.7	Primarily due to lower programmatic/routine maintenance, project overtime and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
Health and Welfare	2.602	19.0	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.	7.911	14.5	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.
OPEB Current Payment	1.664	25.5	Primarily due to fewer retirees/beneficiaries.	6.164	23.6	Primarily due to fewer retirees/beneficiaries.

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

Table 5

Generic Revenue or Expense Category	April 2021			Year-to-Date as of April 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.262	1.4	Due to intercompany reimbursements.	0.999	1.4	Due to intercompany reimbursements.
Other Fringe Benefits	3.033	15.0	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher Railroad Unemployment Insurance payments.	(44.957)	(64.0)	Primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020, higher Railroad Unemployment Insurance and the timing of FELA payments, partially offset by lower Railroad Retirement Tax payments for 2021.
Non-Labor:						
Electric Power	0.920	14.1	Lower usage, partially offset by the timing of payments and higher rates.	4.229	15.0	Primarily due to lower usage.
Fuel	(0.446)	(36.8)	Primarily due to higher rates.	(0.808)	(14.7)	Primarily due to higher rates.
Insurance	4.368	93.8	Timing of insurance premium payments.	20.200	*	Timing of insurance premium payments and prior year audit credits.
Claims	(0.242)	*	Timing of payments for claims.	(0.239)	(39.0)	Timing of payments for claims.
Maintenance and Other Operating Contracts	1.793	20.6	Timing of payments.	4.569	13.0	Timing of payments.
Professional Service Contracts	(1.439)	*	Timing of payments.	(0.034)	(0.4)	Timing of payments.
Materials and Supplies	2.585	15.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	9.856	15.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.

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

Table 5

Generic Revenue or Expense Category	April 2021			Year-to-Date as of April 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.451	31.7	Primarily lower credit/debit fees and the timing of miscellaneous expense payments.	2.016	36.4	Primarily lower credit/debit fees, higher restitution of property damages and the timing of miscellaneous expenses.
Other Expenditure Adjustments	0.323	56.2	Lower MetroCard/AirTrain pass through payments.	0.913	50.7	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
April 2021
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.575	\$0.048	(\$0.527)	(91.6)	\$1.799	\$0.696	(\$1.103)	(61.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.673)	(0.778)	0.895	53.5	2.007	(4.240)	(6.247)	*
Capital & Other Reimbursements	(9.978)	(23.543)	(13.565)	*	(29.767)	(11.849)	17.918	60.2
Total Receipts	(\$11.076)	(\$24.273)	(\$13.197)	*	(\$25.960)	(\$15.393)	\$10.567	40.7
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.029)	(\$1.177)	\$4.852	80.5	\$3.038	\$10.812	\$7.774	*
Overtime	(3.657)	(1.664)	1.993	54.5	(2.591)	3.031	5.622	*
Health and Welfare	0.000	1.089	1.089	*	0.000	2.754	2.754	*
OPEB Current Payment	0.000	0.237	0.237	-	0.000	0.763	0.763	-
Pensions	0.000	0.262	0.262	-	0.000	0.484	0.484	-
Other Fringe Benefits	(3.677)	(2.000)	1.677	45.6	(4.858)	(53.666)	(48.808)	*
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	(\$13.362)	(\$3.252)	\$10.110	75.7	(\$4.412)	(\$35.823)	(\$31.411)	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.937)	(\$0.937)	-	\$0.000	\$0.244	\$0.244	*
Fuel	0.000	0.346	0.346	-	0.000	0.359	0.359	*
Insurance	(2.001)	1.931	3.932	*	(5.459)	12.557	18.016	*
Claims	0.231	(0.339)	(0.570)	*	0.925	(0.023)	(0.948)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	1.203	1.203	-	(0.000)	(1.683)	(1.683)	*
Professional Service Contracts	2.042	1.920	(0.122)	(6.0)	5.454	4.085	(1.369)	(25.1)
Materials & Supplies	0.347	14.349	14.002	*	(4.546)	(8.404)	(3.858)	(84.9)
Other Business Expenses	(0.279)	(0.198)	0.081	29.1	(0.938)	(2.641)	(1.702)	*
Total Non-Labor Expenditures	\$0.340	\$18.275	\$17.936	*	(\$4.564)	\$4.494	\$9.059	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.575)	(\$0.252)	\$0.323	56.2	(\$1.799)	(\$0.886)	\$0.913	50.7
Total Other Expenditure Adjustments	(\$0.575)	(\$0.252)	\$0.323	56.2	(\$1.799)	(\$0.886)	\$0.913	50.7
Total Expenditures	(\$13.598)	\$14.771	\$28.369	*	(\$10.776)	(\$32.215)	(\$21.439)	*
Depreciation Adjustment	\$34.792	\$38.510	\$3.718	10.7	\$145.667	\$153.567	\$7.900	5.4
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	0.667	1.393	0.727	*
Total Expenditures After Non-Cash Liabilities	\$21.361	\$53.448	\$32.087	*	\$135.558	\$122.745	(\$12.813)	(9.5)
Total Cash Conversion Adjustments	\$10.285	\$29.175	\$18.890	*	\$109.598	\$107.353	(\$2.245)	(2.0)

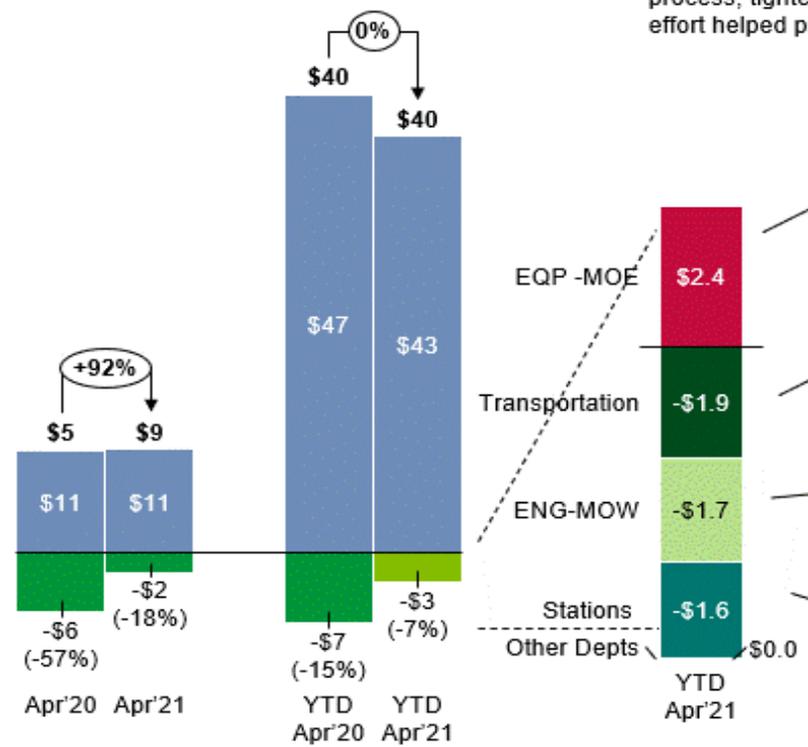
LIRR – Non-Reimbursable Overtime Variance

April 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$146M



Overview (YTD)

- Year over Year non-reimbursable overtime expenses remained flat as compared to April 2020
- -\$3M below the 2021 Adopted Budget mainly driven by controlled Maintenance partially offset by Vacancy/Absentee Coverage.
- 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.

Overrun of \$2.4M driven by \$3.7M unfavorable vacancy/absentee coverage due to increase in use of sick leave. 1.1M higher Covid-19 cleaning efforts, \$0.7M unfavorable weather patterns in Jan/Feb and pay rate differences \$0.6M offset by -\$3.8M lower maintenance efforts due to MU Car Shop (impact of fire protection systems impairment).

Underrun of -\$1.9M driven by -\$0.8M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$0.8M scheduled service (less Train & Engine hours), -\$0.4M unscheduled service as a result less incidents offset by \$0.1M unfavorable weather patterns.

Underrun of -\$1.7M driven by -2.0M controlled maintenance efforts and favorable weather-related -\$0.5 overtime partially offset by \$0.7M pay rate/accrual differences

Underrun of -\$1.6M attributed to -\$0.8M as a result of effective cost management of Covid-19 cleaning efforts, -\$0.9M vacancy/absentee coverage related to Covid-19.

Source: Adopted (restated) budget. GL actuals for actual overtime spending.

LIRR – Reimbursable Overtime Variance

April 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$56M

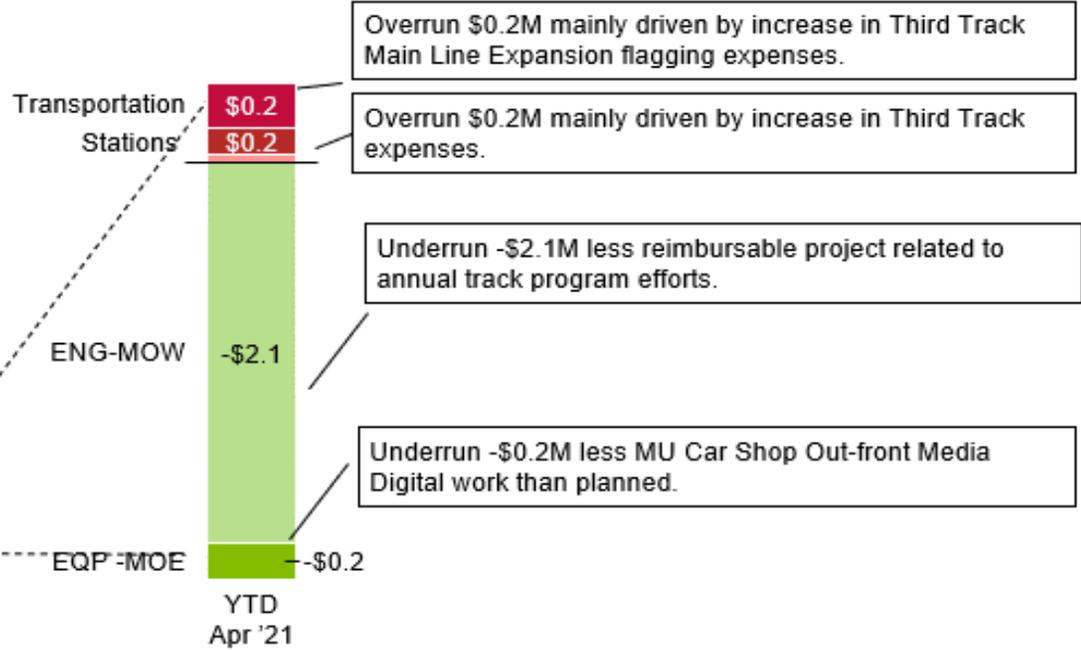


Overview (YTD)

- Overall decrease of -\$5M or -27% compared to April 2020
- -\$2M or -11% below 2021 Adopted Budget.

YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

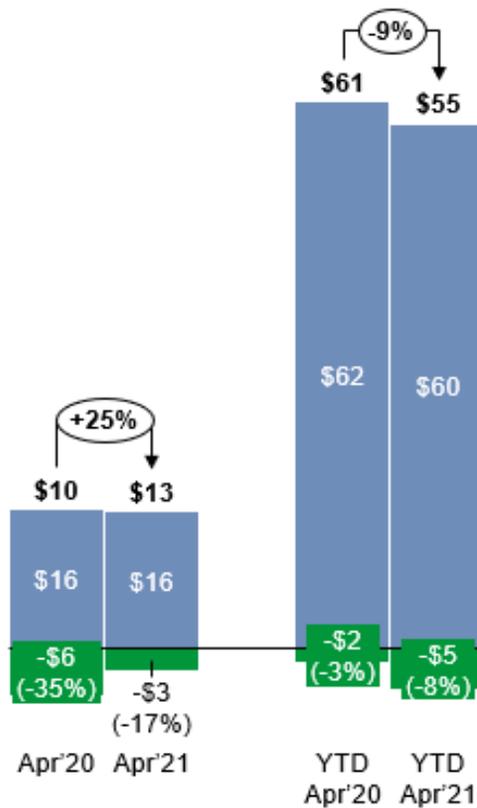
LIRR – Total Overtime Variance

April 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$202M

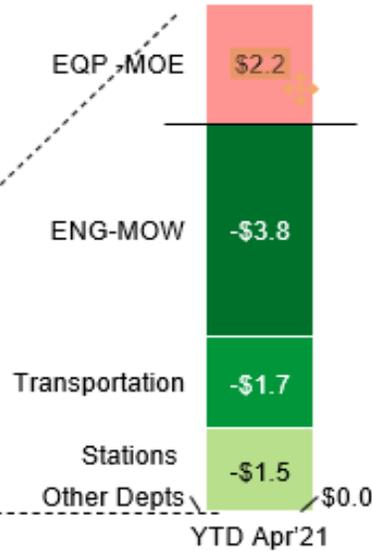


Overview (YTD)

- Overall decrease of -\$6M or -9% compared to April 2020
- -\$5M or -8% below 2021 Adopted Budget
- Non-Reimbursable underrun of -\$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

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

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 APRIL 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	45	17
Human Resources	35	32	3
Sr VP Administration	2	2	0
Strategic Investments	12	12	0
President	8	6	2
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	65	0
Gen. Counsel & Secretary	28	26	2
Diversity Management	3	2	1
Security	15	12	3
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	425	53
Operations			
Transportation Services - Train Operations	2,356	2,266	90
Customer Services	384	308	76
Total Operations	2,740	2,574	166
Maintenance			
Engineering	1,956	1,919	37
Equipment	2,208	2,048	160
Procurement (Stores)	95	99	(4)
Total Maintenance	4,259	4,066	193
Engineering/Capital			
Department of Program Management	144	116	28
Special Projects	59	47	12
Positive Train Control	2	12	(10)
Total Engineering/Capital	205	175	30
Baseline Total Positions	7,682	7,240	442
<i>Non-Reimbursable</i>	6,391	6,002	389
<i>Reimbursable</i>	1,291	1,239	52
Total Full-Time	7,682	7,240	442
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 APRIL 2021**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 389 positions due to vacancies in Maintenance of Equipment, Stations, Engineering and other administrative departments.
REIMBURSABLE POSITIONS - Favorable 52 positions due to vacancies in Train Operations, Project Management, Procurement & Logistics, Special Projects and other administrative departments, partially offset by increased project activity in Engineering.

**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 APRIL 2021**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	258	232	26
Professional, Technical, Clerical	116	84	32
Operational Hourlies	104	109	(5)
Total Administration	478	425	53
Operations			
Managers/Supervisors	354	298	56
Professional, Technical, Clerical	118	93	25
Operational Hourlies	2,268	2,183	85
Total Operations	2,740	2,574	166
Maintenance			
Managers/Supervisors	882	768	114
Professional, Technical, Clerical	294	216	78
Operational Hourlies	3,083	3,082	1
Total Maintenance	4,259	4,066	193
Engineering/Capital			
Managers/Supervisors	145	133	12
Professional, Technical, Clerical	60	42	18
Operational Hourlies	0	0	0
Total Engineering/Capital	205	175	30
Total Positions			
Managers/Supervisors	1,639	1,431	208
Professional, Technical, Clerical	588	435	153
Operational Hourlies	5,455	5,374	81
Total Positions	7,682	7,240	442

Note: Totals may not add due to rounding

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

	APRIL 2021							APRIL YEAR TO DATE 2021						
	Month			Variance				YTD			Variance			
	Adopted Budget**	Actual 2021	Adjusted* 2020	Adopted Budget**	%		Adjusted* 2020	Adopted Budget**	Actual 2021	Adjusted* 2020	Adopted Budget**	%		Adjusted* 2020
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	1.039	0.654	0.162	(0.384)	-37.0%	0.493	304.5%	3.132	2.378	9.332	(0.755)	-24.1%	(6.954)	-74.5%
Weekly	0.049	0.041	0.006	(0.008)	-16.1%	0.035	573.8%	0.136	0.153	0.474	0.017	12.6%	(0.321)	-67.7%
Total Commutation	1.088	0.696	0.168	(0.392)	-36.0%	0.528	314.3%	3.269	2.531	9.806	(0.738)	-22.6%	(7.275)	-74.2%
One-Way Full Fare	0.188	0.156	0.018	(0.032)	-17.2%	0.138	771.0%	0.564	0.535	1.902	(0.028)	-5.0%	(1.367)	-71.9%
One-Way Off-Peak	0.363	0.785	0.040	0.423	116.6%	0.746	1875.9%	1.078	2.596	3.239	1.518	140.9%	(0.643)	-19.9%
All Other	0.235	0.563	0.028	0.327	139.2%	0.535	1909.4%	0.686	1.946	2.049	1.260	183.8%	(0.103)	-5.0%
Total Non-Commutation	0.786	1.504	0.086	0.718	91.3%	1.418	1656.0%	2.327	5.078	7.191	2.751	118.2%	(2.113)	-29.4%
Total	1.874	2.200	0.254	0.326	17.4%	1.946	767.5%	5.596	7.609	16.997	2.013	36.0%	(9.388)	-55.2%

*Prior year adjusted to reflect current year calendar.

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

	MONTH			VARIANCE	
	Actual 2021	Budget 2021	Actual 2020	vs. Budget	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	13.1%	10.3%	2.1%	2.8%	11.0%
Adjusted ⁽²⁾	15.6%	13.0%	4.4%	2.6%	11.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$62.61	\$77.19	\$441.03	\$14.58	\$378.42
Adjusted ⁽²⁾	\$58.00	\$71.23	\$403.64	\$13.23	\$345.64
Passenger Revenue/Passenger ⁽³⁾	\$8.18	\$7.97	\$9.07	\$0.21	(\$0.89)
	YEAR-TO-DATE			VARIANCE	
	Actual 2021	Budget 2021	Actual 2020	vs. Budget	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	12.7%	8.3%	33.2%	4.4%	-20.5%
Adjusted ⁽²⁾	16.1%	10.7%	38.0%	5.4%	-21.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$64.25	\$101.16	\$28.56	\$36.91	(\$35.69)
Adjusted ⁽²⁾	\$58.89	\$93.11	\$26.37	\$34.22	(\$32.52)
Passenger Revenue/Passenger ⁽³⁾	\$8.18	\$8.35	\$9.49	(\$0.17)	(\$1.31)

(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

April 2021 vs. 2020

- Total ridership increased +767.5% compared to April 2020 (2,199,648 passengers in April 2021 vs. 253,571 passengers in April 2020, which reflected the period of the pandemic lockdown). When compared to April 2019, total ridership decreased -71.5% (2,199,648 passengers in April 2021 vs. 7,724,038 passengers in April 2019).
- Commutation ridership increased +314.3% compared to April 2020
- Non-Commutation ridership increased +1,656.0% compared to April 2020

2021 vs. 2020 YTD

- Total YTD ridership is -55.2% below 2020 and +36.0% above Budget
- YTD Commutation ridership is -74.2% below 2020
- YTD Non-Commutation ridership is -29.4% below 2020

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

April 2021

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

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2021	% Change vs. 2020
Total Rail Ridership	2.200	767.5% ▲
Commutation Ridership	0.696	314.3% ▲
Non-Commutation Ridership	1.504	1656.0% ▲
Rail Revenue	\$18.0	682.1% ▲

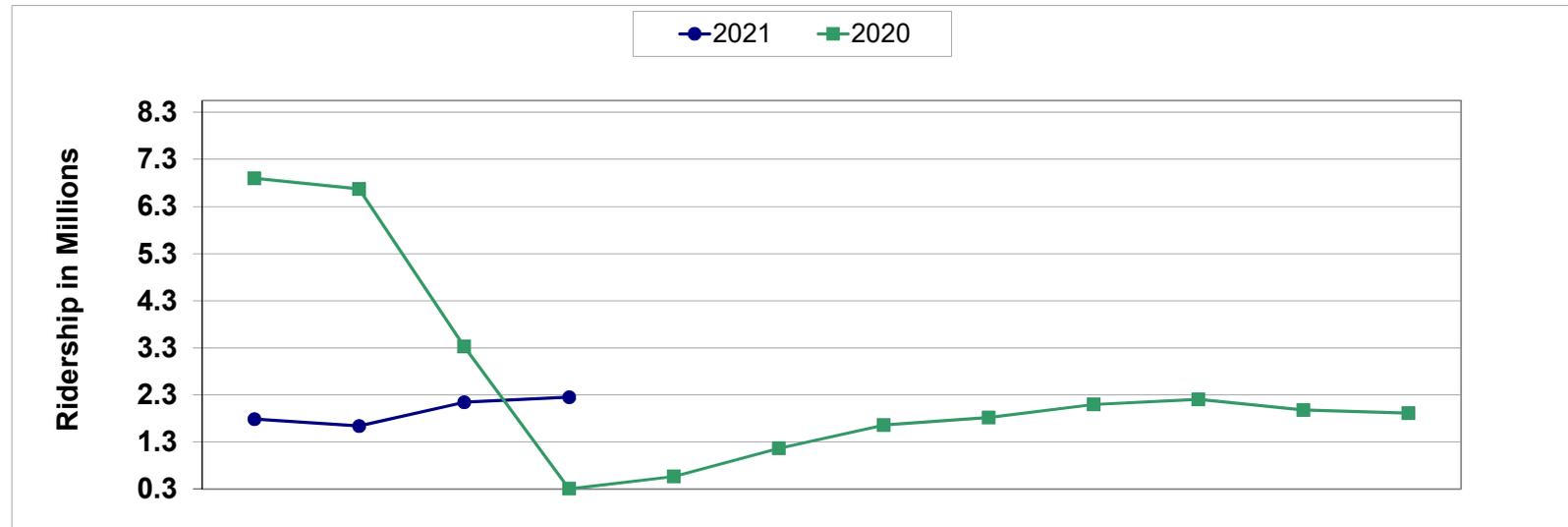
Year-to-Date through April Prelim. Ridership and Revenue (millions)

	April 2021	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	7.609	-55.2% ▼	36.0% ▲
Commutation Ridership	2.531	-74.2% ▼	-22.6% ▼
Non-Commutation Ridership	5.078	-29.4% ▼	118.2% ▲
Rail Revenue	\$62.3	-62.2% ▼	33.2% ▲

Please Note: Ridership is based on ticket sales data.

April RIDERSHIP

- April Total Ridership was 767.5% above '20 and 17.4% above 2021 Budget.

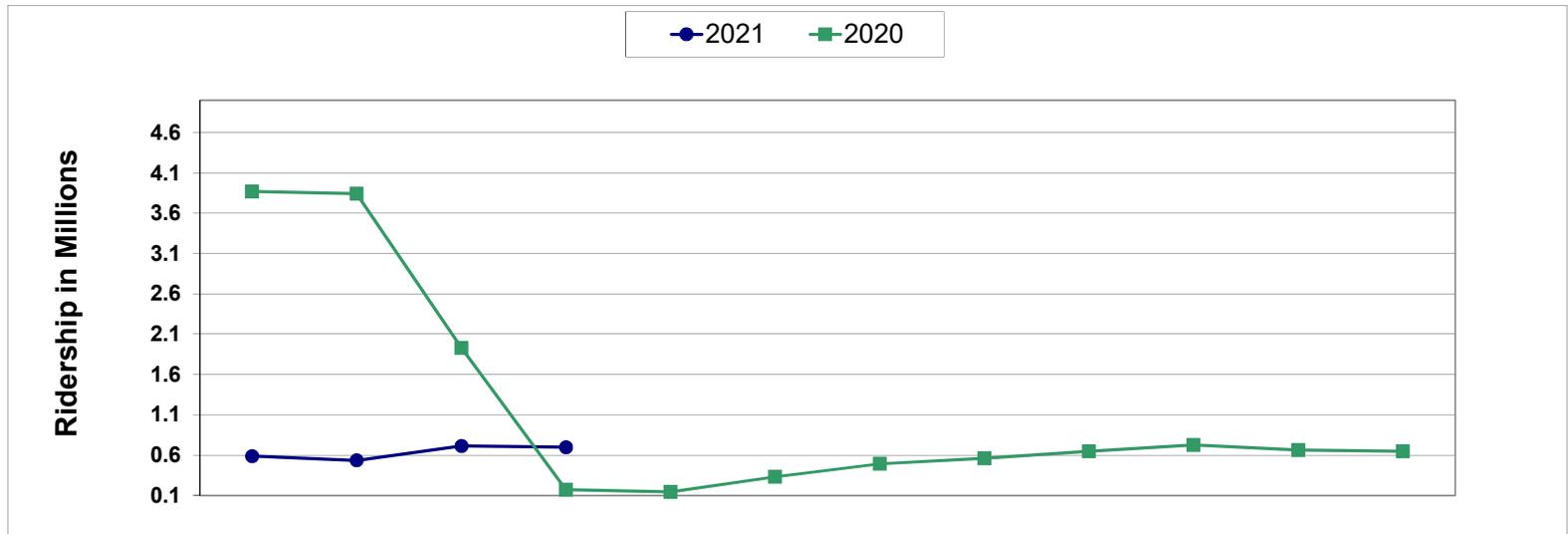


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.7	1.6	2.1	2.2									7.6
2020	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	17.0
PCT CHG.	-74.7%	-76.0%	-36.1%	767.5%									-55.2%

Please Note: Ridership is based on ticket sales data.

April COMMUTATION RIDERSHIP

- April Commutation Ridership was 314.3% above '20 and -36.0% below 2021 Budget.

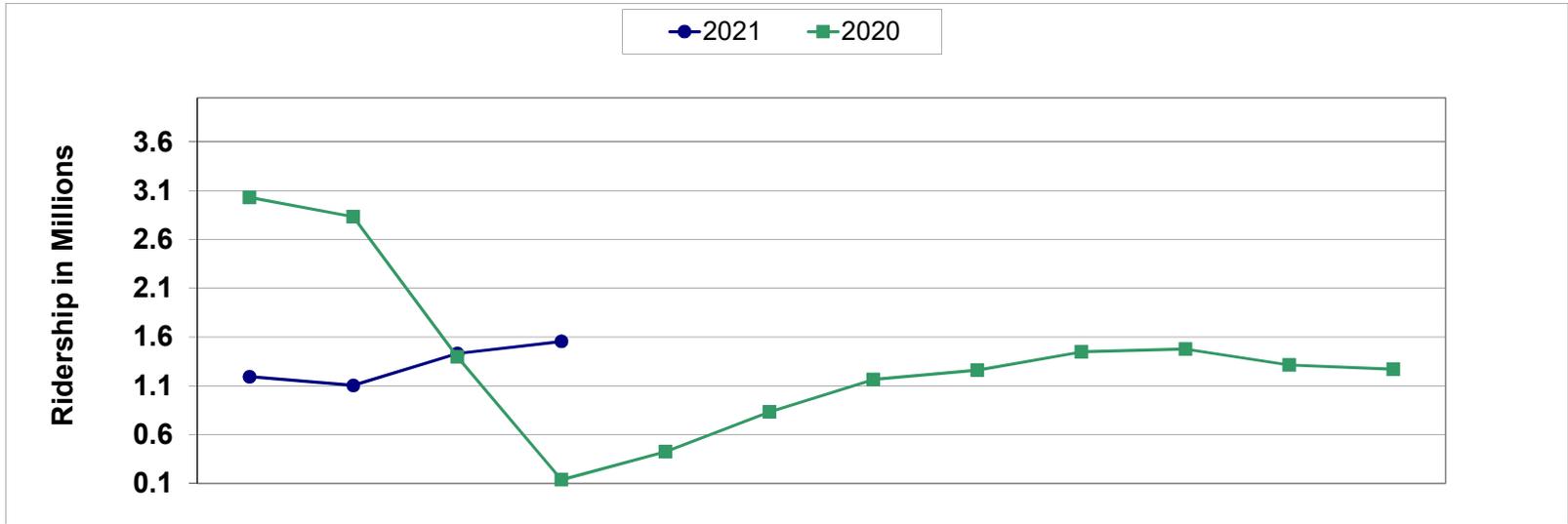


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.6	0.5	0.7	0.7									2.5
2020	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	9.8
PCT CHG.	-84.8%	-86.1%	-63.0%	314.3%									-74.2%

Please Note: Ridership is based on ticket sales data.

April NON-COMMUTATION RIDERSHIP

- April Non-Commutation Ridership was 1,656.0% above '20 and 91.3% above 2021 Budget.

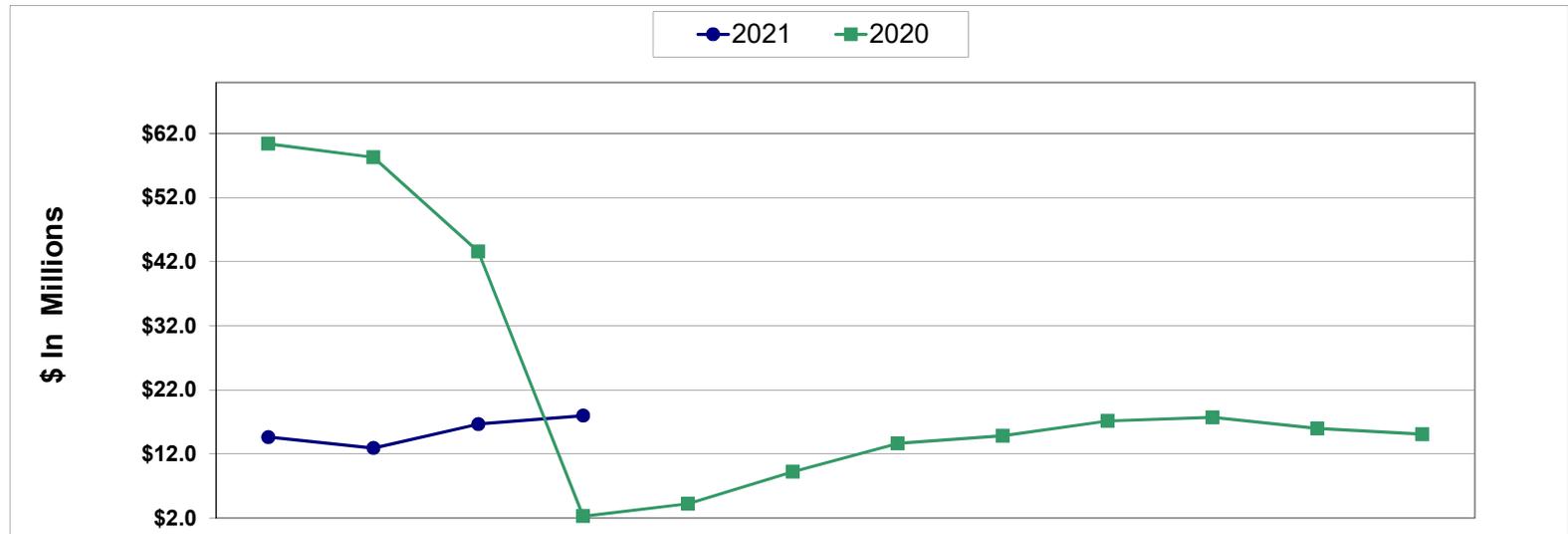


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.1	1.1	1.4	1.5									5.1
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	7.2
PCT CHG.	-61.7%	-62.1%	2.5%	1656.0%									-29.4%

Please Note: Ridership is based on ticket sales data.

April REVENUE

- April Total Revenue was 682.1% above '20 and 20.4% above 2021 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$14.7	\$12.9	\$16.7	\$18.0									\$62.3
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	\$164.6
PCT CHG.	-75.7%	-77.8%	-61.7%	682.1%									-62.2%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	April 2021	*April 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	695,791	167,932	527,858	314.3%
NON-COMMUTATION RIDERSHIP	1,503,857	85,639	1,418,218	1656.0%
TOTAL RIDERSHIP	2,199,648	253,571	1,946,076	767.5%

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

TICKET TYPE/SERVICE	April 2021	*April 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	2,530,856	9,805,799	(7,274,943)	-74.2%
NON-COMMUTATION RIDERSHIP	5,077,803	7,190,802	(2,112,999)	-29.4%
TOTAL RIDERSHIP	7,608,659	16,996,601	(9,387,942)	-55.2%

* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	April 2021	April 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,145,930	\$1,563,148	\$3,582,781	229.2%
NON-COMMUTATION REVENUE	\$12,836,542	\$736,096	\$12,100,446	1643.9%
TOTAL REVENUE	\$17,982,471	\$2,299,244	\$15,683,227	682.1%

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

REVENUE	April 2021	April 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$19,511,230	\$96,482,566	(\$76,971,337)	-79.8%
NON-COMMUTATION REVENUE	\$42,758,559	\$68,123,463	(\$25,364,904)	-37.2%
TOTAL REVENUE	\$62,269,788	\$164,606,029	(\$102,336,241)	-62.2%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
APRIL 2021

L80204/DD ADA ACCESSIBILITY AND COMPONENTS DESIGN

Milestone: Contract Award \$3,279,074

Project Budget: \$10.00M

A Design Contract to prepare conceptual design reports and preliminary engineering documents to bring various stations into code and ADA compliance was awarded to Dewberry/Gannett Fleming, J.V for \$3,279,074. These documents will be used for the procurement of a single or several Design/Build Contract. Design goals consist of improved customer experience including accessibility improvements required to meet current ADA and code requirements which include ADA/code compliant: curb cuts, restrooms, signage, tactile, walkways, elevators, doorways and parking.

L70206/VP PENN STATION ELEVATOR/ESCALATOR REPLACEMENT

Milestone: Contract Complete \$8,688,999

Project Budget: \$11.45M

A Design-Build Contract to refurbish and modernize existing elevators and escalators at Penn Station Concourse Level under 100% LIRR control was completed by Nouveau Elevator Industries, Inc. for \$8,688,999. Five (5) elevators (4 elevators at the central corridor and 1 at the 34th street exit) out of 6 units, were upgraded to meet all applicable codes, standards and regulations including the provision of alternate recall programming in accordance with NFPA 13 (2016 ed). These elevators are now provided with telephone and video cameras. All fourteen (14) escalators were upgraded with the replacement of old parts with new modern controls, chains, bull gears, tracks and handrails while re-using structural components which are still in good conditions. These escalators are now equipped with safety enhancements and sleep mode technology.

EL0502/ZC LONG BEACH BRANCH – SYSTEMS RESTORATION

Milestone: Beneficial Use

Project Budget: \$68.67

The replacement of various systems along the Long Beach Branch that were damaged by Superstorm Sandy is complete. The Long Beach Systems Restoration project included a majority of Comm, Power, and Signal work. New overhead Comm and Signal lines with equipment drops were added. Power replacement of cables, third rail brackets, and boards, as well as new impedance bonds and IJs. New Signal (Elevated) huts with Micro Processor based Signal equipment with reverse signaling on both tracks and new Supervisory Control and Data Administration (SCADA) software and hardware at Lead and Valley Towers as well as JCC.

L70701/XC 3rd RAIL – 2000 MILLION CUBIC METER CABLE

Milestone: Beneficial Use

Project Budget: \$2.40M

The replacement and upgrade of 6,800 LF of third rail cables and 750 LF of ducts in selected locations to maintain a State of Good Repair and to properly support the electric fleet on crossings, side leads, and gaps is complete. Replacement of deteriorated / deficient third rail cable ensures capacity to handle current and future operating plans and future service enhancements, as well as facilitate service reliability by reducing equipment failures.

L70701/XD 3rd RAIL – DISCONNECT SWITCHES

Milestone: Beneficial Use

Project Budget: \$1.60M

The replacement and upgrade of third rail disconnect switches [68] in select locations to maintain a State of Good Repair in critical areas including substations, yards, and sectionalizing locations is complete. Replacement of deteriorated / deficient third rail disconnect switches ensures capacity to handle the increased power load of current and future operating plans, including the future M-9 fleet and future service enhancements.

L70701/XE 3rd RAIL – PROTECTION BOARD

Milestone: Beneficial Use

Project Budget: \$6.35M

The replacement of the Third Rail Protection Board in selected locations systemwide to a State of Good Repair is complete. Replacement of the deteriorated / deficient third rail protection board ensures capacity to handle the increased power load of current and future operating plans, as well as the future M-9 fleet and future service enhancements.

L70701/XF 3rd RAIL – COMPOSITE RAIL

Milestone: Beneficial Use

Project Budget: \$11.60M

The replacement and upgrade of approximately 76,990 LF of new aluminum third rail at various locations to maintain the rail

in a State of Good Repair is complete. Replacing deteriorated / deficient composite rail helps mitigate lack of contact from train shoes.

L70701/XH 3rd RAIL – FEEDER CABLE REPLACEMENT

Milestone: Beneficial Use

Project Budget: \$3.20M

The replacement and upgrade of 12,800 LF of third rail feeder cables to maintain a State of Good Repair and support the electric fleet is complete. Replacing deteriorated / deficient third rail feeder cables ensures capacity to handle the increased power load of current and future operating plans, including the future M-9 fleet and future service expansions

L70701/XH NEGATIVE REACTOR UPGRADE

Milestone: Beneficial Use

Project Budget: \$3.20M

The replacement of aged, deteriorated, and inadequate negative reactors and associated negative return cables systemwide where they are beyond their useful life, to bring them to a State of Good Repair is complete. Replacing deteriorated / deficient negative reactors ensures capacity to handle the increased power load of the future M-9 fleet and address traction power needs associated with the present and future operating plans. Replacement protects service reliability by reducing traction power system failures, thus supporting on-time performance goals

L70701/XP ATLANTIC AVENUE TUNNEL LIGHTING

Milestone: Beneficial Use

Project Budget: \$5.00M

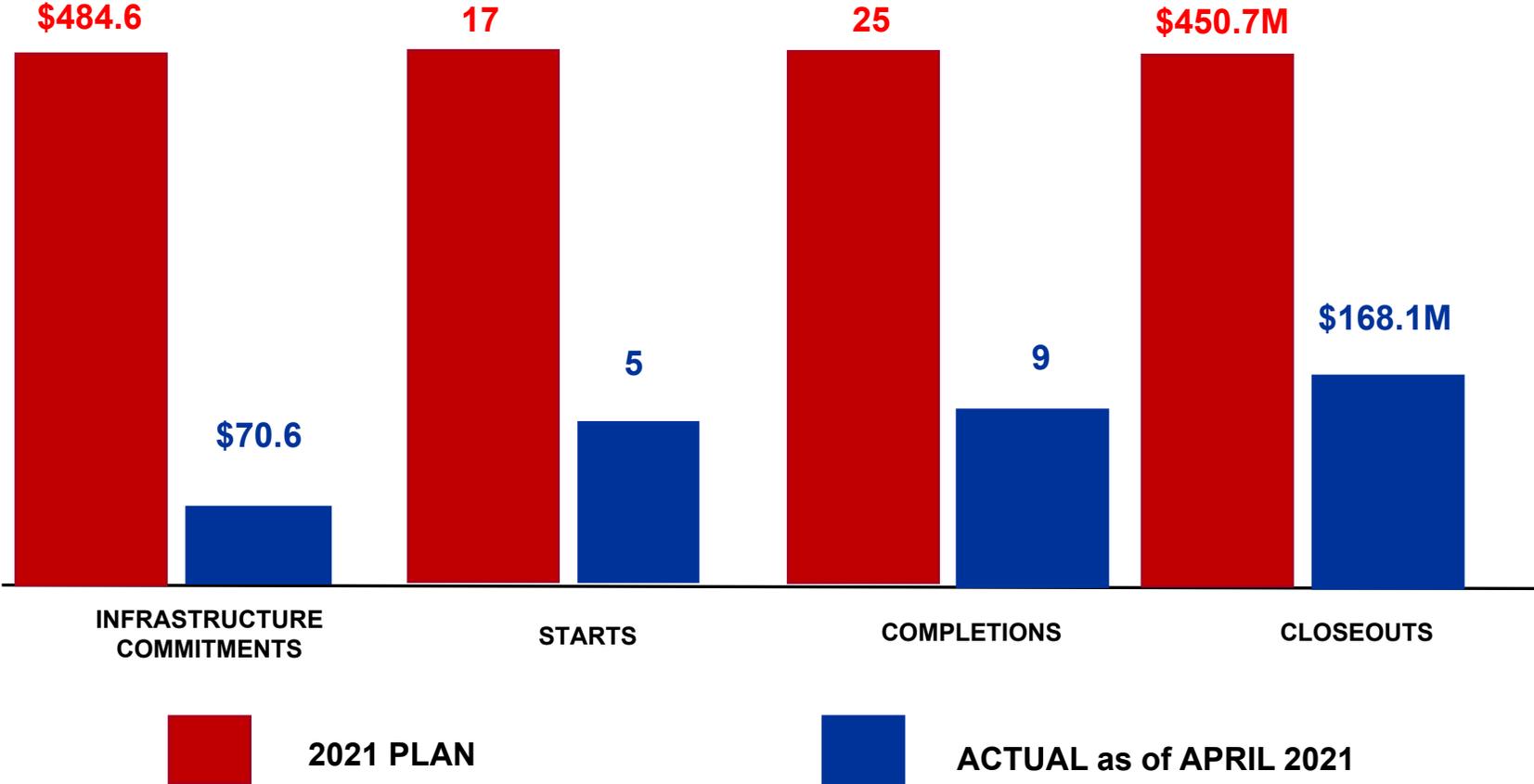
Design and Construction elements for replacement of the existing Tunnel Lighting System is complete. Work included replacement of light fixtures, wire, cable, conduit, distribution equipment, primary power, transformers, and switches between East New York Station and Atlantic Terminal in Brooklyn, N.Y.

SMALL BUSINESS DEVELOPMENT PROGRAM

No contracts awarded this month.

No contracts completed this month.

2021 LIRR Capital Program Goals



Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

April 2021 Highlights: Operations Report

April service delivery operated above goal at 97.6% with YTD at 98.1%.

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

Hudson Line – 98.8% YTD: 98.8%

4 train (0.1%) cancelled or terminated

Harlem Line – 98.5% YTD: 99.1%

4 trains (0.1%) cancelled or terminated

New Haven Line – 96.2% YTD: 97.1%

1 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 above goal at 95.2% with YTD at 93.5%.

Pascack Valley – 95.7% YTD: 93.5%

Port Jervis – 94.6% YTD: 93.5%

11 trains (0.2%) PVL: 5, PJL: 6, cancelled or terminated. All were due to equipment related issues.

Equipment Performance

Fleet Availability was good during March.

Fleet MDBF in March operated below goal at 152,397 against the goal of 175,000.

Excluding the 13 M8 PTC failures MDBF operated above goal at 268,936 miles.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	April	YTD thru April	April	YTD thru April	
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%	97.6%	98.1%	98.6%	97.9%	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		Total Peak	94.0%				97.5%	
		Off Peak Weekday	94.0%	97.5%	98.0%	98.5%	97.5%	
		Weekend	94.0%	97.8%	98.4%	98.9%	99.0%	
		Hudson Line	Overall	94.0%	98.8%	98.8%	98.6%	98.2%
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			Total Peak	94.0%				97.5%
			Off Peak Weekday	94.0%	99.2%	98.9%	98.6%	98.1%
			Weekend	94.0%	97.4%	98.3%	98.3%	99.2%
		Harlem Line	Overall	94.0%	98.5%	99.1%	98.7%	97.9%
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			Total Peak	94.0%				97.2%
			Off Peak Weekday	94.0%	98.5%	99.0%	98.4%	97.5%
			Weekend	94.0%	98.6%	99.4%	99.5%	99.4%
		New Haven Line	Overall	94.0%	96.2%	97.1%	98.6%	97.7%
			AM Peak	94.0%				96.7%
		AM Reverse Peak	94.0%				98.6%	
		PM Peak	94.0%				98.2%	
		Total Peak	94.0%				97.6%	
		Off Peak Weekday	94.0%	95.8%	96.8%	98.5%	97.2%	
		Weekend	94.0%	97.6%	98.0%	98.8%	98.7%	
Operating Statistics	Trains Scheduled			12,689	49,258	10,537	66,622	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			13.3	13.7	16.2	12.7	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	68	219	54	306	
	Trains Canceled		230	1	13	4	27	
	Trains Terminated		230	8	37	12	56	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.8%	99.9%	
Consist Compliance	System	Overall	99.0%	100.0%	100.0%	100.0%	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%				99.2%	
		AM Reverse Peak	99.0%				100.0%	
		PM Peak	99.0%				99.8%	
		Total Peak	99.0%				99.5%	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		Hudson Line	AM Peak	99.0%				99.7%
			PM Peak	99.0%				100.0%
		Harlem Line	AM Peak	99.0%				99.6%
			PM Peak	99.0%				99.7%
		New Haven Line	AM Peak	99.0%				98.4%
			PM Peak	99.0%				99.7%

SYSTEM Category of Delay

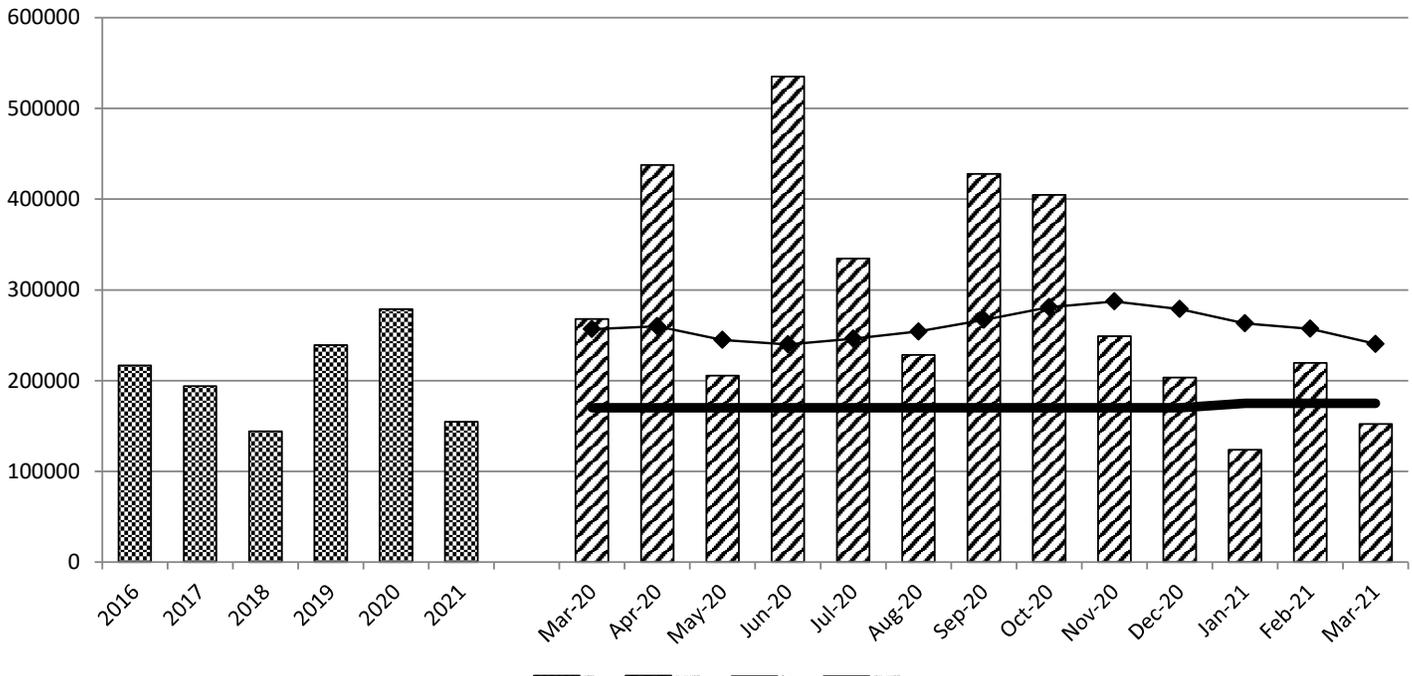
Delay Minutes / Delay Threshold	% Total	March	2021 Data		2020 Data		YTD 2021 Vs 2020
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	9.5%	21	66	156	15	108	48
Engineering (Unscheduled)	14.8%	92	103	325	50	777	-452
Maintenance of Equipment	27.5%	195	192	788	55	692	96
Transportation	3.6%	16	25	112	6	115	-4
Capital Projects	3.2%	7	22	36	1	55	-20
Weather and Environmental	8.2%	38	57	209	123	297	-89
Police	25.8%	52	180	348	51	401	-54
Customers	1.6%	13	11	49	5	89	-40
Other	5.8%	25	40	162	45	338	-176
3rd Party Operations	0.0%	0	0	0	0	4	-4
TOTAL	100.0%	459	697	2,184	351	2,877	-693
HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2021 Vs 2020
Engineering (Scheduled)	2.6%	4	3	10	14	26	-16
Engineering (Unscheduled)	0.0%	24	0	43	22	111	-68
Maintenance of Equipment	23.5%	14	27	102	5	172	-70
Transportation	0.9%	1	1	8	1	28	-20
Capital Projects	10.4%	0	12	16	0	20	-4
Weather and Environmental	0.0%	2	0	86	8	43	43
Police	53.9%	19	62	115	30	92	23
Customers	1.7%	2	2	7	2	29	-22
Other	7.0%	6	8	26	13	115	-89
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	72	115	413	95	636	-223
HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2021 Vs 2020
Engineering (Scheduled)	10.2%	2	16	20	0	28	-8
Engineering (Unscheduled)	10.2%	4	16	34	6	297	-263
Maintenance of Equipment	6.4%	20	10	73	23	149	-76
Transportation	7.6%	8	12	25	3	50	-25
Capital Projects	1.3%	2	2	5	0	12	-7
Weather and Environmental	31.2%	5	49	66	32	60	6
Police	30.6%	7	48	74	18	126	-52
Customers	1.9%	3	3	7	3	29	-22
Other	0.6%	10	1	38	18	79	-41
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	61	157	342	103	830	-488
NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2021 Vs 2020
Engineering (Scheduled)	11.3%	14	42	104	0	54	50
Engineering (Unscheduled)	16.9%	31	63	184	22	369	-185
Maintenance of Equipment	36.5%	115	136	526	27	356	170
Transportation	3.2%	7	12	78	2	36	42
Capital Projects	2.1%	4	8	15	1	22	-7
Weather and Environmental	2.1%	30	8	56	82	193	-137
Police	17.4%	23	65	152	2	182	-30
Customers	1.9%	7	7	27	0	31	-4
Other	8.6%	8	32	86	14	144	-58
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	239	373	1,228	150	1,387	-159

	2021 Data							2020 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M8	405	290,000	110,191	5	15*	98,050	275,388	506,846	5	364,116
	M3	138	80,000	87,383	2	2	121,193	143,473	96,068	3	113,461
	M7	334	340,000	356,231	5	4	668,257	524,109	490,473	4	529,879
	Coach	207	210,000	564,965	5	2	356,966	401,593	471,382	3	265,107
	P-32	31	21,000	28,186	6	5	36,741	34,834	30,666	6	37,104
	BL-20	12	13,000	24,251	3	2	21,812	15,924	15,100	3	18,454
	Fleet	1127	175,000	152,397	26	30	154,824	240,448	267,823	24	247,567
	M8		290,000	110,191	5	15	98,050	275,388	506,846	5	364,116
M3/7		235,000	266,615	7	6	449,432	415,356	321,442	7	354,545	
Diesel/Coach		85,000	146,596	14	9	144,143	142,669	136,953	12	129,670	

*13 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	April	YTD thru April	April	YTD thru April	
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%	95.2%	93.5%	95.4%	95.9%	
		AM Peak	94.0%	96.9%	93.8%		95.2%	
		PM Peak	94.0%	97.6%	97.0%		95.7%	
		Total Peak	94.0%	97.2%	95.4%		95.5%	
		Off Peak Weekday	94.0%	94.7%	91.7%	96.4%	95.7%	
		Weekend	94.0%	92.9%	94.1%	92.8%	96.5%	
		Pascack Line	Overall	94.0%	95.7%	93.5%	95.0%	96.6%
		AM Peak	94.0%	99.4%	96.6%		96.4%	
		PM Peak	94.0%	98.1%	98.1%		96.4%	
		Total Peak	94.0%	98.7%	97.3%		96.4%	
		Off Peak Weekday	94.0%	93.9%	90.5%	96.4%	96.4%	
		Weekend	94.0%	94.9%	93.9%	91.1%	97.0%	
		Port Jervis Line	Overall	94.0%	94.6%	93.5%	96.1%	94.9%
		AM Peak	94.0%	93.9%	90.6%		93.9%	
		PM Peak	94.0%	97.0%	95.8%		94.8%	
		Total Peak	94.0%	95.5%	93.2%		94.4%	
		Off Peak Weekday	94.0%	95.8%	93.4%	96.3%	94.7%	
	Weekend	94.0%	89.3%	94.5%	95.5%	95.8%		
Operating Statistics	Trains Scheduled		1,651	6,493	1,184	5,943		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		18.9	18.6	22.1	21.6		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	25	178	14	99		
	Trains Canceled	60	5	18	22	34		
	Trains Terminated	60	6	12	6	25		
	Percent of Scheduled Trips Completed	99.4%	99.3%	99.5%	97.6%	99.0%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	93.7%	93.8%	100.0%	99.7%	
	Pascack Valley - AM		99.0%	94.4%	92.1%	100.0%	99.9%	
	Port Jervis - AM		99.0%	93.0%	89.6%	100.0%	99.5%	

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



APRIL 2021 STANDEE REPORT

East of Hudson

			APR 2020	YTD 2020	APR 2021	YTD 2021
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	6	0	0
Total Standees			0	6	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	8	0	0
Total Standees			0	8	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	29	0	0
Total Standees			0	29	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	43	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	0	0	0	0
		Add'l Standees	0	4	0	0
Total Standees			0	4	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	5	0	0

West of Hudson

			APR 2020	YTD 2020	APR 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 PM 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	
	April	Year to Date	April	Year to Date
Grand Central Terminal	99.78%	99.25%	100.00%	98.10%
Harlem	99.97%	99.98%	99.98%	99.20%
Hudson	99.96%	99.97%	99.64%	99.54%
New Haven	99.95%	99.96%	99.97%	97.43%
Overall Average	99.91%	99.79%	99.90%	98.57%

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.

Escalator Availability	2021		2020	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	99.64%	100.00%	99.90%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.82%	100.00%	99.95%

PLEASE NOTE: Escalator #11 (47th St crosspassage to 47th & Madison) is Out of Service for scheduled upgrade work and is excluded from this report. Escalators 1 & 2 were Returned To Service on 4/9/21.



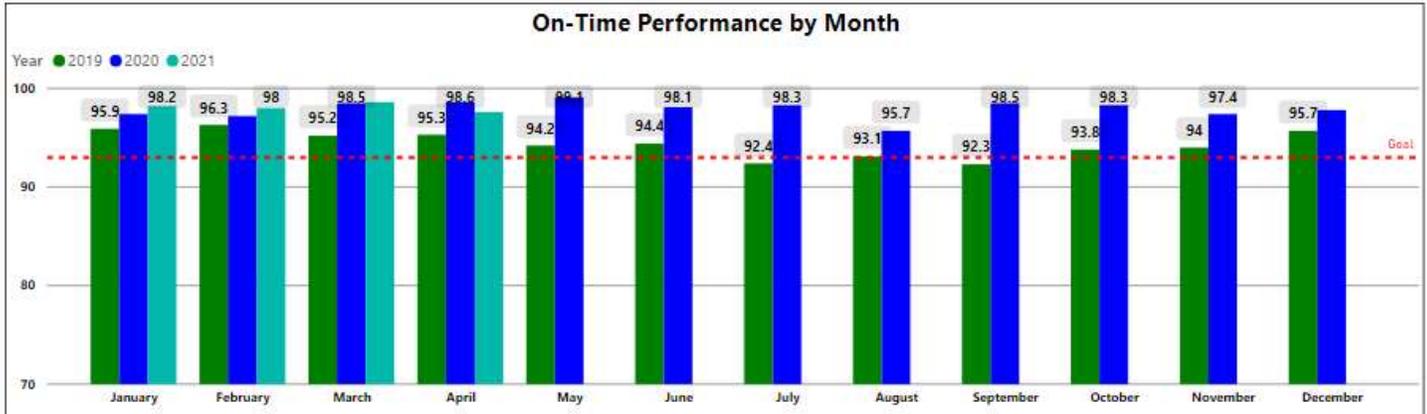
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2021		2020	
Goal	April	YTD	April	YTD
94.0%	97.6%	98.1%	98.6%	97.9%



Short Trains

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

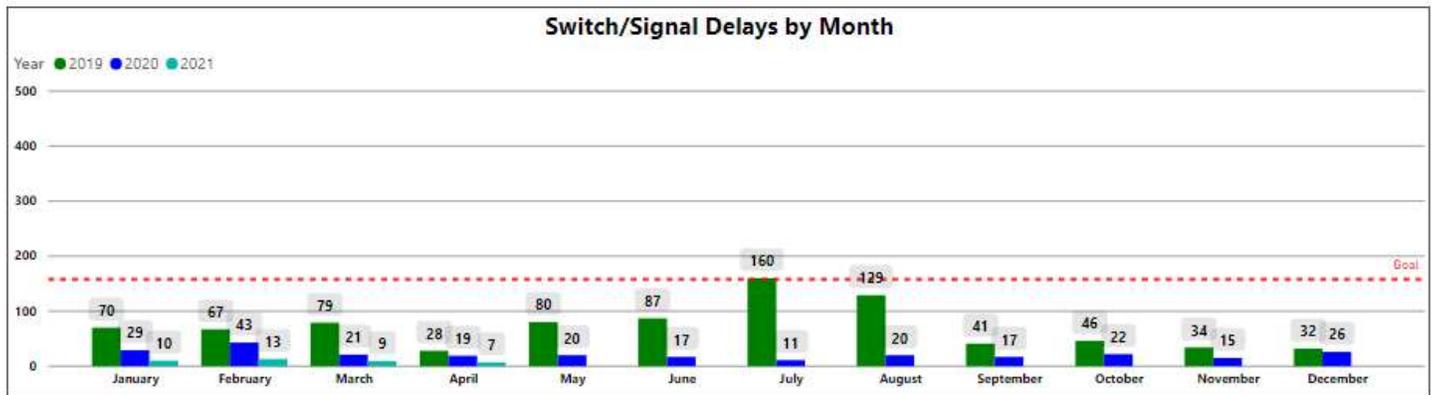
	2021		2020	
Goal	April	YTD	April	YTD
1138	0	0	0	70



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	April	YTD	April	YTD
1896	7	39	19	112

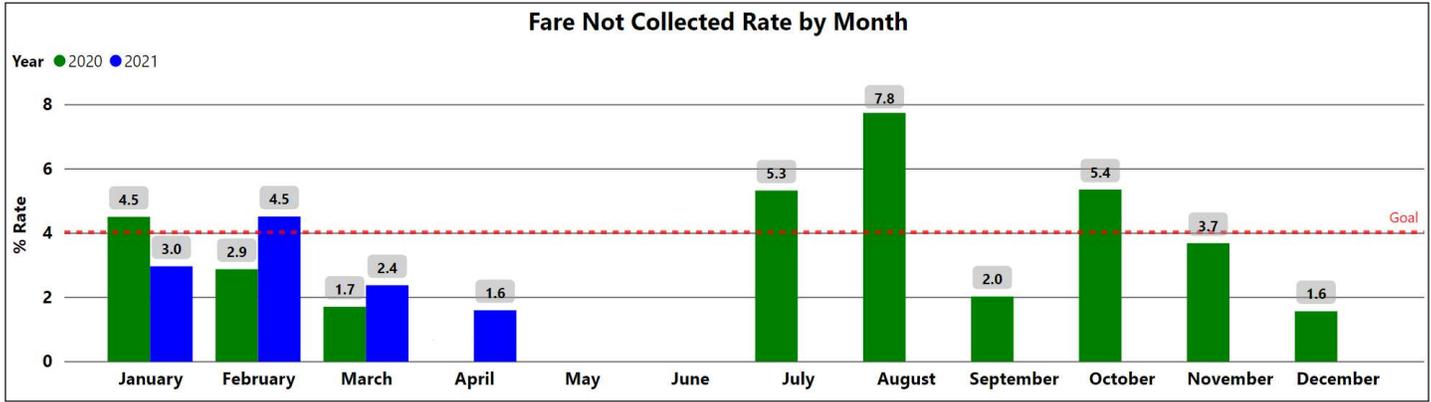




Fare Not Collected Rate

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

	2021		2020	
Goal	Apr	YTD	Apr	YTD
4.0%	1.6%	2.8%	N/A	3.2%

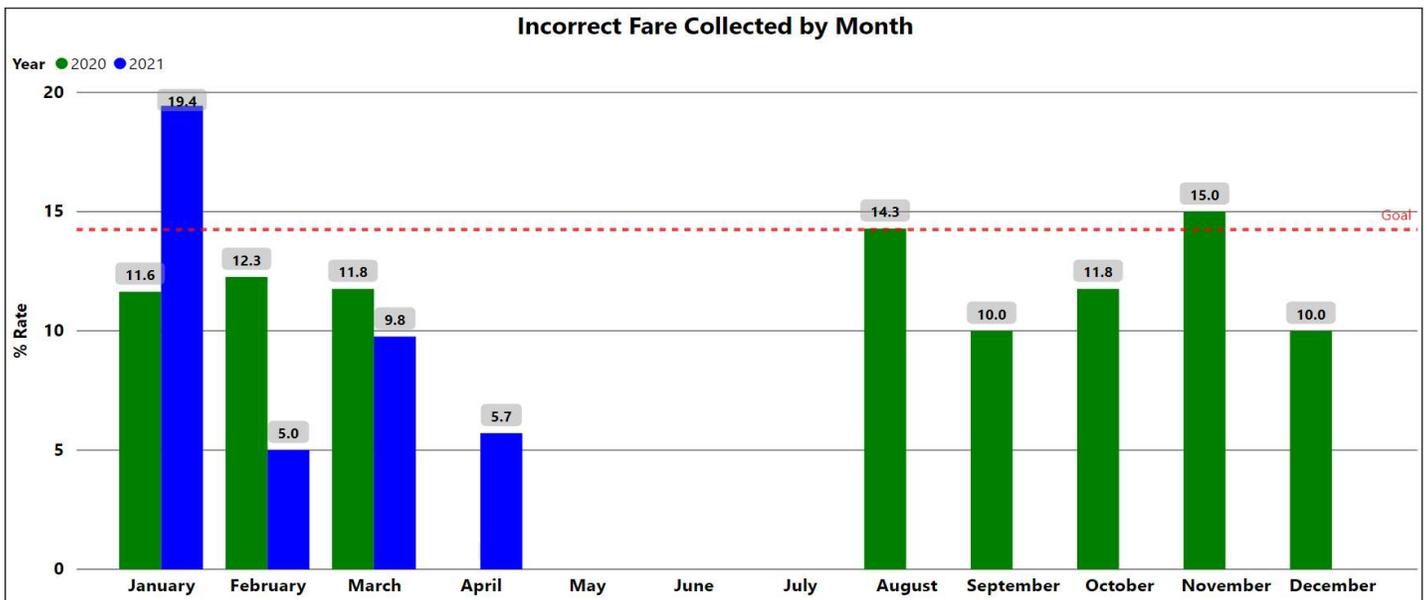


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

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	Apr	YTD	Apr	YTD
14.3%	5.7%	10.6%	N/A	11.9%

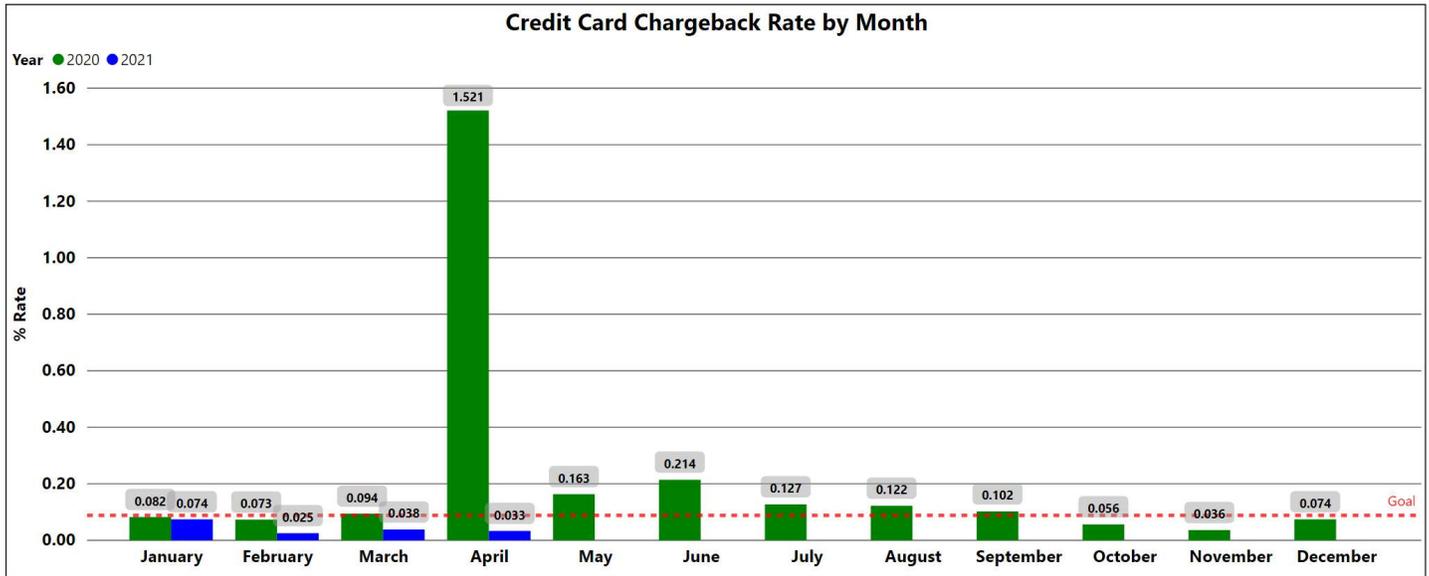


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

Credit Card Chargeback Rate

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

	2021		2020	
Goal	Apr	YTD	Apr	YTD
0.088%	0.033%	0.041%	1.521%	0.096%



- 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 Thursday, April 1st, 2021, Metro-North President Cathy Rinaldi made her way, like hundreds of our customers, to Yankees-E. 153rd Street station in the Bronx to celebrate Opening Day using our Train to the Game service.



Metro-North Railroad

April 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) April 2021 Financial Results

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

- Ridership of 6.3 million was 60.9% unfavorable vs. 2020 and 77.1% unfavorable vs. 2019 pre-COVID levels. Compared to the Budget, Ridership was 20.3% favorable vs. Budget primarily due to higher Non-Commutation ridership. Consequently, farebox revenue of \$49.5 million was \$3.6 million higher than Budget.
- Total revenue of \$59.2 million was \$1.9 million or 3.1% lower than Budget primarily due to lower advertising, net GCT Retail Income and parking revenue partially offset by higher farebox revenue.
- Total expenses of \$426.0 million were \$0.7 million or 0.2% favorable vs. Budget primarily due to timing of contractual costs and consulting and engineering services partially offset by higher labor costs.

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

MTA Metro-North Railroad
April 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	\$61.1	\$59.2	(\$1.9)	-3.1%
Total Expenses before Non-Cash Liability Adjs.	426.7	426.0	0.7	0.2%
Operating Surplus/(Deficit)	(365.6)	(366.8)	(1.2)	-0.3%
<i>Other Non-Cash Liabilities</i>	84.1	88.2	(4.1)	-4.9%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(449.7)	(455.0)	(5.3)	-1.2%
<i>Cash Adjustments</i>	86.3	54.1	(32.3)	-37.4%
Net Cash Surplus/(Deficit)	(\$363.4)	(\$400.9)	(\$37.5)	-10.3%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

April 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$455.0 million was \$5.3 million or 1.2% unfavorable vs. the Budget.

Major drivers of the April 2021 YTD unfavorable result of \$5.3 million include higher Non-Reimbursable Expenses of \$3.4 million mainly due to higher labor costs and non-cash liability adjustments partially offset by lower contractual costs and consulting and engineering services. Non-Reimbursable Revenues were unfavorable by \$1.9 million, primarily driven by lower advertising, net GCT Retail Income and parking revenue partially offset by higher farebox revenue.

April 2021 YTD Reimbursable Expenses of \$64.8 million were \$56.5 million favorable vs. the Budget primarily due to the timing of several projects including the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Connecticut Positive Train Control, Devon Supply Transformer Replacement, Connecticut Track Program, Signal Replacement from Greenwich to South Norwalk, and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$3.6 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 6.3 million was 20.3% favorable vs. the Budget, 60.9% unfavorable vs 2020 and 77.1% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$5.5 million unfavorable vs. the Budget primarily due to lower advertising, net GCT Retail Income and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$56.5 million or 46.6% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$578.9 million were \$53.1 million or 8.4% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$367.9 million YTD were \$0.4 million unfavorable vs. the Budget.

- **Payroll** – YTD was \$1.5 million favorable vs. the Budget primarily due to lower train & engine crew payments partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$3.6 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 \$122.9 million YTD were \$57.6 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$0.3 million unfavorable vs. the Budget primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.5 million favorable vs. the Budget primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$8.7 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 \$9.8 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control, Sasco Creek Power Supply Station and Waterbury Branch Cab Signal projects and timing of Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$38.8 million favorable vs. the Budget primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement and the Connecticut Track Program as well as the timing of rolling stock maintenance events and material usage partially offset by miscellaneous inventory adjustments.
- **Other Business Expenses** – YTD was \$0.7 million unfavorable vs. the Budget primarily due to higher subsidy payments to New Jersey Transit resulting from year to date revenue true-ups and lower Amtrak recoveries partially offset by lower credit card fees.

Depreciation and Other Non-Cash Liability Adjustments were \$4.1 million unfavorable vs. the YTD Budget primarily due to higher depreciation expense reflecting the capitalization of the Positive Train Control (PTC) project partially offset by lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability as well as lower environmental remediation expenses.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$400.9 million was \$37.5 million or 10.3% unfavorable to the Budget primarily due to the partial payment of 2020 deferred payroll taxes.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 15.0% was 0.1 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$64.71 was \$15.24 favorable vs. the Budget.
- Revenue per Passenger of \$7.84 was \$0.90 unfavorable vs. the Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL 2021
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$15.418	\$15.100	(\$0.318)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$15.418	\$15.100	(\$0.318)	(2.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.152	2.835	(1.317)	(31.7)	0.000	0.000	0.000	-	4.152	2.835	(1.317)	(31.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.821	11.489	(3.332)	(22.5)	14.821	11.489	(3.332)	(22.5)
CDOT	0.000	0.000	0.000	-	10.547	9.282	(1.265)	(12.0)	10.547	9.282	(1.265)	(12.0)
Other	0.000	0.000	0.000	-	1.128	0.242	(0.886)	(78.5)	1.128	0.242	(0.886)	(78.5)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	26.497	21.013	(5.483)	(20.7)	26.497	21.013	(5.483)	(20.7)
Total Revenue	\$19.570	\$17.935	(\$1.635)	(8.4)	\$26.497	\$21.013	(\$5.483)	(20.7)	\$46.066	\$38.948	(\$7.118)	(15.5)
Expenses												
<i>Labor:</i>												
Payroll	\$42.884	\$44.844	(\$1.960)	(4.6)	\$4.804	\$4.676	\$0.128	2.7	\$47.688	\$49.520	(\$1.831)	(3.8)
Overtime	6.716	6.194	0.522	7.8	2.694	2.864	(0.170)	(6.3)	9.411	9.058	0.352	3.7
Health and Welfare	8.517	9.510	(0.993)	(11.7)	1.673	1.610	0.063	3.8	10.191	11.120	(0.930)	(9.1)
OPEB Current Payment	3.083	3.504	(0.420)	(13.6)	0.000	0.000	0.000	-	3.083	3.504	(0.420)	(13.6)
Pensions	9.901	14.062	(4.161)	(42.0)	1.322	1.357	(0.035)	(2.7)	11.223	15.419	(4.196)	(37.4)
Other Fringe Benefits	10.069	11.192	(1.123)	(11.1)	1.259	1.307	(0.047)	(3.8)	11.328	12.498	(1.170)	(10.3)
Reimbursable Overhead	(6.557)	(6.013)	(0.544)	(8.3)	6.339	5.950	0.389	6.1	(0.218)	(0.062)	(0.156)	(71.4)
Total Labor	\$74.614	\$83.293	(\$8.679)	(11.6)	\$18.093	\$17.765	\$0.328	1.8	\$92.706	\$101.058	(\$8.351)	(9.0)
<i>Non-Labor:</i>												
Electric Power	\$3.848	\$3.937	(\$0.089)	(2.3)	\$0.000	\$0.000	\$0.000	-	\$3.848	\$3.937	(\$0.089)	(2.3)
Fuel	1.379	1.242	0.137	9.9	0.000	0.000	0.000	-	1.379	1.242	0.137	9.9
Insurance	1.657	1.423	0.234	14.1	0.000	0.172	(0.172)	-	1.657	1.595	0.061	3.7
Claims	0.096	0.041	0.054	56.7	0.000	0.000	0.000	-	0.096	0.041	0.054	56.7
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	10.156	8.382	1.773	17.5	0.342	1.091	(0.749)	*	10.497	9.473	1.024	9.8
Professional Service Contracts	3.549	3.122	0.427	12.0	1.544	0.975	0.569	36.8	5.093	4.097	0.996	19.6
Materials & Supplies	8.721	9.148	(0.427)	(4.9)	6.486	0.984	5.502	84.8	15.207	10.131	5.075	33.4
Other Business Expenses	1.531	2.009	(0.477)	(31.2)	0.033	0.026	0.006	19.4	1.564	2.035	(0.471)	(30.1)
Total Non-Labor	\$30.935	\$29.303	\$1.632	5.3	\$8.404	\$3.249	\$5.155	61.3	\$39.339	\$32.552	\$6.788	17.3
<i>Other Adjustments:</i>												
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.	\$105.549	\$112.596	(\$7.047)	(6.7)	\$26.497	\$21.013	\$5.483	20.7	\$132.046	\$133.609	(\$1.564)	(1.2)
Depreciation	20.542	31.159	(10.617)	(51.7)	0.000	0.000	0.000	-	20.542	31.159	(10.617)	(51.7)
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	0.333	0.000	0.333	100.0	0.000	0.000	0.000	-	0.333	0.000	0.333	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$126.425	\$143.755	(\$17.330)	(13.7)	\$26.497	\$21.013	\$5.483	20.7	\$152.921	\$164.768	(\$11.847)	(7.7)
Net Surplus/(Deficit)	(\$106.855)	(\$125.820)	(\$18.965)	(17.7)	\$0.000	\$0.000	\$0.000	-	(\$106.855)	(\$125.820)	(\$18.965)	(17.7)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	31.159	10.617	51.7	0.000	0.000	0.000	-	20.542	31.159	10.617	51.7
Operating/Capital	(3.993)	(4.622)	(0.629)	(15.7)	0.000	0.000	0.000	-	(3.993)	(4.622)	(0.629)	(15.7)
Other Cash Adjustments	(9.573)	18.930	28.502	*	0.000	0.000	0.000	-	(9.573)	18.930	28.502	*
Total Cash Conversion Adjustments	\$6.976	\$45.467	\$38.490	*	\$0.000	\$0.000	\$0.000	-	\$6.976	\$45.467	\$38.490	*
Net Cash Surplus/(Deficit)	(\$99.878)	(\$80.353)	\$19.525	19.5	\$0.000	\$0.000	\$0.000	-	(\$99.878)	(\$80.353)	\$19.525	19.5

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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$45.880	\$49.502	\$3.622	7.9	\$0.000	\$0.000	\$0.000	-	\$45.880	\$49.502	\$3.622	7.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	15.183	9.690	(5.493)	(36.2)	0.000	0.000	0.000	-	15.183	9.690	(5.493)	(36.2)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	51.425	31.552	(19.873)	(38.6)	51.425	31.552	(19.873)	(38.6)
CDOT	0.000	0.000	0.000	-	65.462	29.123	(36.339)	(55.5)	65.462	29.123	(36.339)	(55.5)
Other	0.000	0.000	0.000	-	4.331	4.076	(0.255)	(5.9)	4.331	4.076	(0.255)	(5.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	121.218	64.751	(56.467)	(46.6)	121.218	64.751	(56.467)	(46.6)
Total Revenue/Receipts	\$61.063	\$59.193	(\$1.870)	(3.1)	\$121.218	\$64.751	(\$56.467)	(46.6)	\$182.281	\$123.943	(\$58.337)	(32.0)
Expenses												
<i>Labor:</i>												
Payroll	\$171.443	\$172.608	(\$1.165)	(0.7)	\$17.417	\$14.729	\$2.689	15.4	\$188.860	\$187.337	\$1.523	0.8
Overtime	27.867	25.119	2.748	9.9	9.263	8.459	0.804	8.7	37.130	33.578	3.553	9.6
Health and Welfare	34.274	36.553	(2.279)	(6.6)	5.961	4.981	0.980	16.4	40.235	41.534	(1.299)	(3.2)
OPEB Current Payment	12.333	13.776	(1.443)	(11.7)	0.000	0.000	0.000	-	12.333	13.776	(1.443)	(11.7)
Pensions	39.700	42.718	(3.018)	(7.6)	4.733	4.209	0.525	11.1	44.433	46.926	(2.493)	(5.6)
Other Fringe Benefits	40.693	40.988	(0.295)	(0.7)	4.486	4.030	0.456	10.2	45.180	45.018	0.162	0.4
Reimbursable Overhead	(23.069)	(18.652)	(4.417)	(19.1)	22.368	18.360	4.008	17.9	(0.702)	(0.292)	(0.409)	(58.3)
Total Labor	\$303.240	\$313.109	(\$9.869)	(3.3)	\$64.229	\$54.767	\$9.462	14.7	\$367.470	\$367.876	(\$0.407)	(0.1)
<i>Non-Labor:</i>												
Electric Power	\$17.596	\$17.772	(\$0.177)	(1.0)	\$0.000	\$0.140	(\$0.140)	-	\$17.596	\$17.912	(\$0.316)	(1.8)
Fuel	5.714	5.234	0.480	8.4	0.000	0.000	0.000	-	5.714	5.234	0.480	8.4
Insurance	6.525	5.541	0.984	15.1	0.000	0.533	(0.533)	-	6.525	6.075	0.451	6.9
Claims	0.382	0.090	0.292	76.4	0.000	0.000	0.000	-	0.382	0.090	0.292	76.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	39.431	32.865	6.566	16.7	5.169	2.996	2.174	42.1	44.600	35.861	8.740	19.6
Professional Service Contracts	14.146	10.527	3.619	25.6	7.960	6.135	1.825	77.1	22.106	12.352	9.754	44.1
Materials & Supplies	33.882	34.362	(0.480)	(1.4)	43.729	4.417	39.312	89.9	77.610	38.779	38.831	50.0
Other Business Expenses	5.793	6.503	(0.710)	(12.3)	0.130	0.072	0.058	44.5	5.924	6.576	(0.652)	(11.0)
Total Non-Labor	\$123.469	\$112.895	\$10.574	8.6	\$56.989	\$9.983	\$47.005	82.5	\$180.458	\$122.878	\$57.580	31.9
<i>Other Adjustments</i>												
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.	\$426.710	\$426.004	\$0.706	0.2	\$121.218	\$64.751	\$56.467	46.6	\$547.927	\$490.755	\$57.173	10.4
Depreciation	82.169	91.721	(9.552)	(11.6)	0.000	0.000	0.000	-	82.169	91.721	(9.552)	(11.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.568	(3.755)	4.323	*	0.000	0.000	0.000	-	0.568	(3.755)	4.323	*
Environmental Remediation	1.333	0.060	1.274	95.5	0.000	0.000	0.000	-	1.333	0.060	1.274	95.5
GASB75 Adjustment	0.000	0.144	(0.144)	-	0.000	0.000	0.000	-	0.000	0.144	(0.144)	-
Total Expenses	\$510.779	\$514.174	(\$3.394)	(0.7)	\$121.218	\$64.751	\$56.467	46.6	\$631.997	\$578.924	\$53.073	8.4
Net Surplus/(Deficit)	(\$449.716)	(\$454.981)	(\$5.265)	(1.2)	\$0.000	\$0.000	\$0.000	-	(\$449.716)	(\$454.981)	(\$5.265)	(1.2)
<i>Cash Conversion Adjustments:</i>												
Depreciation	82.169	91.721	9.552	11.6	0.000	0.000	0.000	-	82.169	91.721	9.552	11.6
Operating/Capital	(17.409)	(9.196)	8.213	47.2	0.000	0.000	0.000	-	(17.409)	(9.196)	8.213	47.2
Other Cash Adjustments	21.583	(28.442)	(50.025)	*	0.000	0.000	0.000	-	21.583	(28.442)	(50.025)	*
Total Cash Conversion Adjustments	\$86.343	\$54.083	(\$32.260)	(37.4)	\$0.000	\$0.000	\$0.000	-	\$86.343	\$54.083	(\$32.260)	(37.4)
Net Cash Surplus/(Deficit)	(\$363.374)	(\$400.898)	(\$37.524)	(10.3)	\$0.000	\$0.000	\$0.000	-	(\$363.374)	(\$400.898)	(\$37.524)	(10.3)

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
April 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	(\$0.318)	(2.1%)		\$3.622	7.9%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.
OTHER OPERATING REVENUE	Non-Reimb	(\$1.317)	(31.7%)	Lower advertising and GCT retail revenues.	(\$5.493)	(36.2%)	Lower advertising, GCT retail, and parking revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.483)	(20.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$56.467)	(46.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.960)	(4.6%)	Primarily reflects the timing of retiree payouts.	(\$1.165)	(0.7%)	Primarily reflects lower activity on the Positive Train Control (NY), Cyclical Track Program, GCT/ESA Unified Trash Facility and Signal Replacement from Greenwich to South Norwalk Projects.
	Reimb	\$0.128	2.7%		\$2.689	15.4%	
OVERTIME	Non-Reimb	\$0.522	7.8%	See overtime charts.	\$2.748	9.9%	See overtime charts.
	Reimb	(\$0.170)	(6.3%)	See overtime charts.	\$0.804	8.7%	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	(\$0.993)	(11.7%)	Primarily reflects a YTD catch-up adjustment for higher than budgeted Health & Welfare rates.	(\$2.279)	(6.6%)	Reflects higher than budgeted rates.
	Reimb	\$0.063	3.8%		\$0.980	16.4%	Primarily reflects lower activity on the Positive Train Control (NY), Signal Replacement from Greenwich to South Norwalk and Positive Train Control (CT) Projects as well as Connecticut Track and Cyclical Track Programs.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.420)	(13.6%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$1.443)	(11.7%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
	Reimb						
PENSIONS	Non-Reimb	(\$4.161)	(42.0%)	Primarily reflects a catch-up adjustment for the Actuarially Defined Contribution (ADC) and an increase in the provision for COVID-19 Death Benefits.	(\$3.018)	(7.6%)	Primarily reflects a catch-up adjustment for the Actuarially Defined Contribution (ADC) and an increase in the provision for COVID-19 Death Benefits.
	Reimb	(\$0.035)	(2.7%)		\$0.525	11.1%	

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
April 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
		\$	%		\$	%	
OTHER FRINGE BENEFITS	Non-Reimb	(\$1.123)	(11.1%)	Primarily reflects a higher employee claim provision, rates and labor costs than budgeted.	(\$0.295)	(0.7%)	
	Reimb	(\$0.047)	(3.8%)		\$0.456	10.2%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.544)	(8.3%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$4.417)	(19.1%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$0.389	6.1%		\$4.008	17.9%	
FUEL	Non-Reimb	\$0.137	9.9%	Lower than budgeted revenue diesel usage partially offset by higher than budgeted revenue diesel rates.	\$0.480	8.4%	Lower fuel usage partially offset by higher revenue diesel rates.
INSURANCE	Non-Reimb	\$0.234	14.1%	Primarily reflects lower than budgeted premiums.	\$0.984	15.1%	Primarily reflects lower than budgeted premiums.
	Reimb	(\$0.172)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Waterbury Branch Cab Signal, Turnouts Replacement and Power Infrastructure Restoration Projects.	(\$0.533)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Power Infrastructure Restoration, West of Hudson Signal Improvement and Waterbury Branch Cab Signal Projects.
CLAIMS	Non-Reimb	\$0.054	56.7%	Reflects a lower passenger claims provision than budgeted.	\$0.292	76.4%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.773	17.5%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts.	\$6.566	16.7%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts.
	Reimb	(\$0.749)	*	Primarily reflects higher activity on the Cyclical Track Program.	\$2.174	42.1%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects partially offset by higher activity on the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.427	12.0%	Primarily reflects timing of consulting and engineering services.	\$3.619	25.6%	Primarily reflects timing of consulting and engineering services.
	Reimb	\$0.569	36.8%	Reflects lower activity on the Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects partially offset by higher activity on the Waterbury Branch Cab Signal Projects.	\$6.135	77.1%	Reflects lower activity on the Positive Train Control (CT), Sasco Creek Traction Power Supply Station and Waterbury Branch Cab Signal Projects.

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
April 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
		\$	%		\$	%	
MATERIALS AND SUPPLIES	Reimb	\$5.502	84.8%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Harmon Shop Replacement - Phase V, and Turnouts Replacement Projects as well as the Cyclical Track Program.	\$39.312	89.9%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement, Harmon Shop Replacement - Phase V, Positive Train Control (CT), and Turnouts Replacement Projects as well as the Connecticut Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.477)	(31.2%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by lower credit card fees.	(\$0.710)	(12.3%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from first quarter revenue true-ups and lower Amtrak recoveries partially offset by lower credit card fees.
	Reimb	\$0.006	19.4%	Primarily reflects lower activity on the Program Scope Development Project.	\$0.058	44.5%	Primarily reflects lower activity on the Program Scope Development Project.
DEPRECIATION	Non-Reimb	(\$10.617)	(51.7%)	Primarily represents a YTD catch-up adjustment for capitalized assets now deemed complete and starting their beneficial life (most notably Positive Train Control). The July Financial Plan will be adjusted to reflect this increase in capitalized assets.	(\$9.552)	(11.6%)	Primarily represents a YTD catch-up adjustment for capitalized assets now deemed complete and starting their beneficial life (most notably Positive Train Control). The July Financial Plan will be adjusted to reflect this increase in capitalized assets.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	100.0%		\$4.323	100.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.333	100.0%	Reflects timing of projects requiring remediation.	\$1.274	95.5%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.144)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	(\$0.629)	(15.7%)	Primarily reflects timing for the Track Geometry Car partially offset by the Upper Harlem Pole Replacement and Snowmelter Cabinets Projects.	\$8.213	47.2%	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, Vehicle Replacement Program, GCT Exhaust Duct Repair, Design/Reconfiguration of the Station Master's Office, GCT Air Handling Units/Glycol Cooling, GCT Escalator Replacement and GCT ADA Compliant Signage.

* Variance exceeds 100%.

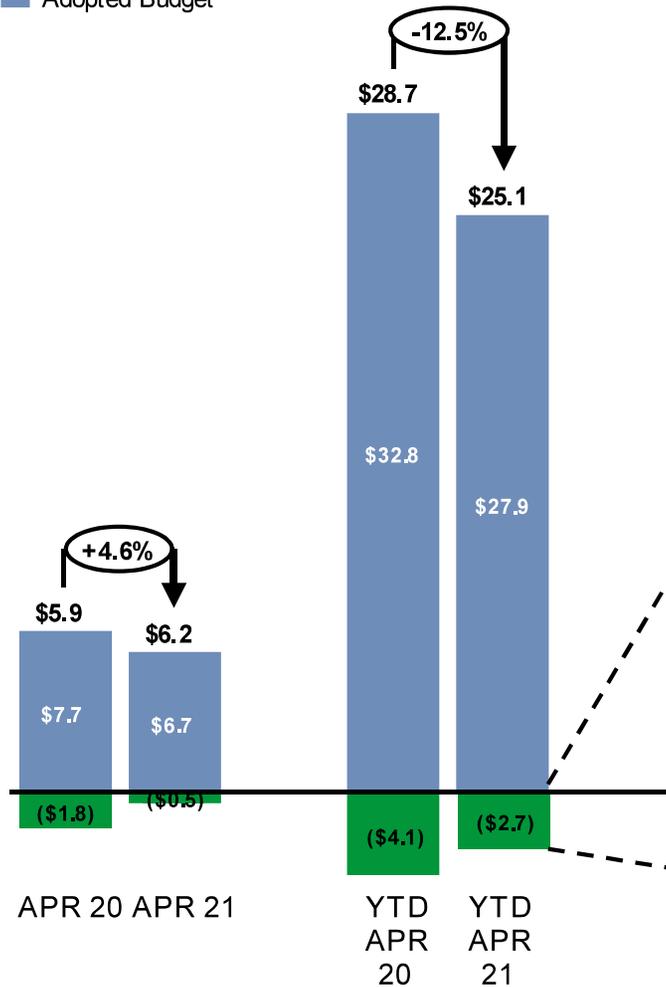
METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

April 2021 and YTD Budget v.s. v variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$85.2M

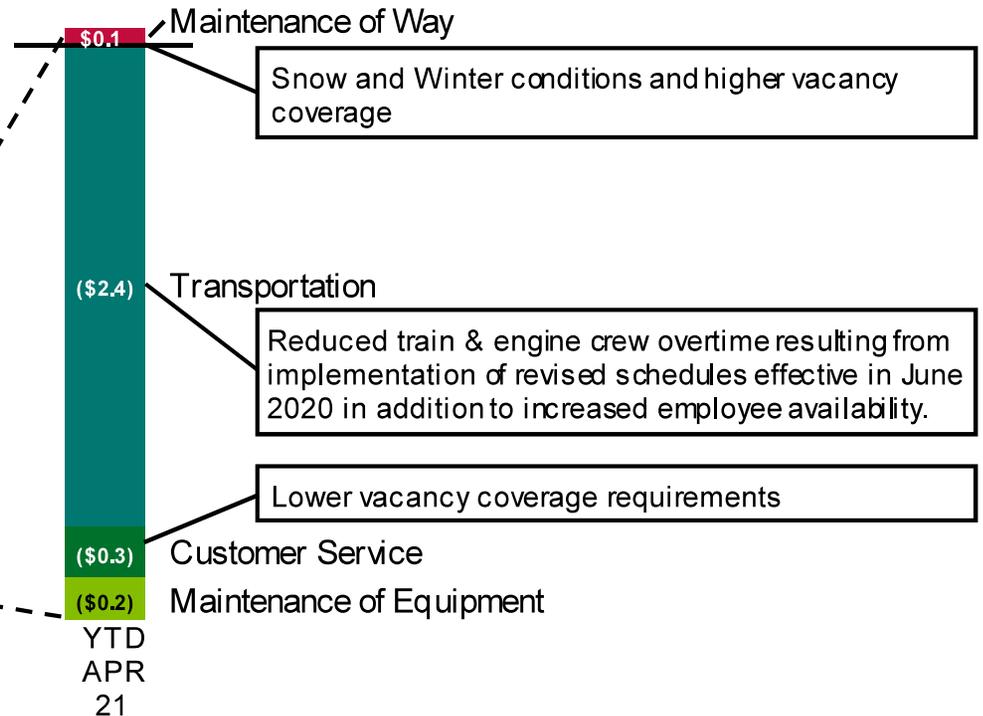


Overview

- Overall decrease of \$3.6M or 12.5% compared to YTD April 2020
- 9.9% below 2021 Adopted Budget
- Snow and Winter conditions response and higher vacancy coverage in Maintenance of Way offset by revised crew needs in Transportation and lower vacancy coverage in Customer Service
- Connecticut paid \$6.4M of total \$25.1M; Connecticut's share of YTD Variance is favorable \$1.1M of the favorable \$2.7M

YTD variance by division

(\$2.7M), (9.9%)

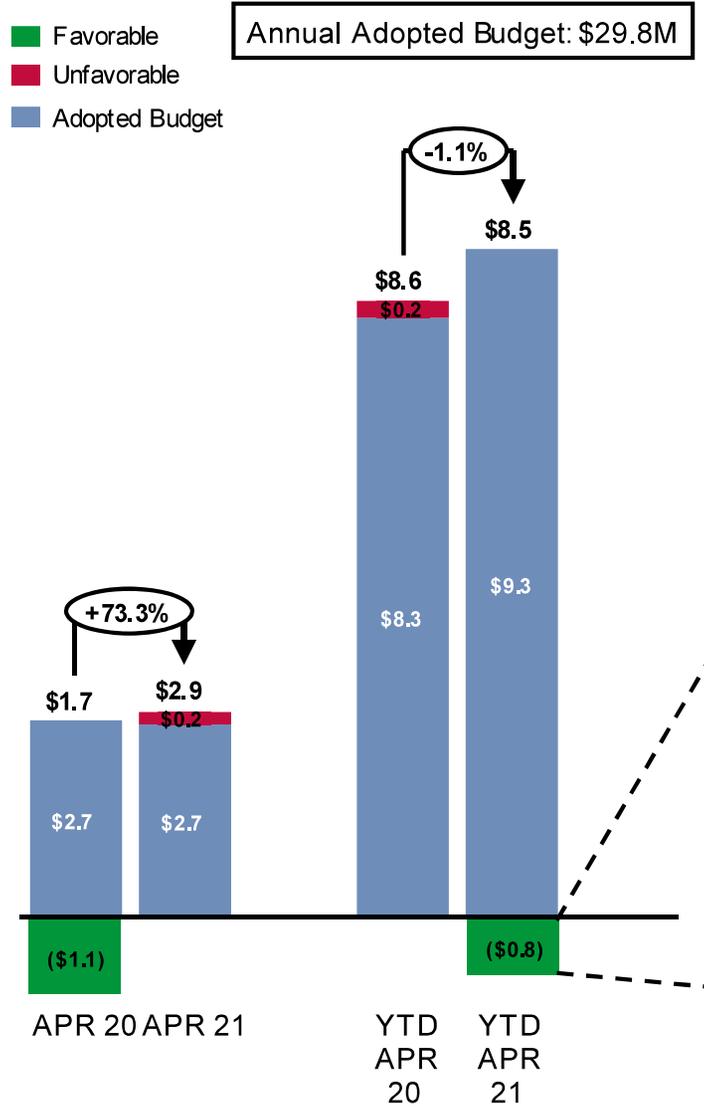


Source: 2021 Adopted Budget, General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD –Reimbursable Overtime Variance

April 2021 and YTD Budget v.s. variance

\$M

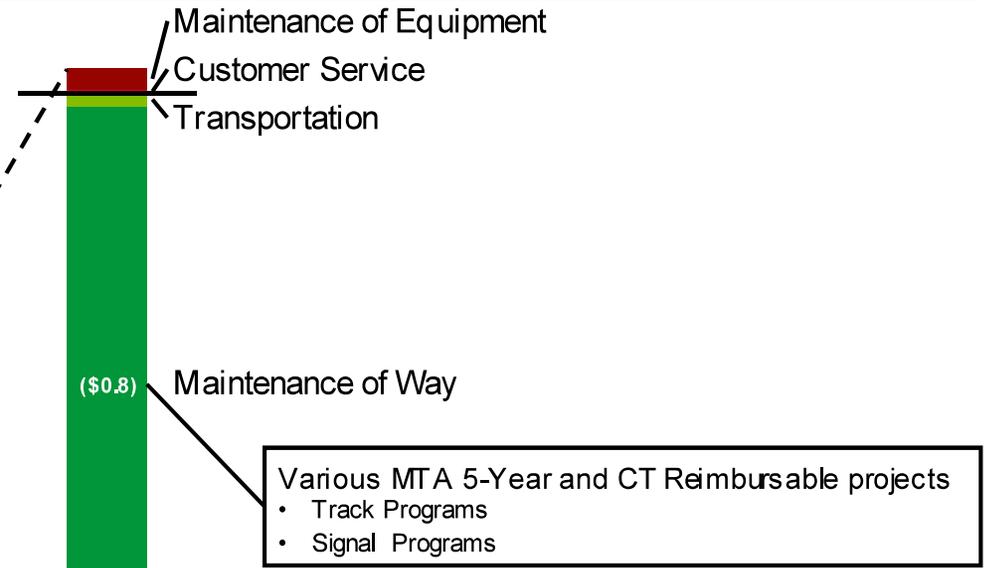


Overview

- Overall decrease of \$0.1M or 1.1% compared to YTD April 2020
- 8.7% 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 \$3.5M of total \$8.5M; Connecticut's share of YTD Variance is favorable \$0.2M of the favorable \$0.8M

YTD variance by division

(\$0.8M), (8.7%)



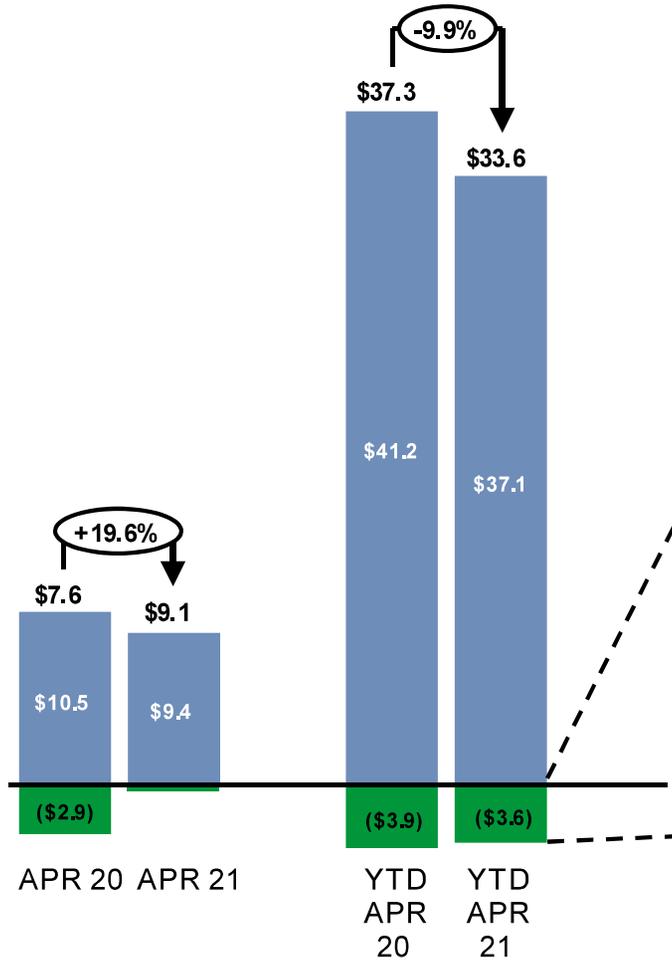
Source: 2021 Adopted Budget General Ledger actuals for actual overtime spending.

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

April 2021 and YTD Budget v.s. variance
\$M

■ Favorable
■ Unfavorable
■ November Forecast

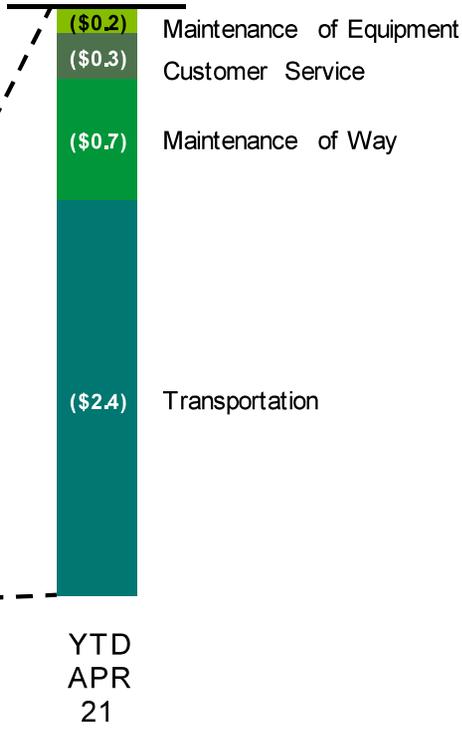
Annual Adopted Budget: \$114.9M



Overview

- Overall decrease of \$3.7M or 9.9% compared to YTD April 2020
- 9.6% below 2021 Adopted Budget
- Revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way and lower vacancy coverage in Customer Service
- Connecticut paid \$9.8M of total \$33.6M; Connecticut's share of YTD Variance is a favorable \$1.4M of the overall favorable \$3.6M

YTD variance by division (\$3.6M), (9.6%)



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

	APRIL 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$14.749	\$14.738	(\$0.011)	(0.1)	\$44.123	\$47.968	\$3.845	8.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.715	5.029	(1.686)	(25.1)	26.122	22.579	(3.543)	(13.6)
<i>Capital & Other Reimbursements:</i>								
MTA	11.780	9.626	(2.154)	(18.3)	47.348	24.476	(22.872)	(48.3)
CDOT	10.547	20.455	9.908	93.9	65.462	43.800	(21.662)	(33.1)
Other	1.128	0.548	(0.580)	(51.4)	4.331	5.150	0.819	18.9
Total Capital and Other Reimbursements	23.456	30.629	7.173	30.6	117.141	73.426	(43.715)	(37.3)
Total Receipts	\$44.920	\$50.396	\$5.476	12.2	\$187.385	\$143.973	(\$43.412)	(23.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$54.394	\$51.454	\$2.940	5.4	\$185.766	\$180.172	\$5.594	3.0
Overtime	10.962	9.167	1.795	16.4	36.883	32.974	3.909	10.6
Health and Welfare	11.203	11.313	(0.110)	(1.0)	44.200	43.870	0.330	0.7
OPEB Current Payment	3.083	3.579	(0.496)	(16.1)	12.333	13.816	(1.483)	(12.0)
Pensions	11.309	11.458	(0.149)	(1.3)	45.237	45.742	(0.505)	(1.1)
Other Fringe Benefits	12.743	17.260	(4.517)	(35.4)	42.965	95.176	(52.211)	*
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	\$103.695	\$104.231	(\$0.536)	(0.5)	\$367.385	\$411.750	(\$44.365)	(12.1)
<i>Non-Labor:</i>								
Electric Power	\$4.007	\$4.736	(\$0.729)	(18.2)	\$18.233	\$20.444	(\$2.211)	(12.1)
Fuel	1.336	1.113	0.223	16.7	5.545	5.170	0.375	6.8
Insurance	2.764	0.000	2.764	100.0	2.764	0.000	2.764	100.0
Claims	0.096	0.120	(0.025)	(25.7)	0.886	0.414	0.472	53.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.805	6.956	2.849	29.1	43.517	42.556	0.961	2.2
Professional Service Contracts	3.582	2.227	1.355	37.8	15.824	9.032	6.792	42.9
Materials & Supplies	15.757	8.973	6.784	43.1	81.025	39.527	41.498	51.2
Other Business Expenditures	3.756	2.393	1.363	36.3	15.582	15.978	(0.396)	(2.5)
Total Non-Labor	\$41.104	\$26.518	\$14.586	35.5	\$183.374	\$133.121	\$50.253	27.4
<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	\$144.798	\$130.749	\$14.049	9.7	\$550.759	\$544.871	\$5.888	1.1
Net Cash Deficit (excludes Opening Cash Balance)	(\$99.878)	(\$80.353)	\$19.525	19.5	(\$363.374)	(\$400.898)	(\$37.524)	(10.3)
Subsidies								
MTA	76.520	51.483	(25.037)	(32.7)	262.254	232.518	(29.736)	(11.3)
CDOT	23.359	29.581	6.222	26.6	101.120	139.150	38.030	37.6
Total Subsidies	\$99.878	\$81.064	(\$18.814)	(18.8)	\$363.374	\$371.668	\$8.294	2.3
Cash Timing and Availability Adjustment	\$0.000	\$4.627	\$4.627	-	\$0.000	\$45.616	\$45.616	-

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)

\$ Detail

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-to-Date as of April 30th, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(0.011)	(0.1%)		3.845	8.7%	Primarily reflects higher non-commutation ridership partially offset by lower commutation ridership on the East of Hudson line.
OTHER OPERATING REVENUE	(1.686)	(25.1%)	Primarily reflects lower GCT retail revenues due to the COVID-19 pandemic.	(3.543)	(13.6%)	Primarily reflects lower GCT retail, advertising and station revenues partially offset by a refund of insurance premiums.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2.154)	(18.3%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.	(22.872)	(48.3%)	Primarily reflects lower cash receipts than budgeted.
CDOT	9.908	93.9%	Primarily reflects higher cash receipts partially offset by lower capital related project activity than budgeted.	(21.662)	(33.1%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	(0.580)	(51.4%)	Primarily reflects lower reimbursable related project activity than budgeted.	0.819	18.9%	Reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	2.940	5.4%	Primarily reflects timing of RWA payments, pay periods and remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.	5.594	3.0%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll.
OVERTIME	1.795	16.4%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.	3.909	10.6%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.
OPEB CURRENT PAYMENT	(0.496)	(16.1%)	Primarily reflects higher number of retirees receiving healthcare premiums than budgeted.	(1.483)	(12.0%)	Primarily reflects higher number of retirees receiving healthcare premiums than budgeted.
OTHER FRINGE BENEFITS	(4.517)	(35.4%)	Primarily reflects higher employee claim payments combined with the timing of payroll taxes.	(52.211)	*	Primarily due to the partial payment of Railroad Retirement Taxes which were deferred in 2020 and higher employee claim payments than budgeted.
ELECTRIC POWER	(0.729)	(18.2%)	Primarily reflects timing of payments.	(2.211)	(12.1%)	Primarily reflects timing of payments combined with higher rates than budgeted.
FUEL	0.223	16.7%	Primarily reflects lower fuel usage.	0.375	6.8%	Reflects lower fuel usage partially offset by timing of payments.
INSURANCE	2.764	100.0%	Primarily reflects the timing of insurance premiums payments.	2.764	100.0%	Primarily reflects the timing of insurance premiums payments.
CLAIMS	(0.025)	(25.7%)	Reflects higher than budgeted passenger injury settlements.	0.472	53.3%	Reflects lower 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	\$ Detail			\$ Detail		
	April Month vs Budget			Year-to-Date as of April 30th, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
MAINTENANCE & OTHER OPERATING CONTRACTS	2.849	29.1%	Primarily reflects the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts.	0.961	2.2%	
PROFESSIONAL SERVICE CONTRACTS	1.355	37.8%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT)) as well as lower than anticipated consulting and other engineering services.	6.792	42.9%	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	6.784	43.1%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal and Power Infrastructure Restoration Projects combined with the timing of rolling stock maintenance events.	41.498	51.2%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement and Connecticut Track Program Projects.
OTHER BUSINESS EXPENSES	1.363	36.3%	Primarily reflects timing of New Jersey Transit subsidy payments combined with lower miscellaneous expenses.	(0.396)	(2.5%)	
MTA SUBSIDY RECEIPTS	(25.037)	(32.7%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.	(29.736)	(11.3%)	Reflects higher CDOT subsidy and available cash balance partially offset by higher cash deficit.
CDOT SUBSIDY RECEIPTS	6.222	26.6%	Primarily reflects the timing of the receipt of the estimated 2020 Q4 Administrative Asset invoice.	38.030	37.6%	Primarily reflects a higher CDOT share of estimated deficits than budgeted combined with the timing of the receipt of the estimated 2020 Q4 Administrative Asset invoice.

* Variance exceeds 100%

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

	APRIL 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.669)	(\$0.362)	\$0.306	45.8	(\$1.758)	(\$1.534)	\$0.223	12.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.563	2.194	(0.369)	(14.4)	10.939	12.889	1.950	17.8
<i>Capital & Other Reimbursements:</i>								
MTA	(3.041)	(1.863)	1.178	38.7	(4.077)	(7.076)	(2.999)	(73.6)
CDOT	0.000	11.173	11.173	-	0.000	14.677	14.677	-
Other	0.000	0.306	0.306	-	0.000	1.074	1.074	-
Total Capital and Other Reimbursements	(3.041)	9.616	12.657	*	(4.077)	8.675	12.752	*
Total Revenue/Receipts	(\$1.147)	\$11.448	\$12.594	*	\$5.105	\$20.030	\$14.925	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.705)	(\$1.934)	\$4.771	71.2	\$3.094	\$7.165	\$4.071	*
Overtime	(1.552)	(0.109)	1.443	93.0	0.247	0.604	0.356	*
Health and Welfare	(1.013)	(0.193)	0.820	81.0	(3.965)	(2.336)	1.629	41.1
OPEB Current Payment	0.000	(0.075)	0.000	-	0.000	(0.040)	(0.040)	-
Pensions	(0.086)	3.961	4.048	*	(0.804)	1.184	1.988	*
Other Fringe Benefits	(1.414)	(4.762)	(3.347)	*	2.214	(50.158)	(52.372)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.218)	(0.062)	0.156	71.4	(0.702)	(0.292)	0.409	58.3
Total Labor	(\$10.988)	(\$3.173)	\$7.815	71.1	\$0.085	(\$43.874)	(\$43.958)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.160)	(\$0.799)	(\$0.640)	*	(\$0.637)	(\$2.532)	(\$1.895)	*
Fuel	0.042	0.129	0.086	*	0.170	0.064	(0.106)	(62.2)
Insurance	(1.108)	1.595	2.703	*	3.761	6.075	2.314	61.5
Claims	0.000	(0.079)	(0.079)	-	(0.504)	(0.324)	0.180	35.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.692	2.517	1.825	*	1.083	(6.695)	(7.779)	*
Professional Service Contracts	1.511	1.870	0.360	23.8	6.282	3.320	(2.962)	(47.2)
Materials & Supplies	(0.550)	1.158	1.709	*	(3.414)	(0.748)	2.666	78.1
Other Business Expenses	(2.192)	(0.358)	1.834	83.7	(9.658)	(9.402)	0.256	2.6
Total Non-Labor	(\$1.764)	\$6.034	\$7.798	*	(\$2.916)	(\$10.243)	(\$7.326)	*
<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.	(\$12.752)	\$2.860	\$15.613	*	(\$2.832)	(\$54.116)	(\$51.285)	*
Depreciation	20.542	31.159	10.617	51.7	82.169	91.721	9.552	11.6
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.568	(3.755)	(4.323)	*
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	1.333	0.060	(1.274)	95.5
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.144	0.144	-
Total Expenditures Adjustments	\$8.123	\$34.019	\$25.896	*	\$81.238	\$34.053	(\$47.185)	(58.1)
Total Cash Conversion Adjustments	\$6.976	\$45.467	\$38.490	*	\$86.343	\$54.083	(\$32.260)	(37.4)

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
APRIL 2021
(in millions)**

	MONTH			VARIANCE				YTD			VARIANCE			
	ADOPTED BUDGET	2021	2020 ^(A)	Fav/(Unfav)		2020	%	ADOPTED BUDGET	2021	2020 ^(A)	Fav/(Unfav)		2020	%
				ADOPTED BUDGET	2020						ADOPTED BUDGET	2020		
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	2.371	1.150	0.732	(1.222)	-51.5%	0.417	57.0%	7.431	4.265	28.606	(3.167)	-42.6%	(24.341)	-85.1%
<i>Harlem Line - Non-Commutation</i>	2.064	3.086	0.505	1.021	49.5%	2.580	510.7%	5.840	9.868	19.116	4.028	69.0%	(9.248)	-48.4%
TOTAL HARLEM LINE	\$4.436	\$4.235	\$1.238	(\$0.200)	-4.5%	\$2.998	242.2%	\$13.271	\$14.133	\$47.722	\$0.861	6.5%	(\$33.590)	-70.4%
<i>Hudson Line - Commutation</i>	1.627	0.804	0.489	(0.822)	-50.6%	0.316	64.6%	5.141	3.080	19.114	(2.062)	-40.1%	(16.034)	-83.9%
<i>Hudson Line - Non-Commutation</i>	1.813	3.030	0.475	1.217	67.1%	2.555	537.5%	5.015	9.524	16.120	4.509	89.9%	(6.596)	-40.9%
TOTAL HUDSON LINE	\$3.440	\$3.835	\$0.964	\$0.395	11.5%	\$2.871	297.8%	\$10.157	\$12.604	\$35.234	\$2.448	24.1%	(\$22.630)	-64.2%
<i>New Haven Line - Commutation</i>	3.300	1.196	0.891	(2.104)	-63.7%	0.305	34.2%	10.310	4.597	38.981	(5.713)	-55.4%	(34.384)	-88.2%
<i>New Haven Line - Non-Commutation</i>	3.945	5.477	0.629	1.532	38.8%	4.848	770.4%	11.249	16.941	35.296	5.692	50.6%	(18.355)	-52.0%
TOTAL NEW HAVEN LINE	\$7.245	\$6.674	\$1.521	(\$0.572)	-7.9%	\$5.153	338.9%	\$21.559	\$21.538	\$74.277	(\$0.021)	-0.1%	(\$52.739)	-71.0%
<i>All Lines - Commutation</i>	7.298	3.151	2.113	(4.148)	-56.8%	1.038	49.1%	22.882	11.941	86.701	(10.941)	-47.8%	(74.760)	-86.2%
<i>All Lines - Non-Commutation</i>	7.823	11.593	1.610	3.771	48.2%	9.983	620.1%	22.105	36.334	70.532	14.229	64.4%	(34.198)	-48.5%
TOTAL EAST OF HUDSON LINES	\$15.121	\$14.744	\$3.723	(\$0.377)	-2.5%	\$11.021	296.1%	\$44.987	\$48.275	\$157.233	\$3.288	7.3%	(\$108.958)	-69.3%
<i>West of Hudson^(B)</i>	<u>0.297</u>	<u>0.356</u>	<u>0.108</u>	<u>0.059</u>	<u>19.9%</u>	<u>0.248</u>	<u>229.7%</u>	<u>0.893</u>	<u>1.227</u>	<u>\$2.938</u>	<u>0.334</u>	<u>37.4%</u>	<u>(1.711)</u>	<u>-58.2%</u>
TOTAL FAREBOX REVENUE	\$15.418	\$15.100	\$3.831	(\$0.318)	-2.1%	\$11.269	294.2%	\$45.880	\$49.502	\$160.171	\$3.622	7.9%	(\$110.669)	-69.1%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.349	0.213	0.105	(0.136)	-39.0%	0.108	103.3%	1.031	0.761	3.175	(0.271)	-26.2%	(2.414)	-76.0%
<i>Harlem Line - Non-Commutation</i>	0.227	0.392	0.058	0.165	72.8%	0.335	581.8%	0.647	1.282	2.027	0.635	98.2%	(0.745)	-36.7%
TOTAL HARLEM LINE	0.576	0.605	0.162	0.029	5.1%	0.443	273.1%	1.679	2.043	5.202	0.365	21.7%	(3.159)	-60.7%
<i>Hudson Line - Commutation</i>	0.200	0.113	0.055	(0.087)	-43.6%	0.058	106.7%	0.594	0.408	1.819	(0.186)	-31.3%	(1.410)	-77.5%
<i>Hudson Line - Non-Commutation</i>	0.163	0.292	0.036	0.130	79.7%	0.256	712.2%	0.450	0.929	1.361	0.480	106.7%	(0.431)	-31.7%
TOTAL HUDSON LINE	0.363	0.405	0.091	0.042	11.6%	0.314	346.8%	1.044	1.338	3.179	0.294	28.1%	(1.842)	-57.9%
<i>New Haven Line - Commutation</i>	0.460	0.232	0.110	(0.228)	-49.5%	0.122	111.0%	1.362	0.841	4.122	(0.522)	-38.3%	(3.281)	-79.6%
<i>New Haven Line - Non-Commutation</i>	0.370	0.611	0.072	0.241	65.3%	0.539	750.0%	1.062	1.963	3.285	0.901	84.9%	(1.322)	-40.2%
TOTAL NEW HAVEN LINE	0.830	0.844	0.182	0.014	1.6%	0.662	363.5%	2.424	2.804	7.407	0.380	15.7%	(4.603)	-62.1%
Total Ridership East of Hudson	1.009	0.558	0.269	(0.451)	-44.7%	0.289	107.1%	2.988	2.010	9.116	(0.978)	-32.7%	(7.106)	-78.0%
<i>All Lines - Commutation</i>	0.759	1.296	0.165	0.536	70.6%	1.130	683.3%	2.159	4.175	6.673	2.016	93.4%	(2.498)	-37.4%
<i>All Lines - Non-Commutation</i>	1.769	1.854	0.435	0.085	4.8%	1.419	326.3%	5.147	6.184	15.788	1.038	20.2%	(9.604)	-60.8%
TOTAL EAST OF HUDSON LINES	1.035	0.034	0.014	(0.000)	-1.0%	0.020	142.2%	0.102	0.130	0.348	0.028	27.9%	(0.218)	-62.6%
<i>West of Hudson^(B)</i>	<u>1.803</u>	<u>1.888</u>	<u>0.449</u>	<u>0.084</u>	<u>4.7%</u>	<u>1.439</u>	<u>320.5%</u>	<u>5.248</u>	<u>6.315</u>	<u>16.136</u>	<u>1.066</u>	<u>20.3%</u>	<u>(9.822)</u>	<u>-60.9%</u>
TOTAL EAST & WEST OF HUDSON LINES	1.803	1.888	0.449	0.084	4.7%	1.439	320.5%	5.248	6.315	16.136	1.066	20.3%	(9.822)	-60.9%

^(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
April 30, 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	48	3	
Security	18	17	1	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	13	2	
Customer Service	48	43	5	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	35	34	1	
Training	78	69	9	
Employee Relations & Diversity	4	4	-	
VP Planning	2	1	1	
Operations Planning & Analysis	19	-	19	B
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	-	
Controller	67	54	13	C
Budget	16	16	-	
Procurement & Material Mgmt	21	20	1	
Total Administration	425	365	60	
Operations				
Operations Support	39	55	(16)	B
Rolling Stock & EAM	15	14	1	
Transportation	1,658	1,587	71	A
Customer Service	369	351	19	A, C
Metro-North West	29	31	(2)	
Total Operations	2,110	2,038	72	
Maintenance				
Maintenance of Equipment	1,570	1,509	61	A
Maintenance of Way	2,142	2,041	101	A
Procurement & Material Mgmt	112	111	1	
Total Maintenance	3,824	3,661	163	
Engineering/Capital				
Construction Management	19	19	0	
Engineering & Design	59	54	5	
Total Engineering/Capital	78	73	5	
Total Positions	6,437	6,137	300	
Non-Reimbursable	5,705	5,581	124	
Reimbursable	732	556	176	
Total Full-Time	6,436	6,136	300	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
- (B) Reflects the transfer of the Operations Planning & Analysis group to Operations Support.
- (C) Reflects the transfer of the Mail & Ride group to Customer Service.

MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2021

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	148	130	18
Professional, Technical, Clerical	277	236	41
Operational Hourlies	-	-	-
Total Administration	425	365	60
Operations			
Managers/Supervisors	234	231	3
Professional, Technical, Clerical	251	260	(9)
Operational Hourlies	1,625	1,547	78
Total Operations	2,110	2,038	72
Maintenance			
Managers/Supervisors	645	629	16
Professional, Technical, Clerical	482	472	10
Operational Hourlies	2,697	2,560	137
Total Maintenance	3,824	3,661	163
Engineering/Capital			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	48	46	2
Operational Hourlies	-	-	-
Total Engineering/Capital	78	73	5
Total Positions			
Managers/Supervisors	1,057	1,017	40
Professional, Technical, Clerical	1,058	1,013	45
Operational Hourlies	4,322	4,107	215
Total Positions	6,437	6,137	300

**MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET VS. ACTUALS
April 30, 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	365	60	Primarily reflects the transfer of the Operations Planning & Analysis and Mail & Ride groups to Operations
Operations	2,110	2,038	72	Primarily reflects higher attrition than planned, partially offset by the transfer of the Operations Planning & Analysis and Mail & Ride groups from Administration
Maintenance	3,824	3,661	163	Primarily reflects higher attrition than planned
Engineering / Capital	78	73	5	
Total Agency-wide Headcount	6,437	6,137	300	
Non-Reimbursable	5,705	5,581	124	
Reimbursable	732	556	176	

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

	MONTH			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav)	
				BUD	2020
Farebox Operating Ratio					
Standard ^(B)	14.6%	13.3%	3.7%	-1.3%	9.6%
Adjusted ^(C)	19.5%	16.7%	11.2%	-2.8%	5.6%
Cost per Passenger					
Standard ^(B)	\$58.70	\$60.16	\$228.43	(\$1.46)	\$168.28
Adjusted ^(C)	\$57.24	\$58.55	\$237.53	(\$1.31)	\$178.98
Passenger Revenue/Passenger	\$8.55	\$8.00	\$8.53	(\$0.55)	(\$0.53)
	YEAR-TO-DATE			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav)	
				BUD	2020
Farebox Operating Ratio					
Standard ^(B)	10.7%	11.8%	38.7%	1.1%	-26.9%
Adjusted ^(C)	15.1%	15.0%	46.6%	-0.1%	-31.5%
Cost per Passenger					
Standard ^(B)	\$81.81	\$66.56	\$25.18	\$15.24	(\$41.38)
Adjusted ^(C)	\$79.95	\$64.71	\$24.53	\$15.24	(\$40.18)
Passenger Revenue/Passenger	\$8.74	\$7.84	\$9.75	(\$0.90)	(\$1.91)

(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 include a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



April 2021

Spring Flowers and the Harlem Line.

Image courtesy of Luis Rodriguez





Metro-North Railroad

April 2021 Highlights: Ridership Report

(Note: April West of Hudson ridership is preliminary)

April 2021 vs. 2020

The large increases in April 2021 ridership is attributed to April 2020's full-month of stay-at-home measures and closures from the COVID-19 pandemic that affected ridership significantly, unlike March which had a partial impact as ridership declined throughout that month before bottoming at the end of the month.

- East of Hudson ridership increased 326.3% vs. April 2020 and was 4.8% above the forecast.
- East of Hudson Commutation ridership increased by 107.1%.
- East of Hudson Non-Commutation ridership increased by 683.3%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 273.1%.
- Harlem Line Ridership increased by 346.8%.
- New Haven Line Ridership increased by 363.5%.

April 2021 vs. 2019

Total Rail Ridership decreased -74.6%

- East of Hudson ridership decreased -74.7%.
- West of Hudson ridership decreased -70.9%.

Note:

April ridership Includes Mail & Ride returned and unused refund adjustments.

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

April Ridership and Revenue (millions)

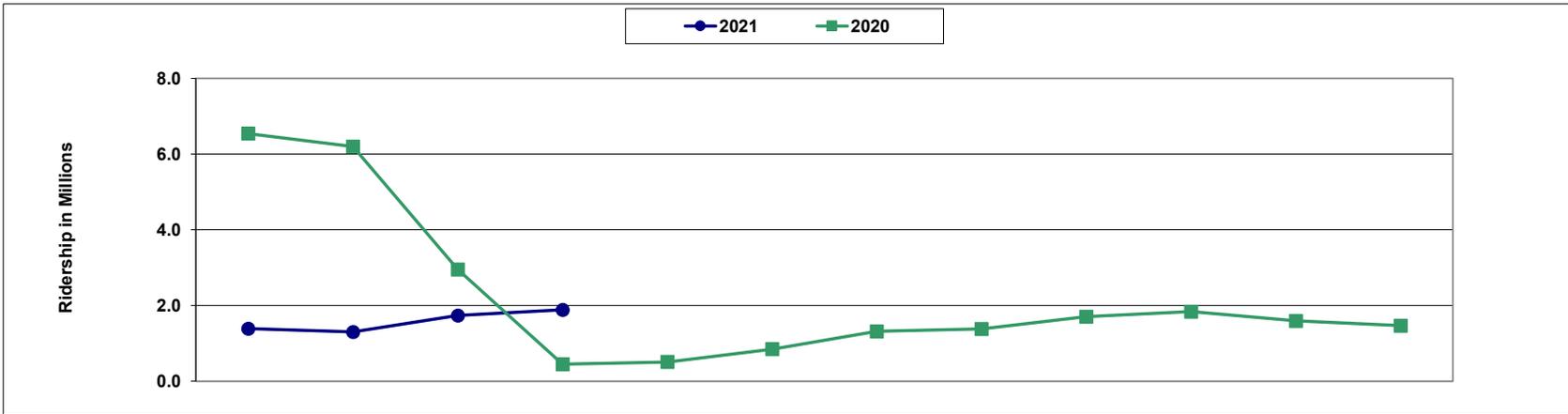
	April 2021	% Change vs. 2020
Total Rail Ridership	1.888	▲ 320.53%
Commutation Ridership	0.575	▲ 105.50%
Non-Commutation Ridership	1.313	▲ 675.79%
Connecting Service Ridership	0.006	▲ 262.50%
Total MNR System Ridership	1.894	▲ 320.32%
Rail Revenue	\$15.10	▲ 294.20%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	6.315	▼ -60.87%	▲ 20.32%
Commutation Ridership	2.078	▼ -77.73%	▼ -31.76%
Non-Commutation Ridership	4.237	▼ -37.76%	▲ 92.30%
Connecting Service Ridership	0.020	▼ -82.34%	▲ 3.44%
Total MNR System Ridership	6.335	▼ -61.02%	▲ 20.25%
Rail Revenue	\$49.50	▼ -69.09%	▲ 7.89%

APRIL 2021 RAIL RIDERSHIP (1)

- April's Total Rail Ridership was 320.5% above 2020 and 4.7% above forecast.

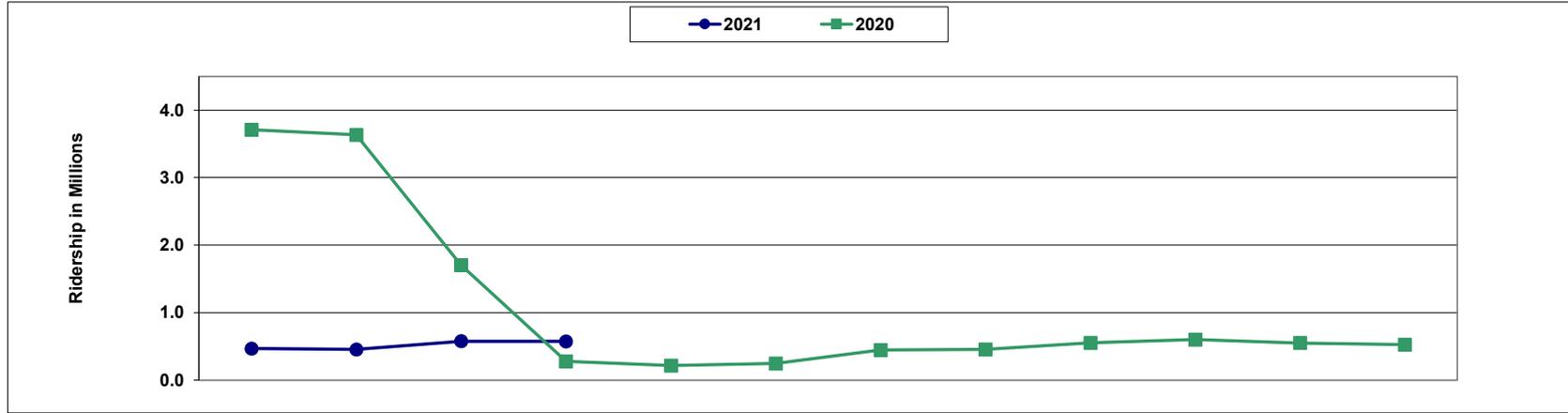


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.4	1.3	1.7	1.9									6.3
2020	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	16.1
PCT CHG.	-78.8%	-79.0%	-41.1%	320.5%									-60.9%

1) Includes East and West of Hudson.

APRIL 2021 RAIL COMMUTATION RIDERSHIP (1)

- April's Rail Commutation Ridership was 105.5% above 2020 and -44.1% below forecast.

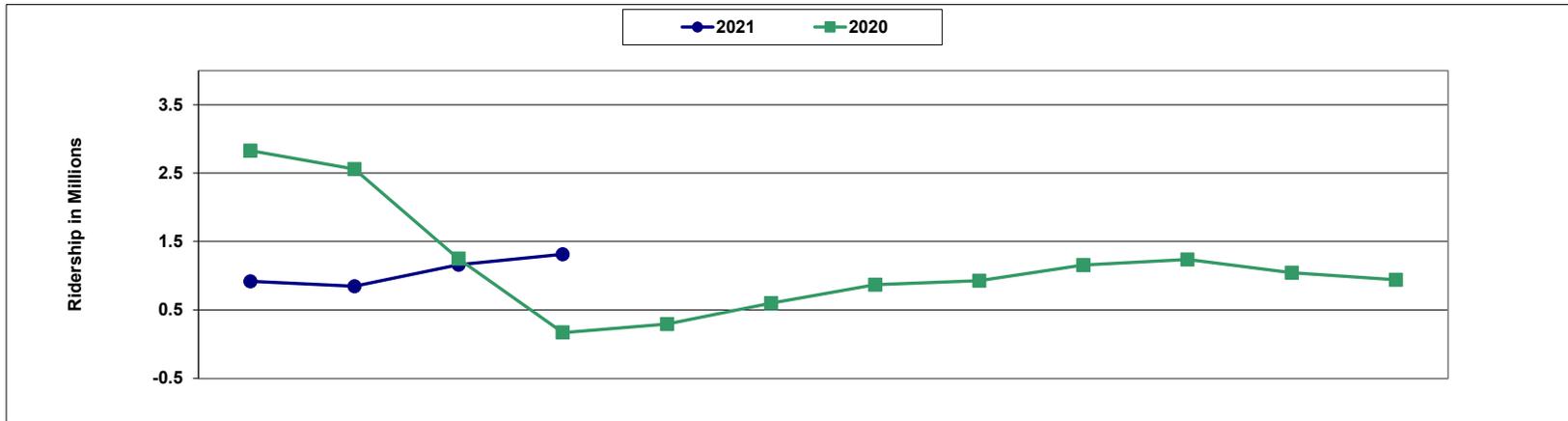


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.5	0.5	0.6	0.6									2.1
2020	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	9.3
PCT CHG.	-87.4%	-87.5%	-66.0%	105.5%									-77.7%

1) Includes East and West of Hudson.

APRIL 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- April's Rail Non-Commutation Ridership was 675.8% above 2020 and 69.5% above forecast.

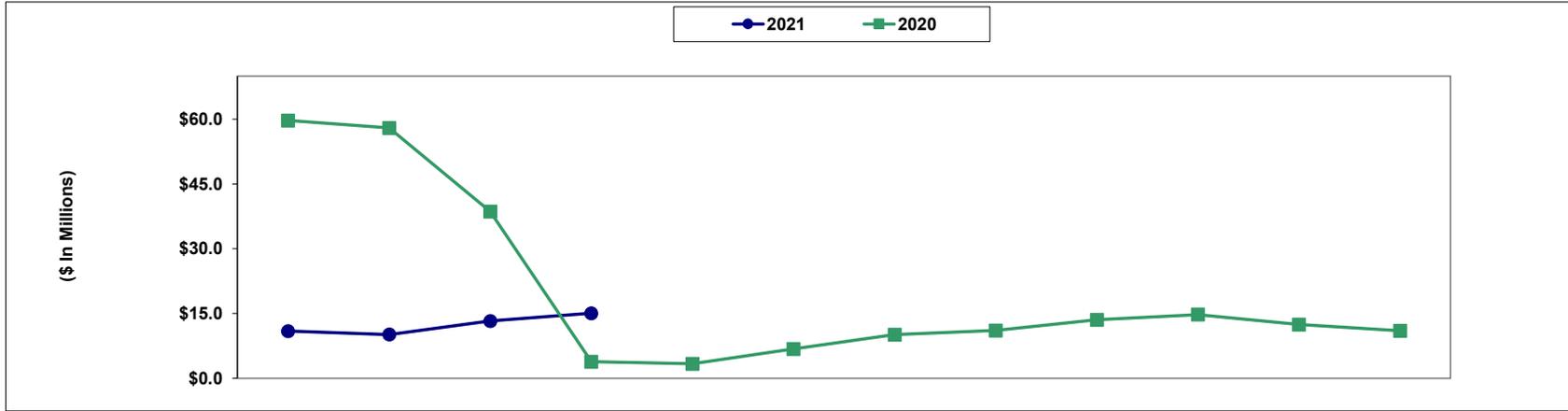


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.9	0.8	1.2	1.3									4.2
2020	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	6.8
PCT CHG.	-67.6%	-66.9%	-7.1%	675.8%									-37.8%

1) Includes East and West of Hudson.

APRIL 2021 RAIL REVENUE (1)

- April's Total Rail Revenue was 294.2% above 2020 and -2.1% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1									\$49.5
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$160.2
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%									-69.1%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
APRIL 2021

TICKET TYPE/SERVICE	APRIL 2021	APRIL 2021	VARIANCE VS. FORECAST		APRIL 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	557,911	1,009,352	(451,440)	-44.7%	269,364	288,547	107.1%
West of Hudson	16,724	19,385	(2,661)	-13.7%	10,269	6,455	62.9%
Total Rail Commutation Ridership	574,635	1,028,737	(454,101)	-44.1%	279,633	295,002	105.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	1,295,596	759,377	536,219	70.6%	165,403	1,130,193	683.3%
West of Hudson	17,484	15,179	2,305	15.2%	3,854	13,630	353.7%
Total Rail Non-Commutation Ridership	1,313,080	774,556	538,524	69.5%	169,257	1,143,823	675.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	1,853,507	1,768,729	84,779	4.8%	434,767	1,418,740	326.3%
West of Hudson (2)	34,208	34,564	(356)	-1.0%	14,123	20,085	142.2%
TOTAL RAIL RIDERSHIP	1,887,715	1,803,292	84,423	4.7%	448,890	1,438,825	320.5%
CONNECTING SERVICES RIDERSHIP	5,916	5,023	893	17.8%	1,632	4,284	262.5%
TOTAL MNR SYSTEM RIDERSHIP	1,893,631	1,808,315	85,316	4.7%	450,522	1,443,109	320.3%

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	2021	VARIANCE VS.		2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	YTD RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	2,009,698	2,987,881	(978,182)	-32.7%	9,115,537	(7,105,839)	-78.0%
West of Hudson	68,471	57,368	11,103	19.4%	214,485	(146,014)	-68.1%
Total Rail Commutation Ridership	2,078,169	3,045,249	(967,079)	-31.8%	9,330,022	(7,251,853)	-77.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	4,174,776	2,158,665	2,016,112	93.4%	6,672,906	(2,498,130)	-37.4%
West of Hudson	61,731	44,457	17,274	38.9%	133,386	(71,655)	-53.7%
Total Rail Non-Commutation Ridership	4,236,507	2,203,122	2,033,385	92.3%	6,806,292	(2,569,785)	-37.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,184,475	5,146,545	1,037,930	20.2%	15,788,443	(9,603,968)	-60.8%
West of Hudson	130,202	101,825	28,377	27.9%	347,871	(217,669)	-62.6%
TOTAL RAIL RIDERSHIP	6,314,677	5,248,370	1,066,306	20.3%	16,136,314	(9,821,637)	-60.9%
CONNECTING SERVICES RIDERSHIP	20,302	19,627	675	3.4%	114,966	(94,664)	-82.3%
TOTAL MNR SYSTEM RIDERSHIP	6,334,979	5,267,997	1,066,981	20.3%	16,251,280	(9,916,301)	-61.0%

Notes:

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
APRIL 2021**

LINE	APRIL 2021 ACTUAL	APRIL 2020 RESTATE(1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	604,696	162,080	442,616	273.1%
Hudson Line	405,149	90,669	314,480	346.8%
New Haven Line	843,662	182,018	661,644	363.5%
Total East of Hudson	1,853,507	434,767	1,418,740	326.3%
WEST OF HUDSON				
Port Jervis Line	20,955	7,986	12,969	162.4%
Pascack Valley Line	13,253	6,137	7,116	116.0%
Total West of Hudson (2)	34,208	14,123	20,085	142.2%
TOTAL RAIL RIDERSHIP	1,887,715	448,890	1,438,825	320.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	5,916	1,048	4,868	464.5%
Haverstraw-Ossining Ferry	NA	335	(335)	NA
Newburgh-Beacon Ferry	NA	249	(249)	NA
Total Connecting Services	5,916	1,632	4,284	262.5%
TOTAL MNR SYSTEM	1,893,631	450,522	1,443,109	320.3%

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	2,043,135	5,202,435	(3,159,300)	-60.7%
Hudson Line	1,337,602	3,179,391	(1,841,789)	-57.9%
New Haven Line	2,803,738	7,406,617	(4,602,879)	-62.1%
Total East of Hudson	6,184,475	15,788,443	(9,603,968)	-60.8%
WEST OF HUDSON				
Port Jervis Line	83,972	201,170	(117,198)	-58.3%
Pascack Valley Line	46,230	146,701	(100,471)	-68.5%
Total West of Hudson	130,202	347,871	(217,669)	-62.6%
TOTAL RAIL RIDERSHIP	6,314,677	16,136,314	(9,821,637)	-60.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	20,302	80,474	(60,172)	-74.8%
Haverstraw-Ossining Ferry	NA	23,296	(23,296)	NA
Newburgh-Beacon Ferry	NA	11,196	(11,196)	NA
Total Connecting Services	20,302	114,966	(94,664)	-82.3%
TOTAL MNR SYSTEM	6,334,979	16,251,280	(9,916,301)	-61.0%

Notes:

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



Metro-North Railroad

April 2021 Highlights: Capital Program Status Report



Customer Service Initiative (CSI)

Port Chester - Installation of Wi-Fi equipment on track 4 platform

Ziona Rubin

Acting Vice President

Capital Programs



Metro-North Railroad

April 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.

During the month of April, Metro-North committed task totaling \$5.5 million including the Support tasks for the GCT Train Shed. Metro-North had completions totaling \$92 million including the Customer Communication project. Metro-North had contract closeouts totaling \$7 million including the Undergrade Bridge Structural painting project.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 4/30</u>	<u>Achieved thru 4/30</u>	<u>% thru 4/30</u>
Design Awards*	\$25.1	\$4.12	\$0	0%
Construction Awards*	\$49.6	\$0	\$0	0%
Substantial Completions	\$963	\$240.5	\$272.3	113%
Closeouts*	\$278	\$119	\$40	34%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

April 2021

CONTRACT AWARDS:

No contract awards in April 2021.

PROJECT COMPLETIONS:

M7030207 Customer Communications – Outlying Stations

Milestone: Substantial Completion

Project Budget: \$85,274,005

This project enhanced the customers' experience and improved 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 included upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

M7050106 3 Fixed Substations

Milestone: Substantial Completion

Project Budget: \$2,356,087

This project designed three new traction power substations in the Upper Harlem Line. The three new fixed permanent substations are B-43 (Golden's Bridge), B-47 (Croton Falls) and B-41 (Katonah). Adding three new traction substations on the upper Harlem line will harden Metro-North's power infrastructure and make electric train service more reliable and resilient to maintenance outages, weather events, and other disruptions.

M7030102 Cyclical Replacement Insulated Joint

Milestone: Substantial Completion

Project Budget: \$2,000,000

This project replaced insulated joints in Grand Central Terminal. Typically, the useful life of an insulated joint is 25 years but can be reduced by heavy traffic or poor track conditions. The replacement was done in conjunction with the cyclical tie replacement work to negate the need for a stand-alone track outage and as insulated joints fail. All work was performed by Metro-North forces.

M7040106 Upgrade Grade Crossings

Milestone: Substantial Completion

Project Budget: \$1,500,000

This project upgraded grade crossings to allow Metro-North to safely operate its current service at the high speeds and service frequencies our customers require, all while maintaining a safe operation of the roads which it crosses.

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, Rye and Port Chester stations. Site work continues at Poughkeepsie, Harriman and Nanuet Stations. Wi-Fi installation completed at Port Chester and continues at Harlem-125th Street and Riverdale stations. Electrical, BMS integration, fire suppression system, HVAC and communication testing and commissioning work at North White Plains Room 217 are substantially complete. Final punch list completion 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.

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 conduit installation for C&S; transformers; fiber; snow melters; sectionalizing switches and track lateral/crossings at different areas; load break elbows at platforms; splicing signal power cables; terminating and pulling control cables for snow melters. Continued installation of signal power and sectionalizing switches at interlocking area; stainless steel trays at platform; negative feeders and pull boxes as well as conduit tie-ins at manholes; fencing; concrete forms for platform foundation and performing jumper work; site survey and punch list work.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – In the first attempt, performed short circuit and train tests with unsatisfactory test results, a revised coordination study for the rectifier relay’s setting of the transformers followed. Short circuit and train tests as well as disconnection of temporary feeder from the substation completed along with the cutover/commissioning that followed. This substation is online and currently running revenue service.
- 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 Brewster Substation. This substation is scheduled to complete required various manhole cable splices by MNR Power by June 2021, with substation cutover & commissioning to follow.
- Riverdale – Completed removal of electrical equipment as well as disconnection of the track feeders of the existing substation with lead abatement and demolition of the existing substation to follow This substation in online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – Continued testing of the substation’s rectifier relays. Substation energization; short circuit testing and disconnection of the temporary feeder from the substation are scheduled for May 2021. This substation is scheduled for completion in June 2021.

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. Completed installation of oil water separator and continued installation of other 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 demolition of tracks and installation of utilities in available portion of north yard.

2021 MNR Capital Program Goals As of April 30th, 2021 In Millions

