



**Metropolitan Transportation Authority**

# Joint Metro-North and Long Island Committees Meeting

## June 2021

### Members

R. Herman (Co-Chair)

K. Law (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, 6/23/2021  
10:00 AM - 5:00 PM ET

## 1. Public Comments Period

## 2. Summary of Actions

**MNR Summary of Actions - None**

**LIRR Summary of Actions**

*LIRR Summary of Actions - Page 4*

**MTA C&D Summary of Actions - None**

## 3. Approval of Minutes - May 26, 2021

*Minutes - Page 5*

## 4. 2021 Work Plans

**MNR 2021 Work Plan**

*MNR Work Plan - Page 6*

**LIRR 2021 Work Plan**

*LIRR 2021 Work Plan - Page 12*

## 5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 17*

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 20*

**MTA C&D Report - None**

**MTA Police Report**

*MTA Police Report - Page 23*

## 6. AGENCY INFORMATION ITEMS

**MNR Information Items**

- **Progress on Way Ahead Strategic Plan - no material**

**LIRR Information Items**

- **Summer Trackwork Programs**  
*Summer Trackwork Programs - Page 32*

## **7. PROCUREMENTS**

### **MNR Procurements - None**

### **LIRR Procurements**

*LIRR Procurements - Page 36*

- **LIRR Non-Competitive**  
*LIRR Non-Competitive - Page 40*
- **LIRR Competitive - None**
- **LIRR Ratifications - None**

### **MTA C&D Procurements - None**

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

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 43*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 52*
- **MNR Finance Report**  
*MNR Finance Report - Page 57*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 78*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 89*

### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 95*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 105*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 111*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 133*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 141*

Long Island Railroad  
Committee Actions and Presentations  
Summary for June 2021

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Knorr, Merak and NYAB (OEMs)	\$161,900,000	<p>As a result of a multi-agency Joint Procurement, LIRR, on behalf of itself, Metro-North Railroad (MNR) (the “Railroads”) and New York City Transit (NYCT) requests approval to award Original Equipment Manufacturers (OEMs) purchase agreements for a five year term for repair parts to Knorr Brake Company, Merak and New York Air Brake (NYAB) in the estimated value of \$161.9M of which \$137.2M is firm fixed prices. These agreements are for various OEM repair parts for LIRR’s M-3, C-3 and M-7 railcars and its DE/DM locomotive fleets and MNR’s M-3, Shoreliners, M-7 and M-8 railcars and diesel locomotive fleets, as well as NYCT’s R46, R62A, R68, R142 and R188 subway cars. These OEMs are the suppliers for various parts, components and assemblies for major railcar systems such as HVAC and air brakes.</p>

# **Minutes of the Joint MNR/LIRR Committee Meeting**

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on May 26, 2021 which included the following MTA committees:

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

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the May 26, 2021 Board minutes in the June 2021 Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/june-2021>.

## 2021 Metro-North Railroad Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<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	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<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 <sup>nd</sup> 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
<u>December 2021</u>	
2022 Final Proposed Budget	Finance
2022 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2021	Diversity and EEO
Review of Committee Charter	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

May 2022

Track Program Quarterly Update  
LIRR/MNR PTC Implementation Update  
Diversity/EEO Report – 1<sup>st</sup> Quarter 2022

Engineering  
President  
Diversity and EEO

# METRO-NORTH RAILROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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

### 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– 2<sup>nd</sup> 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– 3<sup>rd</sup> 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– 4<sup>th</sup> 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.

**MAY 2022**

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– 1<sup>st</sup> Quarter 2022

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.

## Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

	<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. SPECIFIC AGENDA ITEMS

#### June 2021

Summer Track Work Programs	Service Planning
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#### July 2021

September Timetable Change & Trackwork Programs	Service Planning
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#### September 2021

2021 Preliminary Budget (Public Comment)	Management & Budget
2021 Mid-Year Forecast	Service Planning
Fall Trackwork Programs	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2021	

#### October 2021

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

#### November 2021

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

#### December 2021

2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2021	Administration/Diversity
Winter Trackwork Program	Service Planning

January 2022

Winter Trackwork Programs & Schedule Adjustments	Service Planning
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February 2022

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

March 2022

Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning

April 2022

Final Review of 2021 Operating Budget Results	Management & Budget
2021 Annual Ridership Report	Finance/Marketing
Spring Trackwork Programs	Service Planning

May 2022

June Timetable Change & Trackwork Programs	Service Planning
Diversity/EEO Report – 1 <sup>st</sup> Q 2022	Administration/Diversity
PTC Status Report	President

## LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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### DETAILED SUMMARY

#### I. RECURRING AGENDA ITEMS

##### Approval of Minutes

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

##### 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**

**JUNE 2021**

Summer 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– 2<sup>nd</sup> 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– 3<sup>rd</sup> 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– 4<sup>th</sup> 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.

### **MAY 2022**

#### June Timetable Change & Trackwork Programs

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

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2022

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.





# Metro-North Railroad

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**Yankees-E.153rd Stadium Station-Opening Day-April 1<sup>st</sup>, 2021**

**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
- Temperature screening stations continue in MNR facilities.
- Temperature screenings before attending Training or Rules Class.
- 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
- Continue to promote our face covering campaign “We Wear Because We Care” featuring MNR employees sharing why they are committed to wearing face coverings
- All MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

Metro-North safely welcomed customers back to Yankee Stadium at Yankees-E. 153<sup>rd</sup> Street station for the Yankees Opening Day on April 1<sup>st</sup>.

Metro-Man made a special appearance at Mask Force on April 23<sup>rd</sup> in Grand Central Terminal to help the MTA and Metro-North hand out face masks to the public and promote safety.

For the current 12-month period (May 2020 – April 2021) versus the previous 12-month period (May 2019 – April 2020), employee lost time injuries per 200,000 working hours were increased by 11.7%.

For the current 12-month period (May 2020 – April 2021) versus the previous 12-month period (May 2019 – April 2020), customer reportable injury rate per one million customers were increased by 126.7%.

Clyde Armstrong  
Vice President  
Office of System Safety

## April 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2018 -April 2019	May 2019 -April 2020	May 2020 -April 2021	
FRA Reportable Customer Accident Rate per Million Customers	1.01	1.01	2.29	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.37	1.88	2.10	
	2020		2021	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

<sup>1</sup> 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	
	April	Year to Date	April	Year to Date
First Responders Trained	0	815	148	350
Employee Safety Training Courses	46	233	124	177
Employees Trained	298	3,008	1,140	3,153
Employee Safety Training Hours	2,085	80,012	15,453	54,556
Customer and Community: Focus on Grade Crossings	2020		2021	
	April	Year to Date	April	Year to Date
Broken Gates	0	6	1	3
MTA Police Details	2	115	20	99
Summons	2	220	44	207
Warnings	1	43	17	66
Community Education and Outreach*	947	21,822	7,783	20,130
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.



# Long Island Rail Road

## Safety Report Highlights International Level Crossing Awareness Day

<p><b>Wait For The Gate.</b></p>  <p>Isn't your life worth the wait?</p>   	<p><b>Don't make this dash your last.</b></p>  <p>Isn't your life worth the wait?</p>   	<p><b>Wait Behind The Gate.</b></p>  <p>Isn't your life worth the wait?</p>   
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## Customer Safety Week

<p><b>Don't run. Use handrails on stairways.</b></p>  <p>Let's travel together safely.   </p>	<p><b>When riding on escalators don't take more than you can handle, and don't block others.</b></p>  <p>Let's travel together safely.   </p>
<p><b>Be alert for hazards.</b></p>  <p>Let's travel together safely.   </p>	<p><b>Stay alert. Don't rush.</b></p>  <p>Let's travel together safely.   </p>



# Long Island Rail Road

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In support of International Level Crossing Awareness Day, staff from the Long Island Rail Road and the MTA Police Department, with support from the New York State Department of Transportation Public Transportation Safety Board, hosted Operation Lifesaver events on June 10th. The MTA Police Explorers also provided support at Deer Park Station. Staff were at the following stations from 6:30am to 9:00am engaging customers and the public in conversations about safe behaviors at grade crossings:

Deer Park

Syosset

Farmingdale

Bethpage

Island Park

Year to date, our community education and outreach programs have reached over 10,000 participants through in person and virtual classroom training in addition to weekly Operation LifeSaver events at crossings and stations.

Of note, broken gates have decreased twenty-one percent from 33 to 26 events during the reporting period. The elimination of eight crossings (Covert Avenue, South 12<sup>th</sup> Street, New Hyde Park Road, Mineola Pedestrian, Main Street, Willis Avenue, School Street, and Urban Avenue) through the Mainline Expansion Third Track Project has enhanced safety in these communities. Corporate Safety and the MTA Police strategically use the broken gate data to target community outreach and enforcement efforts.

In partnership with Amtrak, New Jersey Transit, and New York City Transit, a Customer Safety Week Virtual Event was conducted from Monday, June 14<sup>th</sup> through Friday June 18<sup>th</sup>. Customer messaging focused on the behaviors that contribute to injuries at stations and on platforms with a reminder to customers, “Let’s Travel Together Safely”.

For the reporting period ending April 2021, the average Reportable Customer Injury Rate was 4.11 injuries per million customers as compared to 3.76 injuries per million customers over the same period last year. The actual number of customer injuries is down sixty percent from the 2019 – 2020 to 2020 - 2021 reporting period. Ridership however, is down by seventy-four percent, which impacts the rate. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 3.27 injuries per 200,000 hours worked to 3.48 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

**Lori Ebbighausen**  
**Vice President and Chief Safety Officer**  
**Corporate Safety**

# April Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	May 2018 - April 2019	May 2019 - April 2020	May 2020 - April 2021	
FRA Reportable Customer Accident Rate per Million Customers	2.10	3.76	4.11	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.99	3.27	3.48	
2020				
2021				
	April	Year to Date	April	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	2	0	3
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	1	1

<sup>1</sup> 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.

\* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2020		2021	
	April	Year to Date	April	Year to Date
First Responders Trained	0	174	129	183
Employee Safety Training Courses	6	245	68	233
Employees Trained	69	2,884	869	2,457
Employee Safety Training Hours	2,520	53,185	11,471	34,434
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	9	33	5	26
MTA Police Details	7	136	75	340
Summons	18	619	252	1,023
Warnings	6	193	111	485
Arrests	0	0	0	1
Community Education and Outreach	0	21,464	2,098	10,359
Community Education and Outreach via Social Media			65,704	302,131

**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.

**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 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.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.



# Police Report



# Metro-North Railroad

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## May 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (6 vs 7) for the month of May compared to the same period last year.
- Year to date Metro-North Railroad is even (23 vs 23).
- There was one (1) Hate Crime on Metro-North Railroad for the month of May.

**Joseph P. McGrann**  
Chief of Police





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

**May 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>6</b>	<b>7</b>	<b>-1</b>	<b>-14%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>6</b>	<b>-2</b>	<b>-33%</b>
<b>Felony Assault</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>100%</b>
<b>Burglary</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>133%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>11</b>	<b>-6</b>	<b>-55%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0%</b>



# Long Island Rail Road

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## **May 2021 Highlights: MTA Police Report**

- Long Island Rail Road experienced an increase in the amount of major felonies (5 vs 2) for the month of May compared to the same period last year.
- Year to date Long Island Rail Road is up 1 crime (28 vs 27).
- There was one (1) Hate Crime on Long Island Rail Road for the month of May.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### May 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	1	-1	-100%
<b>Felony Assault</b>	3	0	3	100%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	2	1	1	100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	5	2	3	150%

### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	8	-5	-63%
<b>Felony Assault</b>	9	4	5	125%
<b>Burglary</b>	6	3	3	100%
<b>Grand Larceny</b>	9	12	-3	-25%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	28	27	1	4%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### May 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Burglary</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>67%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>22%</b>

#### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>15</b>	<b>-8</b>	<b>-53%</b>
<b>Felony Assault</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>114%</b>
<b>Burglary</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>117%</b>
<b>Grand Larceny</b>	<b>14</b>	<b>23</b>	<b>-9</b>	<b>-39%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>51</b>	<b>51</b>	<b>0</b>	<b>0%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**May 2021**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	0	0	0	0
<b>Fel. Assault</b>	4	3	1	0
<b>Burglary</b>	2	0	2	0
<b>Grand Larceny</b>	5	2	3	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.35</b>	<b>0.16</b>	<b>0.19</b>	<b>0.00</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - May 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	3	4	-1	-25 %
Sexual Orientation	0	0	0	0 %
White	1	1	0	0 %
<b>Motivation Total</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0 %</b>

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



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 5/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	7	13
Felony Assault	16	9
Burglary	6	1
Grand Larceny	10	9
Grand Larceny Auto	2	0
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	2	3
Assault-Misdemeanor	26	10
Breach of Peace	2	4
Child Endangerment	2	2
Criminal Contempt	2	6
Criminal Impersonation	1	1
Criminal Mischief	21	20
Criminal Possession Stolen Property	0	6
Criminal Tampering	2	0
Criminal Trespass	7	19
Disorderly Conduct	0	1
Drug Offenses	8	29
DUI Offenses	3	2
Falsely Reporting an Incident	1	2
Forgery	3	13
Graffiti	32	16
Harassment	1	0
Menacing	8	3
Obstruct Government	3	2
Petit Larceny	18	29
Public Lewdness	12	6
Reckless Endangerment	3	3
Resisting Arrest	8	12
Sex Offenses	2	3
Stalking	0	1
Theft of Services	13	45
VTL Offenses	0	1
Warrant Arrest	9	17
Weapons Offenses	3	2
<b>Total Arrests</b>	<b>236</b>	<b>293</b>



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**



# Staff Summary



<b>Subject</b> SUMMER TRACKWORK PROGRAMS						<b>Date</b> June 1, 2021			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Names</b> R. FREE						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	MTA Joint & Committee Board	6/23/21				3	VP – Corp Comm 	1	President 
						2	CTO (Acting)		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for Trackwork Programs supporting Port Washington Branch Concrete Tie Installations, State of Good Repair Work on the Montauk Branch and the Willis Avenue Grade Crossing Eliminations as part of the Main Line Expansion Project.

**TRACKWORK PROGRAMS**

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

- **Main Line – Willis Avenue Grade Crossing Eliminations** – On the weekends of June 26-27 and July 10-11, 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 Willis Avenue Grade Crossings on both the Main Line and Oyster Bay Branches 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 and West Hempstead Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

- **Port Washington Branch – Bayside to Great Neck – Concrete Tie Installation & Rail Replacement** – On the weekend of June 26-27, one of two main tracks will be out of service between Bayside and Great Neck as preparatory work is performed in advance of the next phase of concrete tie installation and rail replacement.

- **Temporary Service Adjustments:** With one of two main tracks out of service on the weekend of June 26-27, Port Washington Branch service will be reduced to hourly.

- **Port Washington Branch – Bayside to Great Neck – Concrete Tie Installation & Rail Replacement** – Beginning Monday, July 5<sup>th</sup> through Sunday, August 29<sup>th</sup>, one of the two main tracks will be out of service around the clock between Bayside and Great Neck as concrete ties are installed and the existing rail is replaced. Installing the new concrete ties will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.

- **Temporary Service Adjustments:** With one of two main tracks out of service between Bayside and Great Neck, schedule adjustments will be required on weekdays in both the Peak and Off-Peak periods. During Off-Peak hours and on weekends, Port Washington Branch service will be reduced to hourly.

- **Montauk Branch – Freeport to Wantagh – State of Good Repair Work** – On Saturday, July 17<sup>th</sup> and Sunday, July 18<sup>th</sup>, one of the two main tracks will be out of service between Freeport and Wantagh for a period of approximately 12 hours as State of Good Repair Work is performed.
  - **Temporary Service Adjustments:** With one of two main tracks out of service between Freeport and Wantagh, trains will operate on adjusted schedules on the Montauk Branch between Penn Station and Babylon, with Montauk Branch service east of Babylon adjusted accordingly.

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](http://www.mta.info), by signing up for E-Alerts at [www.MyMTAAlerts.com](http://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.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**June 23, 2021**



# Staff Summary

<b>Subject: Request for Authorization to Award Various Procurements</b>						<b>Date</b> June 23, 2021			
<b>Department</b> Procurement and Logistics									
<b>Department Head Name</b> Richard A. Mack, Acting Chief Procurement and Logistics Officer									
<b>Department Head Signature</b>									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Appr</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	MTA Joint Committee and Board	June 23, 2021				X	President		

**PURPOSE:**

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

**DISCUSSION:**

**LIRR proposes to award Non-Competitive Procurements in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
<b>Schedule A: Non-Competitive Purchases and Public Work Contracts</b>	1	\$161.9M
<b>SUBTOTAL:</b>	1	\$161.9M

**LIRR proposes to award Competitive Procurements in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
	<u>None</u>	

**LIRR proposes to award Ratifications in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
	<u>None</u>	
<b>TOTAL:</b>	<b><u>1</u></b>	<b><u>\$161.9M</u></b>

**BUDGET IMPACT:**

The purchases/contracts will result in obligating Agency operating funds in the amounts listed spread over the 5-year contract period. Funds are available in the current operating budget for this purpose.

**RECOMMENDATION:**

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

## METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

**JUNE 2021**

**MTA LONG ISLAND RAIL ROAD**

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

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchases and Public Work Contracts**

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

1. **Knorr-Bremse** **\$161,900,000** *Staff Summary Attached*  
**(Knorr, Merak and NYAB OEMs)** **Est.**  
**Non-Competitive**  
**Contract No. TBD**

As a result of a multi-agency Joint Procurement, LIRR, on behalf of itself, Metro-North Railroad (MNR) (the “Railroads”) and New York City Transit (NYCT) requests approval to award Original Equipment Manufacturers (OEMs) purchase agreements for a five year term for repair parts to the Knorr-Bremse family of companies in the estimated value of \$161.9M, as follows: Knorr Brake Company, Merak and New York Air Brake (NYAB). Of the overall estimated value of \$161.9M , \$137.2M has firm fixed pricing. These agreements are for various OEM repair parts for LIRR’s M-3, C-3 and M-7 railcars and its DE/DM locomotive fleets and MNR’s M-3, Shoreliners, M-7 and M-8 railcars and diesel locomotive fleets, as well as NYCT’s R46, R62A, R68, R142 and R188 subway cars. These OEMs are the suppliers for various parts, components and assemblies for major railcar systems such as HVAC and air brakes.

The OEMs (Knorr, Merak & NYAB) are the sole responsible sources for the components that will be provided under these purchase agreements. Other vendors do not have access to the proprietary designs, specifications and drawings for these systems or materials and therefore cannot readily provide these components. Under these purchase agreements, the OEMs will supply, on a forecasted basis, complete systems, parts and other equipment required to (i) support the Agencies’ in-house maintenance programs and (ii) support unscheduled maintenance and repairs by the Agencies on their fleet of locomotives, coaches and electric cars over a five year period. To maintain a high car reliability and improved customer service through on-time performance, the Agencies must implement their respective in-house maintenance programs, which require parts being replaced at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the cars are needed to insure safe, reliable and maintainable operation.



Staff Summary



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Knorr-Bremse (Knorr, Merak and NYAB OEMs)
<b>Description</b> OEM Purchase Agreements for Repair Parts – LIRR, MNR & NYCT
<b>Contract Term (including Options, if any)</b> 5 Years (July 1, 2021 – July 1, 2026)
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: OEM Sole Source

<b>Contact Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$161,900,000 Est.	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Equipment – Craig Daly	
<b>Contract Manager :</b> James Lorig	

Discussion:

As a result of a multi-agency Joint Procurement, LIRR, on behalf of itself, Metro-North Railroad (MNR) (the “Railroads”) and New York City Transit (NYCT) requests approval to award Original Equipment Manufacturers (OEMs) purchase agreements for a five year term for repair parts to the Knorr-Bremse family of companies in the estimated value of \$161.9M, as follows: Knorr Brake Company, Merak and New York Air Brake (NYAB). Of the overall estimated value of \$161.9M , \$137.2M has firm fixed pricing. These agreements are for various OEM repair parts for LIRR’s M-3, C-3 and M-7 railcars and its DE/DM locomotive fleets and MNR’s M-3, Shoreliners, M-7 and M-8 railcars and diesel locomotive fleets, as well as NYCT’s R46, R62A, R68, R142 and R188 subway cars. These OEMs are the suppliers for various parts, components and assemblies for major railcar systems such as HVAC and air brakes.

The OEMs (Knorr, Merak & NYAB) are the sole responsible sources for the components that will be provided under these purchase agreements. Other vendors do not have access to the proprietary designs, specifications and drawings for these systems or materials and therefore cannot readily provide these components. Under these purchase agreements, the OEMs will supply, on a forecasted basis, complete systems, parts and other equipment required to (i) support the Agencies’ in-house maintenance programs and (ii) support unscheduled maintenance and repairs by the Agencies on their fleet of locomotives, coaches and electric cars over a five year period. To maintain a high car reliability and improved customer service through on-time performance, the Agencies must implement their respective in-house maintenance programs, which require parts being replaced at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the cars are needed to insure safe, reliable and maintainable operation.

This joint approach utilizes the combined buying power of the three MTA agencies to achieve most favorable uniform pricing and better supply chain management. Additional benefits are process efficiencies that reduce the number and frequency of small purchase activities. The five-year term also assures the Agencies that the OEMs will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources. MTA performed a Cost Price Analysis on the 1,393 pre-priced items with comparative data from supporting documentation and historical data of previous purchases from Knorr, Merak and NYAB. For those items, whose estimated value is \$137,216,044 and 85% of contract total,

Staff Summary



prices will be held firm for the first 2 year period. PPI adjustments, on the 2<sup>nd</sup> anniversary date of the contract, and on each consequent anniversary for each year of the contract thereafter.

For the remaining items, pricing will be established on an as-required basis, and each item will be subject to a cost and/or price analysis as well as the most favored customer pricing clause. Where applicable, the suppliers will provide redacted invoices from other customers’ purchases to support fair and reasonable pricing.

For the fixed price items, the MTA Cost Price Analysis Unit has reviewed a compilation of different metrics and based on those metrics, determined the pricing to be fair and reasonable.

In accordance with MTA All-Agency Procurement Guideline requirements, the Agencies advertised their intent to procure the items under these agreements on a sole source basis in the NYSCR, NY Post and internet. No other firms expressed any interest in participating in these procurements.

The chart below provides the listing of each OEM and the estimated amount anticipated to be expended with each OEM by LIRR, MNR and NYCT over the five-year term of the purchase agreements.

<u>Supplier</u>	<u>LIRR</u>	<u>MNR</u>	<u>NYCT</u>	<u>MTA Totals</u>
<u>Knorr Brake Co.</u>	\$78.1 M	\$54.4 M	\$20 M	\$152.5 M
<u>Merak</u>	\$4.6 M	\$0.4 M	-----	\$5.0 M
<u>New York Air Brake</u>	\$4.3 M	\$0.1 M	-----	\$4.4 M
<u>Grand Total</u>	\$87 M	\$ 54.9 M	\$20M	\$161.9 M

The total dollars outlined above are based upon historical data and projected/forecasted usage.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

Upon approval by the MTA Board, the procurement documents will be presented to the NYS Office of the State Comptroller for approval.

# Operations Report

**Justin R. Vonashek**  
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## May 2021 Highlights: Operations Report

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

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

**Hudson Line – 98.9%                      YTD: 98.8%**

1 train (0.02%) cancelled or terminated

**Harlem Line – 98.7%                      YTD: 99.0%**

0 trains cancelled or terminated

**New Haven Line – 96.9%                YTD: 97.0%**

2 trains (0.04%) 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 95.9% with YTD at 94.0%.

**Pascack Valley – 97.9%                YTD: 94.4%**

**Port Jervis – 93.1%                      YTD: 93.4%**

7 total trains (0.2%) cancelled or terminated on WOH service. Pascack Valley Line: 2, Port Jervis Line: 5. 5 were due to equipment related issues and 2 related to 3<sup>rd</sup> party Emergency Services.

### Equipment Performance

Fleet Availability was good during April.

Fleet MDBF in April operated above goal at 193,747 against the goal of 175,000.

Excluding the 7 M8 PTC failures MDBF operated above goal at 278,512 miles.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	May	YTD thru May	May	YTD thru May	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.0%</b>	<b>98.1%</b>	<b>99.1%</b>	<b>98.0%</b>	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>	
		Off Peak Weekday	94.0%	97.8%	98.0%	99.3%	97.8%	
		Weekend	94.0%	98.4%	98.4%	98.8%	99.0%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.9%</b>	<b>98.8%</b>	<b>99.1%</b>	<b>98.3%</b>
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>
			Off Peak Weekday	94.0%	99.1%	98.9%	99.6%	98.3%
			Weekend	94.0%	98.1%	98.2%	98.2%	99.0%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.7%</b>	<b>99.0%</b>	<b>98.8%</b>	<b>98.0%</b>
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.2%</b>
			Off Peak Weekday	94.0%	98.4%	98.9%	98.7%	97.7%
			Weekend	94.0%	99.6%	99.4%	98.9%	99.3%
	<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.9%</b>	<b>97.0%</b>	<b>99.3%</b>	<b>97.9%</b>	
		AM Peak	94.0%				96.7%	
		AM Reverse Peak	94.0%				98.6%	
		PM Peak	94.0%				98.2%	
		<b>Total Peak</b>	<b>94.0%</b>				<b>97.6%</b>	
		Off Peak Weekday	94.0%	96.6%	96.7%	99.5%	97.6%	
		Weekend	94.0%	97.7%	97.9%	99.1%	98.8%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>12,881</b>	<b>62,139</b>	<b>10,047</b>	<b>76,669</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			11.9	13.3	14.0	12.8	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	54	273	27	333	
	<b>Trains Canceled</b>		230	0	13	0	27	
	<b>Trains Terminated</b>		230	3	40	5	61	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.9%	99.9%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.9%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%				99.2%	
		AM Reverse Peak	99.0%				100.0%	
		PM Peak	99.0%				99.8%	
		<b>Total Peak</b>	<b>99.0%</b>				<b>99.5%</b>	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		<b>Hudson Line</b>	AM Peak	99.0%				99.7%
			PM Peak	99.0%				100.0%
		<b>Harlem Line</b>	AM Peak	99.0%				99.6%
			PM Peak	99.0%				99.7%
		<b>New Haven Line</b>	AM Peak	99.0%				98.4%
			PM Peak	99.0%				99.7%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	April	2021 Data		2020 Data		YTD 2021 Vs 2020
			May	YTD thru May	May	YTD thru May	
Engineering (Scheduled)	15.5%	66	87	243	13	121	122
Engineering (Unscheduled)	20.5%	103	115	440	59	836	-396
Maintenance of Equipment	22.8%	189	127	913	51	743	170
Transportation	7.2%	25	41	152	11	126	26
Capital Projects	1.1%	22	6	42	20	75	-33
Weather and Environmental	7.5%	57	42	251	5	302	-51
Police	11.9%	180	67	414	17	418	-4
Customers	1.9%	11	11	60	4	93	-33
Other	11.5%	40	65	226	14	352	-126
3rd Party Operations	0.0%	0	0	0	0	4	-4
<b>TOTAL</b>	<b>100.0%</b>	<b>695</b>	<b>559</b>	<b>2,741</b>	<b>192</b>	<b>3,069</b>	<b>-328</b>
<b>HUDSON LINE</b>	<b>% Total</b>	<b>April</b>	<b>May</b>	<b>YTD thru May</b>	<b>May</b>	<b>YTD thru May</b>	<b>YTD 2021 Vs 2020</b>
Engineering (Scheduled)	5.7%	3	5	15	12	38	-23
Engineering (Unscheduled)	21.8%	0	19	62	0	111	-49
Maintenance of Equipment	20.7%	27	18	120	20	192	-72
Transportation	5.7%	1	5	13	0	28	-15
Capital Projects	1.1%	12	1	17	0	20	-3
Weather and Environmental	0.0%	0	0	86	0	43	43
Police	29.9%	62	26	141	4	96	45
Customers	1.1%	2	1	8	1	30	-22
Other	13.8%	8	12	38	9	124	-86
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>115</b>	<b>87</b>	<b>500</b>	<b>46</b>	<b>682</b>	<b>-182</b>
<b>HARLEM LINE</b>	<b>% Total</b>	<b>April</b>	<b>May</b>	<b>YTD thru May</b>	<b>May</b>	<b>YTD thru May</b>	<b>YTD 2021 Vs 2020</b>
Engineering (Scheduled)	28.3%	16	30	50	1	29	21
Engineering (Unscheduled)	21.7%	16	23	57	14	311	-254
Maintenance of Equipment	7.5%	10	8	81	18	167	-86
Transportation	12.3%	12	13	38	7	57	-19
Capital Projects	1.9%	2	2	7	20	32	-25
Weather and Environmental	14.2%	49	15	82	5	65	17
Police	11.3%	48	12	86	4	130	-44
Customers	2.8%	3	3	10	1	31	-21
Other	0.0%	1	0	38	4	83	-45
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>157</b>	<b>106</b>	<b>449</b>	<b>74</b>	<b>906</b>	<b>-456</b>
<b>NEW HAVEN LINE</b>	<b>% Total</b>	<b>April</b>	<b>May</b>	<b>YTD thru May</b>	<b>May</b>	<b>YTD thru May</b>	<b>YTD 2021 Vs 2020</b>
Engineering (Scheduled)	15.7%	42	51	155	0	54	101
Engineering (Unscheduled)	21.0%	63	68	253	45	414	-161
Maintenance of Equipment	20.1%	136	65	590	13	369	221
Transportation	6.8%	12	22	101	4	41	60
Capital Projects	0.9%	8	3	18	0	22	-4
Weather and Environmental	8.3%	8	27	82	0	193	-111
Police	9.0%	65	29	181	9	190	-9
Customers	2.2%	7	7	34	1	32	2
Other	16.0%	32	52	138	1	145	-7
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>373</b>	<b>324</b>	<b>1,552</b>	<b>73</b>	<b>1,460</b>	<b>92</b>

## Incidents Resulting In 10 Or More Delays

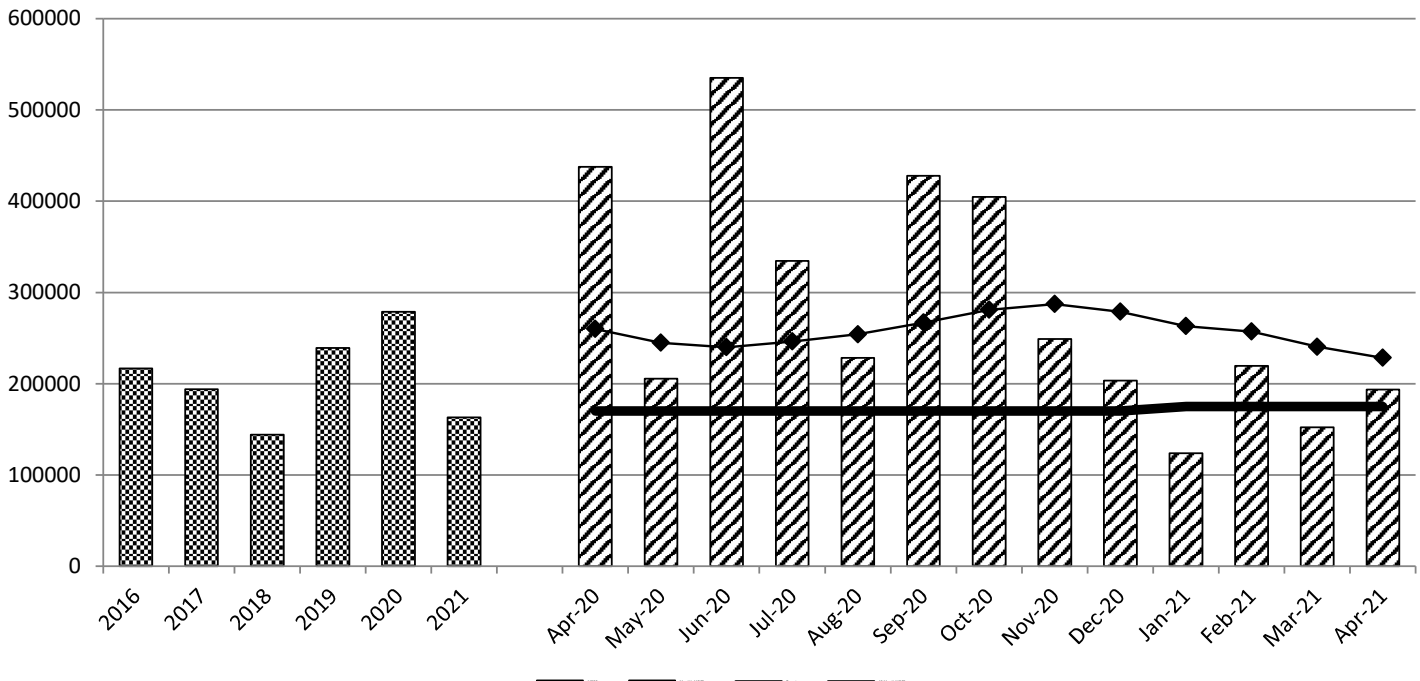
Date	Day Of Week	Description	Weekday Late	Weekday Cancelled	Weekday Terminated	Weekend Late	Weekend Cancelled	Weekend Terminated	Total Late	Total Cancelled	Total Terminated
05/06	Thr	Trespasser on the tracks near East Norwalk	13	0	1	0	0	0	13	1	0

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	182,289	5	9*	111,588	253,844	621,245	2	386,475
	M3	138	80,000	87,660	2	2	110,015	134,453	14,655	0	115,292
	M7	334	340,000	340,150	5	4	537,014	466,176	1,233,883	0	642,050
	Coach	207	210,000	546,777	5	2	391,477	423,161	289,889	3	269,020
	P-32	31	21,000	26,871	6	5	33,656	31,775	113,150	0	44,647
	BL-20	12	13,000	51,752	3	1	26,089	18,663	8,689	3	15,524
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>193,747</b>	<b>26</b>	<b>23</b>	<b>163,269</b>	<b>228,345</b>	<b>437,489</b>	<b>8</b>	<b>265,234</b>
	M8		290,000	182,289	5	9	111,588	253,844	621,245	2	386,475
M3/7		235,000	255,987	7	6	376,890	369,424	1,248,539	0	420,258	
Diesel/Coach		85,000	159,957	14	8	147,864	142,523	168,147	6	134,917	

\*7 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





<b>West of Hudson Performance Summary</b>			<b>2021 Data</b>			<b>2020 Data</b>		
			Annual Goal	May	YTD thru May	May	YTD thru May	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>94.0%</b>	<b>95.9%</b>	<b>94.0%</b>	<b>97.2%</b>	<b>96.1%</b>	
		AM Peak	94.0%	95.4%	94.1%		95.2%	
		PM Peak	94.0%	97.3%	97.1%		95.7%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>96.3%</b>	<b>95.6%</b>		<b>95.5%</b>	
		Off Peak Weekday	94.0%	96.9%	92.7%	96.8%	96.0%	
		Weekend	94.0%	93.6%	94.0%	98.1%	96.8%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.9%</b>	<b>94.4%</b>	<b>99.2%</b>	<b>97.1%</b>
		AM Peak	94.0%	100.0%	97.2%		96.4%	
		PM Peak	94.0%	97.9%	98.1%		96.4%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>98.9%</b>	<b>97.6%</b>		<b>96.4%</b>	
		Off Peak Weekday	94.0%	98.3%	92.0%	99.2%	97.1%	
		Weekend	94.0%	96.3%	94.5%	99.2%	97.4%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.1%</b>	<b>93.4%</b>	<b>94.1%</b>	<b>94.8%</b>
		AM Peak	94.0%	90.0%	90.5%		93.9%	
		PM Peak	94.0%	96.7%	96.0%		94.8%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>93.3%</b>	<b>93.2%</b>		<b>94.4%</b>	
	Off Peak Weekday	94.0%	95.0%	93.7%	93.1%	94.4%		
	Weekend	94.0%	89.0%	93.2%	96.1%	95.8%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,642</b>	<b>8,135</b>	<b>1,218</b>	<b>7,161</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		23.8	19.3	22.1	21.7		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	36	214	17	116		
	<b>Trains Canceled</b>	60	3	21	1	35		
	<b>Trains Terminated</b>	60	4	16	2	27		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.6%	99.5%	99.8%	99.1%		
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>93.1%</b>	<b>93.7%</b>	<b>100.0%</b>	<b>99.7%</b>	
	Pascack Valley - AM		99.0%	93.2%	92.3%	100.0%	99.9%	
	Port Jervis - AM		99.0%	93.1%	90.3%	100.0%	99.6%	

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

**MAY 2021 STANDEE REPORT**
**East of Hudson**

			<b>MAY 2020</b>	<b>YTD 2020</b>	<b>MAY 2021</b>	<b>YTD 2021</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	4	0	0
<b>Total Standees</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	7	0	0
<b>Total Standees</b>			<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	23	0	0
<b>Total Standees</b>			<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
<b>Total Standees</b>			<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>

**West of Hudson**

			<b>MAY 2020</b>	<b>YTD 2020</b>	<b>MAY 2021</b>	<b>YTD 2021</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

\* 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	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	99.40%	100.00%	98.48%
Harlem	99.97%	99.98%	99.97%	99.35%
Hudson	99.95%	99.97%	99.46%	99.52%
New Haven	99.95%	99.96%	99.91%	97.93%
Overall Average	99.97%	99.83%	99.84%	98.82%

**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	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	99.71%	100.00%	99.92%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.86%	100.00%	99.96%

**PLEASE NOTE: Escalator #11 (47th St crosspassage to 47th & Madison) is Out of Service for scheduled upgrade work and is excluded from this report.**



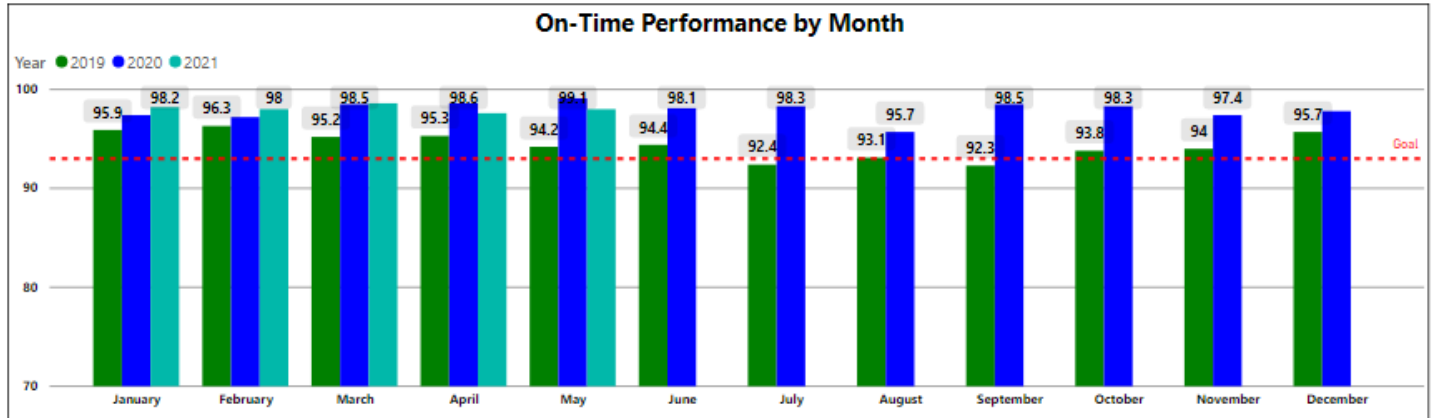
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

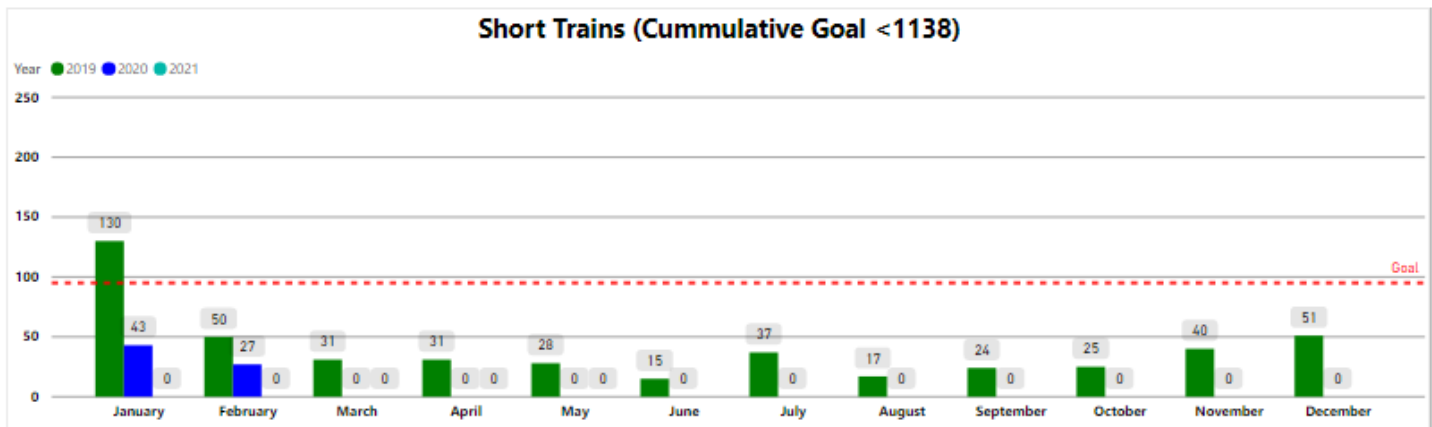
	2021		2020	
Goal	May	YTD	May	YTD
94.0%	98.0%	98.1%	99.1%	98.0%



## Short Trains

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

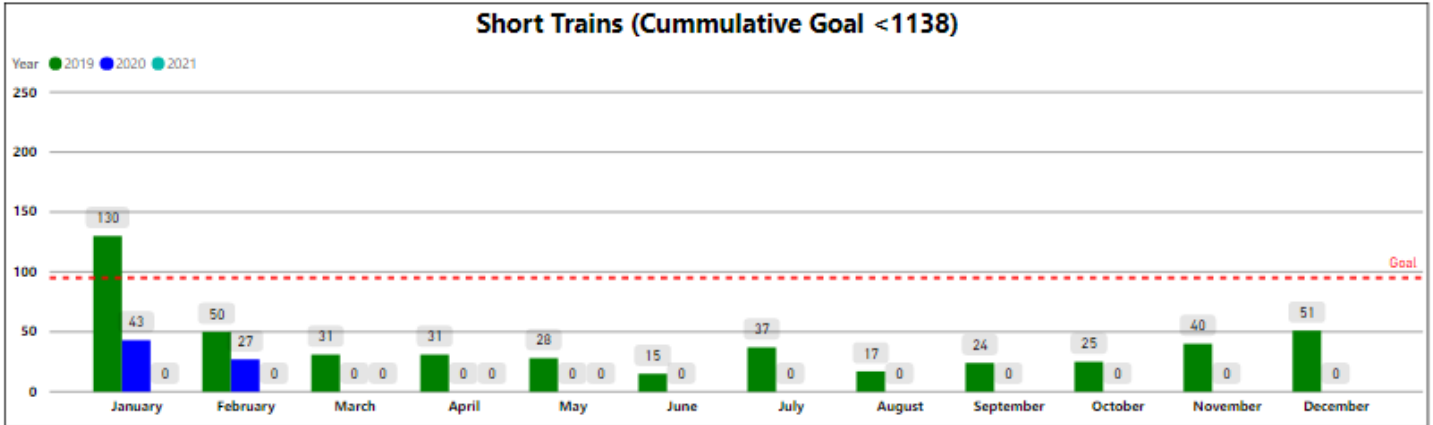
	2021		2020	
Goal	May	YTD	May	YTD
1138	0	0	0	70



## Switch/Signal Delays

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

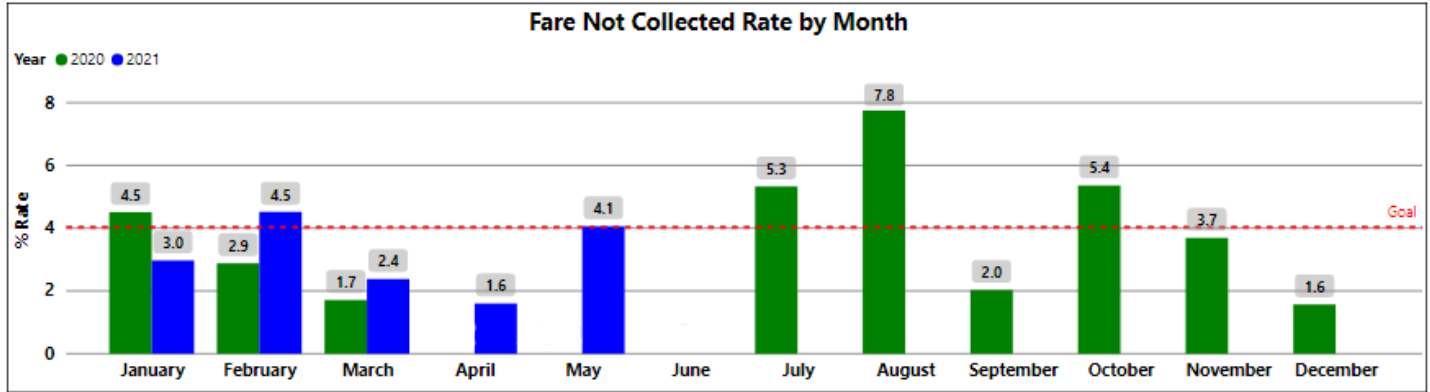
	2021		2020	
Goal	May	YTD	May	YTD
1896	34	73	20	132



## Fare Not Collected Rate

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

	2021		2020	
Goal	May	YTD	May	YTD
4.0%	4.1%	3.1%	N/A	3.2%

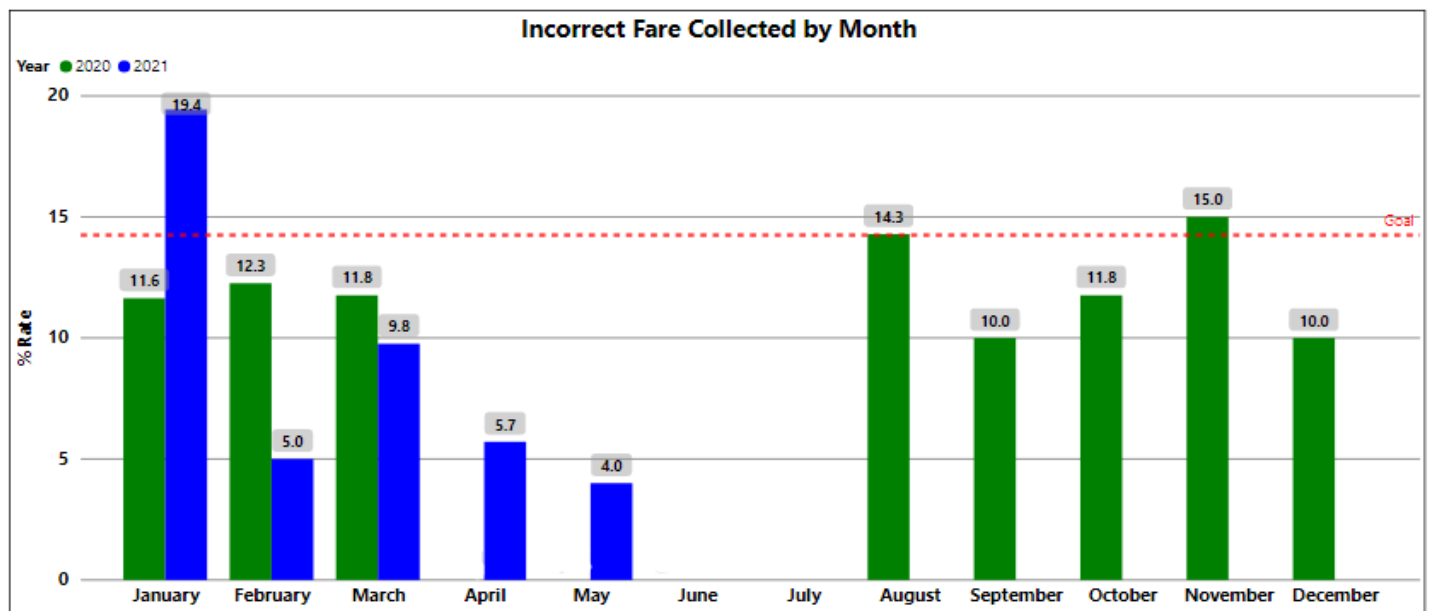


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

## 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	May	YTD	May	YTD
14.3%	4.0%	8.2%	N/A	11.9%

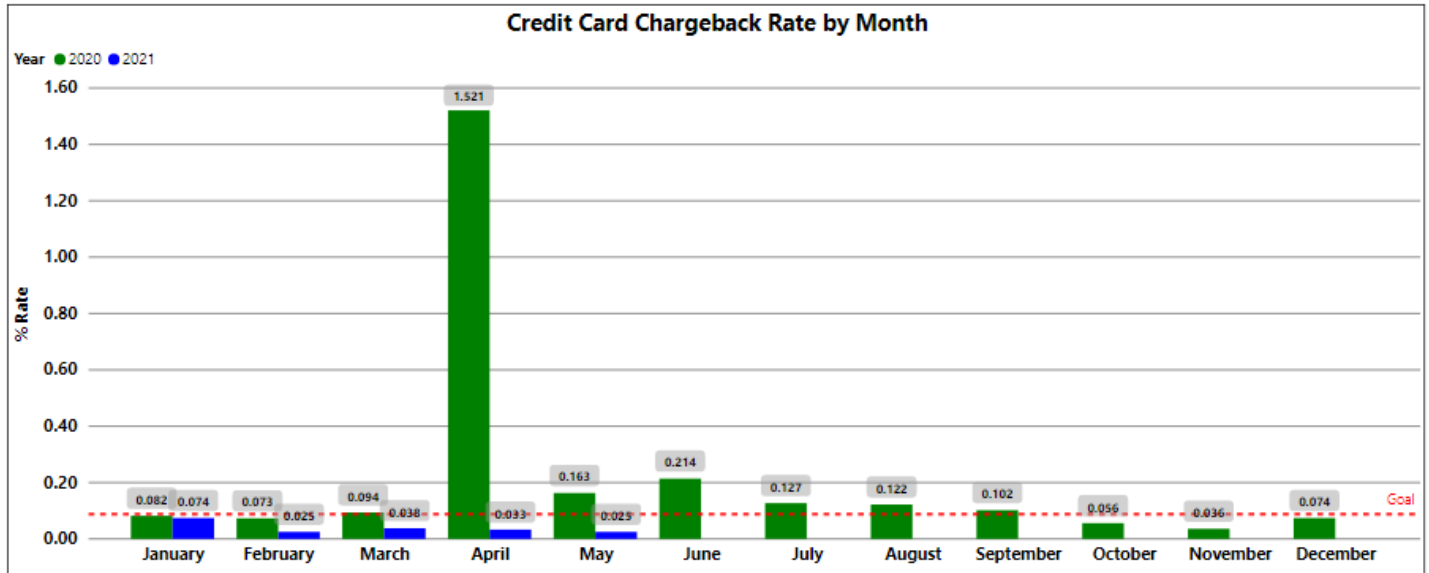


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

## Credit Card Chargeback Rate

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

	2021		2020	
Goal	May	YTD	May	YTD
0.088%	0.025%	0.037%	0.163%	0.097%



- 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 Management & Budget



*In April, Metro-North's Capital Programs team completed the Westside Escalator Project, which replaced the 23-year-old escalators connecting the Upper and Lower levels.*



# Metro-North Railroad

## May 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) May 2021 Financial Results**

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

- Ridership of 8.6 million was 48.5% unfavorable vs. 2020 and 75.4% unfavorable vs. 2019 pre-COVID levels. Compared to the Budget, Ridership was 22.6% favorable vs. Budget primarily due to higher Non-Commutation ridership. Consequently, farebox revenue of \$68.9 million was \$6.9 million higher than Budget.
- Total revenue of \$80.8 million was flat versus Budget primarily due to lower advertising, net GCT Retail Income and parking revenue offset by higher farebox revenue.
- Total expenses of \$529.7 million were \$1.5 million or 0.3% 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) May 2021 are presented in the table below and compared to the Adopted Budget.**

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

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
<b>Total Revenue</b>	<b>\$80.8</b>	<b>\$80.8</b>	<b>(\$0.0)</b>	<b>-0.1%</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>531.2</b>	<b>529.7</b>	<b>1.5</b>	<b>0.3%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(450.4)</b>	<b>(448.9)</b>	<b>1.5</b>	<b>0.3%</b>
<i>Other Non-Cash Liabilities</i>	<i>104.9</i>	<i>114.1</i>	<i>(9.1)</i>	<i>-8.7%</i>
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.†</b>	<b>(555.4)</b>	<b>(563.0)</b>	<b>(7.7)</b>	<b>-1.4%</b>
<i>Cash Adjustments</i>	<i>110.1</i>	<i>95.2</i>	<i>(14.9)</i>	<i>-13.5%</i>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$445.3)</b>	<b>(\$467.8)</b>	<b>(\$22.5)</b>	<b>-5.1%</b>

**Steven Weiss**  
Executive Director, Management & Budget

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

May 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$563.0 million was \$7.7 million or 1.4% unfavorable vs. the Budget.

Major drivers of the May 2021 YTD unfavorable result of \$7.7 million include higher Non-Reimbursable Expenses of \$7.6 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 flat versus Budget, primarily driven by lower advertising, net GCT Retail Income and parking revenue offset by higher farebox revenue.

May 2021 YTD Reimbursable Expenses of \$83.1 million were \$61.9 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, and other various projects.

## **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$6.9 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 8.6 million was 22.6% favorable vs. the Budget, 48.5% unfavorable vs 2020 and 75.4% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$6.9 million unfavorable vs. the Budget primarily due to lower advertising, net GCT Retail Income and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$61.9 million or 42.7% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

## **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$726.9 million were \$54.3 million or 6.9% favorable vs. the Budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$456.7 million YTD were \$1.4 million favorable vs. the Budget.

- **Payroll** – YTD was \$2.3 million favorable vs. the Budget primarily due to lower train & engine crew payments partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$5.1 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 \$156.1 million YTD were \$62.0 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$0.7 million unfavorable vs. the Budget primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.3 million favorable vs. the Budget primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$7.5 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 Waterbury Branch Cab Signal project.
- **Professional Services** – YTD was \$11.9 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 \$43.2 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, Connecticut Track Program and the Harmon Shop Replacement 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 \$1.0 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 \$9.1 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**

May YTD Net Cash Deficit of \$467.8 million was \$22.5 million or 5.1% unfavorable to the Budget primarily due to the partial payment of 2020 deferred payroll taxes.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 16.4% was 0.3 percentage points favorable vs. the Budget.
- Adjusted Cost per Passenger of \$59.55 was \$15.09 favorable vs. the Budget.
- Revenue per Passenger of \$8.03 was \$0.83 unfavorable vs. the Budget.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**MAY 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
<b>Revenue</b>												
Farebox Revenue	\$16.099	\$19.354	\$3.255	20.2	\$0.000	\$0.000	\$0.000	-	\$16.099	\$19.354	\$3.255	20.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.657	2.228	(1.429)	(39.1)	0.000	0.000	0.000	-	3.657	2.228	(1.429)	(39.1)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.471	7.960	(4.511)	(36.2)	12.471	7.960	(4.511)	(36.2)
CDOT	0.000	0.000	0.000	-	10.163	9.558	(0.605)	(6.0)	10.163	9.558	(0.605)	(6.0)
Other	0.000	0.000	0.000	-	1.166	0.865	(0.301)	(25.8)	1.166	0.865	(0.301)	(25.8)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	23.799	18.383	(5.417)	(22.8)	23.799	18.383	(5.417)	(22.8)
<b>Total Revenue</b>	<b>\$19.756</b>	<b>\$21.581</b>	<b>\$1.826</b>	<b>9.2</b>	<b>\$23.799</b>	<b>\$18.383</b>	<b>(\$5.417)</b>	<b>(22.8)</b>	<b>\$43.555</b>	<b>\$39.964</b>	<b>(\$3.591)</b>	<b>(8.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$41.854	\$41.933	(\$0.079)	(0.2)	\$4.533	\$3.645	\$0.888	19.6	\$46.387	\$45.579	\$0.809	1.7
Overtime	6.804	5.656	1.148	16.9	2.672	2.246	0.426	15.9	9.476	7.902	1.574	16.6
Health and Welfare	8.237	8.794	(0.557)	(6.8)	1.602	1.259	0.342	21.4	9.838	10.054	(0.215)	(2.2)
OPEB Current Payment	3.083	3.499	(0.415)	(13.5)	0.000	0.000	0.000	-	3.083	3.499	(0.415)	(13.5)
Pensions	9.715	10.355	(0.640)	(6.6)	1.265	1.063	0.201	15.9	10.980	11.418	(0.439)	(4.0)
Other Fringe Benefits	9.869	9.471	0.398	4.0	1.205	1.016	0.189	15.7	11.075	10.487	0.587	5.3
Reimbursable Overhead	(6.286)	(4.389)	(1.897)	(30.2)	6.085	4.311	1.773	29.1	(0.202)	(0.078)	(0.124)	(61.3)
<b>Total Labor</b>	<b>\$73.277</b>	<b>\$75.319</b>	<b>(\$2.043)</b>	<b>(2.8)</b>	<b>\$17.362</b>	<b>\$13.542</b>	<b>\$3.820</b>	<b>22.0</b>	<b>\$90.638</b>	<b>\$88.861</b>	<b>\$1.777</b>	<b>2.0</b>
<i>Non-Labor:</i>												
Electric Power	\$4.172	\$4.441	(\$0.269)	(6.5)	\$0.000	\$0.121	(\$0.121)	-	\$4.172	\$4.562	(\$0.390)	(9.4)
Fuel	1.230	1.441	(0.211)	(17.1)	0.000	0.000	0.000	-	1.230	1.441	(0.211)	(17.1)
Insurance	1.743	1.459	0.284	16.3	0.000	0.132	(0.132)	-	1.743	1.591	0.152	8.7
Claims	0.096	0.000	0.096	100.0	0.000	0.000	0.000	-	0.096	0.000	0.096	100.0
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	10.137	9.684	0.453	4.5	0.350	2.093	(1.743)	*	10.488	11.777	(1.290)	(12.3)
Professional Service Contracts	3.494	2.659	0.835	23.9	1.561	0.239	1.322	84.7	5.055	2.899	2.156	42.7
Materials & Supplies	8.871	6.794	2.077	23.4	4.494	2.240	2.254	50.2	13.364	9.034	4.330	32.4
Other Business Expenses	1.506	1.906	(0.400)	(26.5)	0.033	0.016	0.017	50.9	1.539	1.922	(0.383)	(24.9)
<b>Total Non-Labor</b>	<b>\$31.249</b>	<b>\$28.384</b>	<b>\$2.865</b>	<b>9.2</b>	<b>\$6.438</b>	<b>\$4.841</b>	<b>\$1.597</b>	<b>24.8</b>	<b>\$37.687</b>	<b>\$33.226</b>	<b>\$4.461</b>	<b>11.8</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$104.525</b>	<b>\$103.703</b>	<b>\$0.822</b>	<b>0.8</b>	<b>\$23.799</b>	<b>\$18.383</b>	<b>\$5.417</b>	<b>22.8</b>	<b>\$128.325</b>	<b>\$122.086</b>	<b>\$6.239</b>	<b>4.9</b>
Depreciation	20.542	25.924	(5.382)	(26.2)	0.000	0.000	0.000	-	20.542	25.924	(5.382)	(26.2)
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	-
<b>Total Expenses</b>	<b>\$125.401</b>	<b>\$129.627</b>	<b>(\$4.226)</b>	<b>(3.4)</b>	<b>\$23.799</b>	<b>\$18.383</b>	<b>\$5.417</b>	<b>22.8</b>	<b>\$149.200</b>	<b>\$148.010</b>	<b>\$1.190</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$105.646)</b>	<b>(\$108.046)</b>	<b>(\$2.400)</b>	<b>(2.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$105.646)</b>	<b>(\$108.046)</b>	<b>(\$2.400)</b>	<b>(2.3)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	25.924	5.382	26.2	0.000	0.000	0.000	-	20.542	25.924	5.382	26.2
Operating/Capital	(4.593)	(4.927)	(0.334)	(7.3)	0.000	0.000	0.000	-	(4.593)	(4.927)	(0.334)	(7.3)
Other Cash Adjustments	7.783	20.117	12.334	*	0.000	0.000	0.000	-	7.783	20.117	12.334	*
<b>Total Cash Conversion Adjustments</b>	<b>\$23.733</b>	<b>\$41.114</b>	<b>\$17.381</b>	<b>73.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$23.733</b>	<b>\$41.114</b>	<b>\$17.381</b>	<b>73.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$81.913)</b>	<b>(\$66.932)</b>	<b>\$14.981</b>	<b>18.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$81.913)</b>	<b>(\$66.932)</b>	<b>\$14.981</b>	<b>18.3</b>

**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**  
**MAY 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
<b>Revenue</b>												
Farebox Revenue	\$61.979	\$68.856	\$6.877	11.1	\$0.000	\$0.000	\$0.000	-	\$61.979	\$68.856	\$6.877	11.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	18.839	11.918	(6.921)	(36.7)	0.000	0.000	0.000	-	18.839	11.918	(6.921)	(36.7)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	63.896	39.512	(24.384)	(38.2)	63.896	39.512	(24.384)	(38.2)
CDOT	0.000	0.000	0.000	-	75.625	38.681	(36.944)	(48.9)	75.625	38.681	(36.944)	(48.9)
Other	0.000	0.000	0.000	-	5.496	4.941	(0.556)	(10.1)	5.496	4.941	(0.556)	(10.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	145.017	83.133	(61.884)	(42.7)	145.017	83.133	(61.884)	(42.7)
<b>Total Revenue/Receipts</b>	<b>\$80.819</b>	<b>\$80.774</b>	<b>(\$0.044)</b>	<b>(0.1)</b>	<b>\$145.017</b>	<b>\$83.133</b>	<b>(\$61.884)</b>	<b>(42.7)</b>	<b>\$225.836</b>	<b>\$163.908</b>	<b>(\$61.928)</b>	<b>(27.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$213.297	\$214.541	(\$1.245)	(0.6)	\$21.950	\$18.374	\$3.576	16.3	\$235.247	\$232.916	\$2.332	1.0
Overtime	34.671	30.774	3.897	11.2	11.935	10.705	1.230	10.3	46.607	41.480	5.127	11.0
Health and Welfare	42.510	45.347	(2.836)	(6.7)	7.563	6.241	1.322	17.5	50.073	51.587	(1.514)	(3.0)
OPEB Current Payment	15.417	17.275	(1.858)	(12.1)	0.000	0.000	0.000	-	15.417	17.275	(1.858)	(12.1)
Pensions	49.415	53.073	(3.658)	(7.4)	5.998	5.272	0.726	12.1	55.413	58.345	(2.932)	(5.3)
Other Fringe Benefits	50.563	50.459	0.103	0.2	5.692	5.046	0.646	11.3	56.254	55.505	0.749	1.3
Reimbursable Overhead	(29.356)	(23.042)	(6.314)	(21.5)	28.452	22.671	5.781	20.3	(0.903)	(0.370)	(0.533)	(59.0)
<b>Total Labor</b>	<b>\$376.517</b>	<b>\$388.428</b>	<b>(\$11.911)</b>	<b>(3.2)</b>	<b>\$81.591</b>	<b>\$68.309</b>	<b>\$13.282</b>	<b>16.3</b>	<b>\$458.108</b>	<b>\$456.737</b>	<b>\$1.371</b>	<b>0.3</b>
<i>Non-Labor:</i>												
Electric Power	\$21.768	\$22.213	(\$0.446)	(2.0)	\$0.000	\$0.261	(\$0.261)	-	\$21.768	\$22.474	(\$0.707)	(3.2)
Fuel	6.944	6.675	0.269	3.9	0.000	0.000	0.000	-	6.944	6.675	0.269	3.9
Insurance	8.269	7.001	1.268	15.3	0.000	0.665	(0.665)	-	8.269	7.666	0.603	7.3
Claims	0.478	0.090	0.388	81.2	0.000	0.000	0.000	-	0.478	0.090	0.388	81.2
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	49.568	42.549	7.019	14.2	5.520	5.089	0.431	7.8	55.088	47.638	7.450	13.5
Professional Service Contracts	17.640	13.186	4.454	25.2	9.521	2.064	7.457	78.3	27.161	15.251	11.910	43.9
Materials & Supplies	42.752	41.156	1.596	3.7	48.222	6.657	41.565	86.2	90.975	47.813	43.162	47.4
Other Business Expenses	7.300	8.409	(1.110)	(15.2)	0.163	0.088	0.075	45.8	7.463	8.498	(1.035)	(13.9)
<b>Total Non-Labor</b>	<b>\$154.718</b>	<b>\$141.279</b>	<b>\$13.439</b>	<b>8.7</b>	<b>\$63.427</b>	<b>\$14.825</b>	<b>\$48.602</b>	<b>76.6</b>	<b>\$218.145</b>	<b>\$156.104</b>	<b>\$62.041</b>	<b>28.4</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$531.235</b>	<b>\$529.707</b>	<b>\$1.528</b>	<b>0.3</b>	<b>\$145.017</b>	<b>\$83.133</b>	<b>\$61.884</b>	<b>42.7</b>	<b>\$676.252</b>	<b>\$612.841</b>	<b>\$63.411</b>	<b>9.4</b>
Depreciation	102.711	117.645	(14.934)	(14.5)	0.000	0.000	0.000	-	102.711	117.645	(14.934)	(14.5)
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	1.667	0.060	1.607	96.4	0.000	0.000	0.000	-	1.667	0.060	1.607	96.4
GASB75 Adjustment	0.000	0.144	(0.144)	-	0.000	0.000	0.000	-	0.000	0.144	(0.144)	-
<b>Total Expenses</b>	<b>\$636.180</b>	<b>\$643.801</b>	<b>(\$7.620)</b>	<b>(1.2)</b>	<b>\$145.017</b>	<b>\$83.133</b>	<b>\$61.884</b>	<b>42.7</b>	<b>\$781.198</b>	<b>\$726.934</b>	<b>\$54.263</b>	<b>6.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$555.362)</b>	<b>(\$563.027)</b>	<b>(\$7.665)</b>	<b>(1.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$555.362)</b>	<b>(\$563.027)</b>	<b>(\$7.665)</b>	<b>(1.4)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	102.711	117.645	14.934	14.5	0.000	0.000	0.000	-	102.711	117.645	14.934	14.5
Operating/Capital	(22.002)	(14.123)	7.879	35.8	0.000	0.000	0.000	-	(22.002)	(14.123)	7.879	35.8
Other Cash Adjustments	29.366	(8.325)	(37.691)	*	0.000	0.000	0.000	-	29.366	(8.325)	(37.691)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$110.075</b>	<b>\$95.197</b>	<b>(\$14.879)</b>	<b>(13.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$110.075</b>	<b>\$95.197</b>	<b>(\$14.879)</b>	<b>(13.5)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$445.286)</b>	<b>(\$467.830)</b>	<b>(\$22.544)</b>	<b>(5.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$445.286)</b>	<b>(\$467.830)</b>	<b>(\$22.544)</b>	<b>(5.1)</b>

**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**  
**May 2021**  
**(\$ in millions)**

	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	\$3.255	20.2%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.	\$6.877	11.1%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.		
OTHER OPERATING REVENUE	Non-Reimb	(\$1.429)	(39.1%)	Lower advertising and GCT retail revenues.	(\$6.921)	(36.7%)	Lower advertising, GCT retail, and parking revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.417)	(22.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$61.884)	(42.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$0.888	19.6%	Primarily reflects lower activity on the Cyclical Track Program as well as the Oversight on CDOT Fund and Replace Timbers Undergrade Bridges Projects.	\$3.576	16.3%	Primarily reflects lower activity on the Positive Train Control (NY), Oversight on CDOT Fund Projects and Cyclical Track Program partially offset by higher activity on the Universal Interlock Project.		
OVERTIME	Non-Reimb	\$1.148	16.9%	See overtime charts.	\$3.897	11.2%	See overtime charts.		
	Reimb	\$0.426	15.9%	See overtime charts.	\$1.230	10.3%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	(\$0.557)	(6.8%)	Primarily reflects a YTD catch-up adjustment for higher than budgeted Health & Welfare rates.	(\$2.836)	(6.7%)	Reflects higher than budgeted rates partially offset by lower labor costs.		
	Reimb	\$0.342	21.4%	Primarily reflects lower activity on the Cyclical Track Program as well as the Replace Timbers Undergrade Bridges and Oversight on CDOT Fund Projects.	\$1.322	17.5%	Primarily reflects lower activity on the Positive Train Control (NY), Oversight on CDOT Fund and Replace Timbers Undergrade Bridges Projects as well as the Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock Project.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.415)	(13.5%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$1.858)	(12.1%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.		
PENSIONS	Non-Reimb	(\$0.640)	(6.6%)	Primarily reflects a year-to-date catch-up adjustment for higher than budgeted Pension rates.	(\$3.658)	(7.4%)	Primarily reflects higher than budgeted rates combined with an increase in the COVID-19 Death Benefit provision.		
	Reimb	\$0.201	15.9%	Primarily reflects lower activity on the Cyclical Track Program as well as the Replace Timbers Undergrade Bridges Project.	\$0.726	12.1%	Primarily reflects lower activity on the Positive Train Control (NY), Oversight on CDOT Fund and Replace Timbers Undergrade Bridges Projects as well as Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock Project.		

**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  
 May 2021  
 (\$ in millions)**

	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	Reimb	\$0.189	15.7%	Primarily reflects lower activity on the Cyclical Track Program as well as the Replace Timbers Undergrade Bridges Project.	\$0.646	11.3%	Primarily reflects lower activity on the Positive Train Control (NY), Oversight on CDOT Fund and Replace Timbers Undergrade Bridges Projects as well as Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock Project.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.897)	(30.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$6.314)	(21.5%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$1.773	29.1%		\$5.781	20.3%	
ELECTRIC POWER	Non-Reimb	(\$0.269)	(6.5%)	Higher than budgeted traction electric rates partially offset by lower than budgeted traction electric usage.	(\$0.446)	(2.0%)	Higher than budgeted traction electric rates partially offset by lower than budgeted traction electric usage and non-traction
FUEL	Non-Reimb	(\$0.211)	(17.1%)	Higher than budgeted revenue diesel rates partially offset by lower than budgeted revenue diesel usage.	\$0.269	3.9%	
INSURANCE	Non-Reimb	\$0.284	16.3%	Primarily reflects lower than budgeted premiums.	\$1.268	15.3%	Primarily reflects lower than budgeted premiums.
	Reimb	(\$0.132)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Power Infrastructure Restoration and Waterbury Branch Cab Signal Projects.	(\$0.665)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Power Infrastructure Restoration and Waterbury Branch Cab Signal Projects.
CLAIMS	Non-Reimb	\$0.096	100.0%	Reflects a lower passenger claims provision than budgeted.	\$0.388	81.2%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.453	4.5%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts as well as lower MTA Police allocations resulting from a fourth quarter 2020 true up partially offset by a catch-up charge for COVID-19 cleaning efforts.	\$7.019	14.2%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts partially offset by a catch-up charge for COVID-19 cleaning efforts.
	Reimb	(\$1.743)	*	Primarily reflects higher activity on the Signal Replacement from Greenwich to South Norwalk Project.	\$0.431	7.8%	Primarily reflects lower activity on the Waterbury Branch Cab Signal, Design of Railway C&S Systems and Systemwide Lead Asbestos Abatement Projects partially offset by higher activity on the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.835	23.9%	Lower than anticipated consulting and engineering services.	\$4.454	25.2%	Lower than anticipated consulting and engineering services.
	Reimb	\$1.322	84.7%	Reflects lower activity on the Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects.	\$7.457	78.3%	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  
 May 2021  
 (\$ in millions)**

	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	Non-Reimb	\$2.077	23.4%	Primarily due to the timing of rolling stock maintenance events, rolling stock material usage, and infrastructure repairs.	\$1.596	3.7%	Primarily due to lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage due to the reduced service schedule partially offset by the net impact of various inventory adjustments resulting from first quarter true-ups.		
	Reimb	\$2.254	50.2%	Reflects lower activity on the Waterbury Branch Cab Signal, Harmon Shop Replacement Phase V, and Turnouts Replacement Projects partially offset by higher activity on the Positive Train Control (CT) Project.	\$41.565	86.2%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement, Harmon Shop Replacement Phase V and Turnouts Replacement Projects as well as the Connecticut Track Program partially offset by higher activity on the Positive Train Control (CT) Project.		
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.400)	(26.5%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and lower Amtrak recoveries partially offset by lower credit card fees.	(\$1.110)	(15.2%)	Primarily due to higher subsidy payments to New Jersey Transit and lower Amtrak recoveries partially offset by lower credit card fees.		
	Reimb	\$0.017	50.9%	Primarily reflects lower activity on the Program Scope Development Project.	\$0.075	45.8%	Primarily reflects lower activity on the Program Scope Development Project.		
DEPRECIATION	Non-Reimb	(\$5.382)	(26.2%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use, most notably the Positive Train Control and West of Hudson Signal Improvement Projects. The July Financial Plan will be adjusted to reflect this increase in capitalized assets.	(\$14.934)	(14.5%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use, most notably the Positive Train Control Project. The July Financial Plan will be adjusted to reflect this increase in capitalized assets.		
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	100.0%	Reflects adjustments to account for MNR's net pension liability.	\$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.	\$1.607	96.4%	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	(\$0.334)	(7.3%)	Primarily reflects timing for the following projects: Design/Reconfiguration of the Station Master's Office and GCT Air Handling Units/Glycol Cooling partially offset by the GCT Exhaust Duct Repair, Vehicle Replacement Program and GCT ADA Compliant Signage in GCT.	\$7.879	35.8%	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, GCT Exhaust Duct Repair, Vehicle Replacement Program, GCT ADA Compliant Signage in GCT and NYS Grade Crossing Improvement.		

\* Variance exceeds 100%.

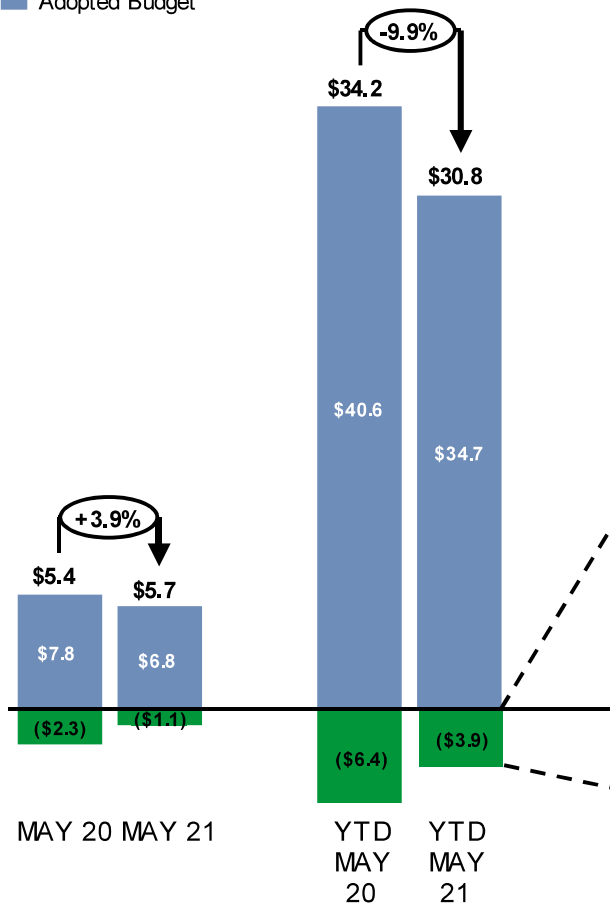
# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## May 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$85.2M

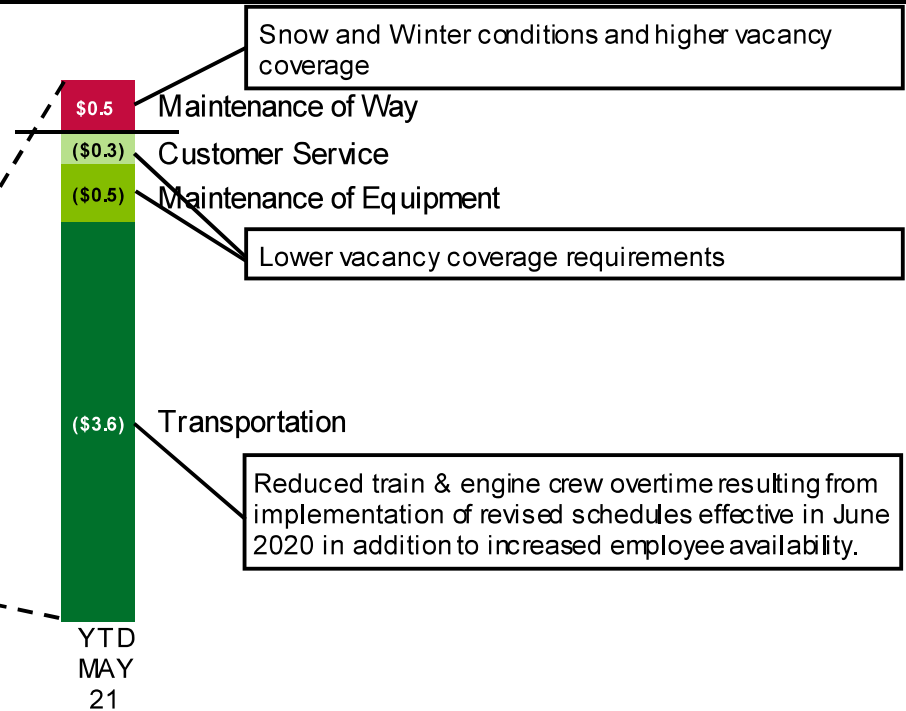


## Overview

- Overall decrease of \$3.4M or 9.9% compared to YTD May 2020
- 11.2% 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 and Maintenance of Equipment
- Connecticut paid \$7.8M of total \$30.8M; Connecticut's share of YTD Variance is favorable \$1.5M of the favorable \$3.9M

## YTD variance by division

(\$3.9M), (11.2%)



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

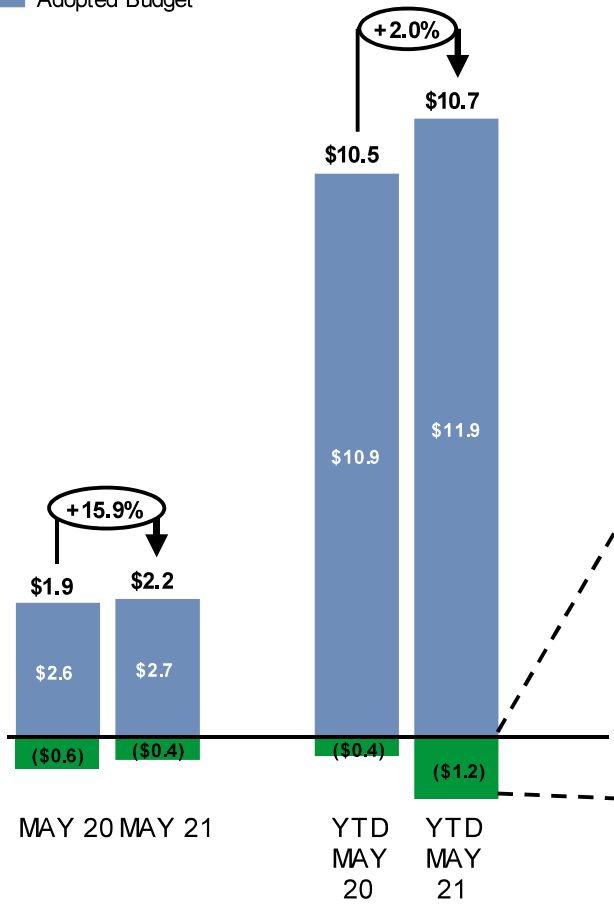
# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## May 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$29.8M

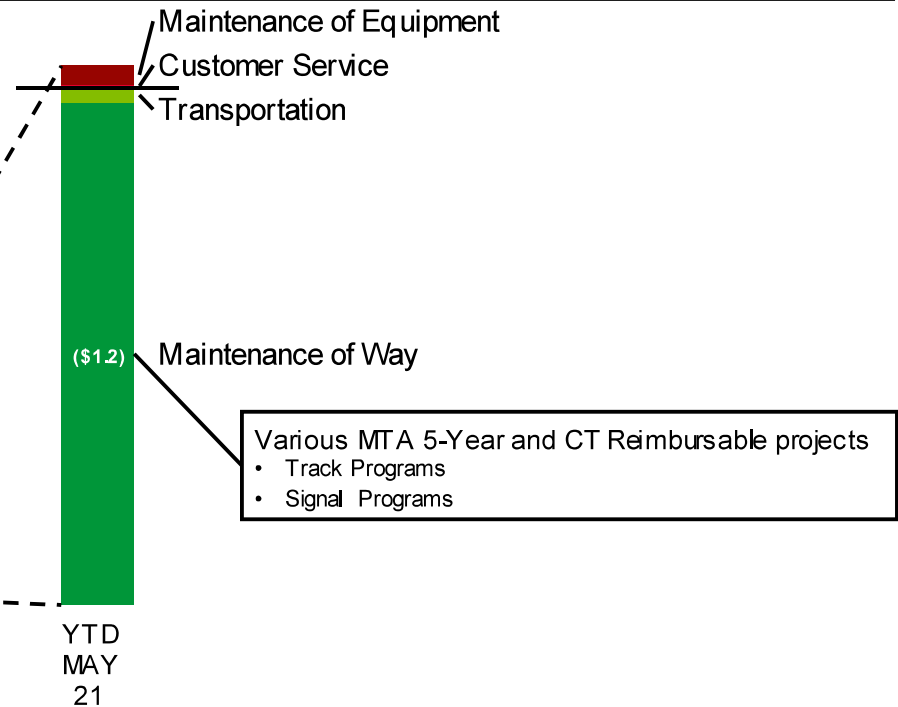


## Overview

- Overall increase of \$0.2M or 2.0% compared to YTD May 2020
- 10.3% 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 \$4.3M of total \$10.7M; Connecticut's share of YTD Variance is favorable \$0.3M of the favorable \$1.2M

## YTD variance by division

(\$1.2M), (10.3%)



Various MTA 5-Year and CT Reimbursable projects

- Track Programs
- Signal Programs

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

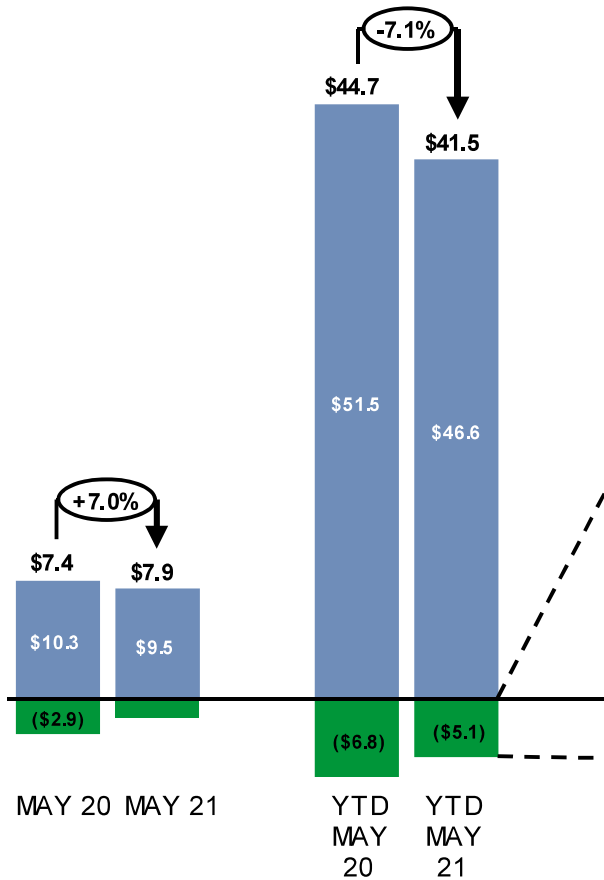
# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

## May 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

Annual Adopted Budget: \$114.9M

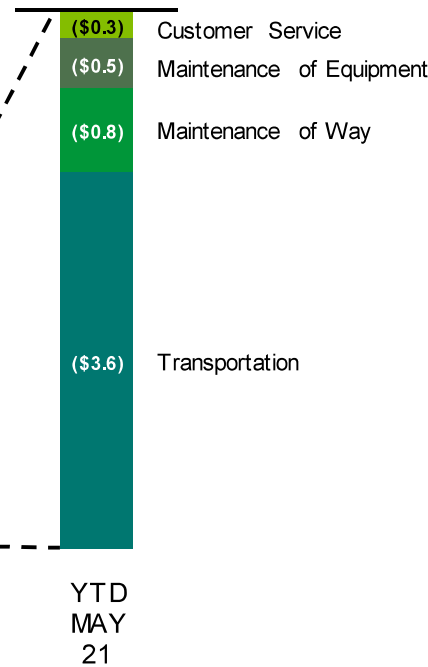


## Overview

- Overall decrease of \$3.2M or 7.1% compared to YTD May 2020
- 11.0% below 2021 Adopted Budget
- Revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way and lower vacancy coverage in Customer Service and Maintenance of Equipment
- Connecticut paid \$12.1M of total \$41.5M; Connecticut's share of YTD Variance is a favorable \$1.7M of the overall favorable \$5.1M

## YTD variance by division

(\$5.1M), (11.0%)



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

	MAY 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$15.581	\$17.071	\$1.490	9.6	\$59.703	\$65.039	\$5.336	8.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.262	5.787	(0.475)	(7.6)	32.385	28.366	(4.019)	(12.4)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	10.930	4.498	(6.432)	(58.8)	58.278	28.974	(29.304)	(50.3)
CDOT	10.163	9.591	(0.572)	(5.6)	75.625	53.391	(22.234)	(29.4)
Other	1.166	0.564	(0.602)	(51.6)	5.496	5.714	0.218	4.0
Total Capital and Other Reimbursements	22.258	14.653	(7.605)	(34.2)	139.399	88.079	(51.320)	(36.8)
<b>Total Receipts</b>	<b>\$44.102</b>	<b>\$37.511</b>	<b>(\$6.591)</b>	<b>(14.9)</b>	<b>\$231.487</b>	<b>\$181.484</b>	<b>(\$50.003)</b>	<b>(21.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.760	\$41.535	\$2.225	5.1	\$229.526	\$221.707	\$7.819	3.4
Overtime	9.020	7.239	1.781	19.7	45.903	40.213	5.690	12.4
Health and Welfare	10.825	1.667	9.158	84.6	55.025	45.537	9.488	17.2
OPEB Current Payment	3.083	0.585	2.498	81.0	15.417	14.401	1.016	6.6
Pensions	11.309	11.727	(0.418)	(3.7)	56.546	57.469	(0.923)	(1.6)
Other Fringe Benefits	10.134	7.806	2.328	23.0	53.099	102.982	(49.883)	(93.9)
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	-
<b>Total Labor</b>	<b>\$88.131</b>	<b>\$70.559</b>	<b>\$17.572</b>	<b>19.9</b>	<b>\$455.515</b>	<b>\$482.309</b>	<b>(\$26.794)</b>	<b>(5.9)</b>
<i>Non-Labor:</i>								
Electric Power	\$4.332	\$4.621	(\$0.289)	(6.7)	\$22.564	\$25.065	(\$2.501)	(11.1)
Fuel	1.187	0.899	0.288	24.3	6.732	6.069	0.663	9.8
Insurance	0.000	0.000	0.000	-	2.764	0.000	2.764	100.0
Claims	0.096	0.047	0.049	50.8	0.981	0.461	0.520	53.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.994	9.942	1.052	9.6	54.511	52.498	2.013	3.7
Professional Service Contracts	3.486	1.162	2.324	66.7	19.310	10.194	9.116	47.2
Materials & Supplies	13.907	13.211	0.696	5.0	94.932	52.738	42.194	44.4
Other Business Expenditures	3.882	4.002	(0.120)	(3.1)	19.464	19.980	(0.516)	(2.7)
<b>Total Non-Labor</b>	<b>\$37.884</b>	<b>\$33.884</b>	<b>\$4.000</b>	<b>10.6</b>	<b>\$221.258</b>	<b>\$167.005</b>	<b>\$54.253</b>	<b>24.5</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$126.014</b>	<b>\$104.443</b>	<b>\$21.571</b>	<b>17.1</b>	<b>\$676.773</b>	<b>\$649.314</b>	<b>\$27.459</b>	<b>4.1</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$81.913)</b>	<b>(\$66.932)</b>	<b>\$14.981</b>	<b>18.3</b>	<b>(\$445.286)</b>	<b>(\$467.830)</b>	<b>(\$22.544)</b>	<b>(5.1)</b>
<b>Subsidies</b>								
MTA	58.821	50.965	(7.856)	(13.4)	321.075	283.483	(37.592)	(11.7)
CDOT	23.092	0.000	(23.092)	(100.0)	124.212	139.150	14.938	12.0
<b>Total Subsidies</b>	<b>\$81.913</b>	<b>\$50.965</b>	<b>(\$30.948)</b>	<b>(37.8)</b>	<b>\$445.286</b>	<b>\$422.633</b>	<b>(\$22.653)</b>	<b>(5.1)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$48.554)</b>	<b>(\$48.554)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$2.938)</b>	<b>(\$2.938)</b>	<b>-</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	May Month vs Budget			Year-to-Date as of May 31st, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FARE REVENUE	1.490	9.6%	Primarily reflects higher non-commutation ridership partially offset by lower commutation ridership on the East of Hudson line as well as cash in transit.	5.336	8.9%	Primarily reflects higher non-commutation ridership partially offset by lower commutation ridership on the East of Hudson line as well as cash in transit.
OTHER OPERATING REVENUE	(0.475)	(7.6%)	Primarily reflects lower GCT retail revenues due to the COVID-19 pandemic.	(4.019)	(12.4%)	Primarily reflects lower GCT retail, advertising and parking revenues partially offset by a refund of insurance premiums.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(6.432)	(58.8%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.	(29.304)	(50.3%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.
CDOT	(0.572)	(5.6%)	Primarily reflects lower cash receipts than budgeted.	(22.234)	(29.4%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	(0.602)	(51.6%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than budgeted.	0.218	4.0%	Reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	2.225	5.1%	Primarily reflects timing of pay periods and RWA payments partially offset by inter-agency payroll.	7.819	3.4%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll.
OVERTIME	1.781	19.7%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.	5.690	12.4%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.
HEALTH & WELFARE	9.158	84.6%	Primarily reflects the timing of payments for health insurance premiums.	9.488	17.2%	Primarily reflects the timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	2.498	81.0%	Primarily reflects the timing of payments for health insurance premiums for retirees.	1.016	6.6%	Primarily reflects the timing of payments for health insurance premiums for retirees.
PENSIONS	(0.418)	(3.7%)	Primarily reflects timing of payments.	(0.923)	(1.6%)	
OTHER FRINGE BENEFITS	2.328	23.0%	Primarily reflects the timing of an employee claim payment.	(49.883)	(93.9%)	Primarily due to the partial payment of Railroad Retirement Taxes which were deferred in 2020.
ELECTRIC POWER	(0.289)	(6.7%)	Primarily reflects higher rates than budgeted.	(2.501)	(11.1%)	Primarily reflects timing of payments combined with higher rates than budgeted.
FUEL	0.288	24.3%	Primarily reflects timing of payments partially offset by higher rates than budgeted.	0.663	9.8%	Reflects timing of payments combined with lower fuel usage than budgeted.
INSURANCE	0.000	0.0%		2.764	100.0%	Primarily reflects the timing of insurance premiums payments.

**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	May Month vs Budget			Year-to-Date as of May 31st, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	0.049	50.8%	Reflects lower than budgeted passenger injury settlements.	0.520	53.0%	Reflects lower than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	1.052	9.6%	Primarily reflects the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts.	2.013	3.7%	Primarily reflects lower project activity on the Upper Harlem Pole Replacement and Exhaust Duct State of Good Repair Projects as well as the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts partially offset by the timing of payments for track leases and utilities.
PROFESSIONAL SERVICE CONTRACTS	2.324	66.7%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects) as well as lower than anticipated consulting and other engineering services.	9.116	47.2%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	0.696	5.0%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal Project combined with the timing of rolling stock maintenance events.	42.194	44.4%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement and Connecticut Track Program Projects.
MTA SUBSIDY RECEIPTS	(7.856)	(13.4%)	Reflects available cash balance and lower cash deficit partially offset by lower CDOT subsidy.	(37.592)	(11.7%)	Reflects available cash balance and higher CDOT subsidy partially offset by higher cash deficit.
CDOT SUBSIDY RECEIPTS	(23.092)	(100.0%)	Reflects the timing of the monthly receipt of the CDOT subsidy invoice.	14.938	12.0%	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 partially offset by the timing of the monthly receipt of the CDOT subsidy invoice.

\* Variance exceeds 100%

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

	MAY 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.518)	(\$2.283)	(\$1.764)	*	(\$2.276)	(\$3.817)	(\$1.541)	(67.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.606	3.559	0.953	36.6	13.545	16.448	2.903	21.4
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(1.541)	(3.462)	(1.921)	*	(5.618)	(10.538)	(4.920)	(87.6)
CDOT	0.000	0.033	0.033	-	0.000	14.710	14.710	-
Other	0.000	(0.301)	(0.301)	-	0.000	0.773	0.773	-
Total Capital and Other Reimbursements	(1.541)	(3.730)	(2.189)	*	(5.618)	4.946	10.563	*
<b>Total Revenue/Receipts</b>	<b>\$0.547</b>	<b>(\$2.453)</b>	<b>(\$3.000)</b>	<b>*</b>	<b>\$5.651</b>	<b>\$17.576</b>	<b>\$11.925</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.628	\$4.044	\$1.416	53.9	\$5.721	\$11.209	\$5.487	95.9
Overtime	0.457	0.663	0.207	45.2	0.704	1.267	0.563	80.0
Health and Welfare	(0.986)	8.387	9.373	*	(4.951)	6.050	11.002	*
OPEB Current Payment	0.000	2.914	0.000	-	0.000	2.874	2.874	-
Pensions	(0.330)	(0.309)	0.021	6.4	(1.133)	0.876	2.009	*
Other Fringe Benefits	0.941	2.681	1.740	*	3.155	(47.477)	(50.632)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.202)	(0.078)	0.124	61.3	(0.903)	(0.370)	0.533	59.0
<b>Total Labor</b>	<b>\$2.508</b>	<b>\$18.302</b>	<b>\$15.794</b>	<b>*</b>	<b>\$2.592</b>	<b>(\$25.572)</b>	<b>(\$28.164)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.160)	(\$0.059)	\$0.101	63.2	(\$0.797)	(\$2.591)	(\$1.794)	*
Fuel	0.042	0.542	0.499	*	0.212	0.606	0.393	*
Insurance	1.743	1.591	(0.152)	(8.7)	5.504	7.666	2.161	39.3
Claims	0.000	(0.047)	(0.047)	-	(0.504)	(0.371)	0.133	26.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.506)	1.835	2.341	*	0.577	(4.860)	(5.437)	*
Professional Service Contracts	1.569	1.737	0.168	10.7	7.851	5.057	(2.795)	(35.6)
Materials & Supplies	(0.543)	(4.177)	(3.634)	*	(3.957)	(4.925)	(0.968)	(24.5)
Other Business Expenses	(2.343)	(2.080)	0.263	11.2	(12.001)	(11.482)	0.518	4.3
<b>Total Non-Labor</b>	<b>(\$0.197)</b>	<b>(\$0.658)</b>	<b>(\$0.462)</b>	<b>*</b>	<b>(\$3.113)</b>	<b>(\$10.901)</b>	<b>(\$7.788)</b>	<b>*</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>\$2.311</b>	<b>\$17.643</b>	<b>\$15.333</b>	<b>*</b>	<b>(\$0.521)</b>	<b>(\$36.473)</b>	<b>(\$35.952)</b>	<b>*</b>
Depreciation	20.542	25.924	5.382	26.2	102.711	117.645	14.934	14.5
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)	1.667	0.060	(1.607)	96.4
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.144	0.144	-
<b>Total Expenditures Adjustments</b>	<b>\$23.186</b>	<b>\$43.567</b>	<b>\$20.381</b>	87.9	<b>\$104.424</b>	<b>\$77.620</b>	<b>(\$26.804)</b>	(25.7)
<b>Total Cash Conversion Adjustments</b>	<b>\$23.733</b>	<b>\$41.114</b>	<b>\$17.381</b>	73.2	<b>\$110.075</b>	<b>\$95.197</b>	<b>(\$14.879)</b>	(13.5)

**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  
 RIDERSHIP/UTILIZATION  
 MAY 2021  
 (in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2021	2020 <sup>(A)</sup>	ADOPTED BUDGET		2020		ADOPTED BUDGET	2021	2020 <sup>(A)</sup>	ADOPTED BUDGET		2020	
<b>FAREBOX REVENUE</b>														
Harlem Line - Commutation	2.427	1.251	0.497	(1.176)	-48.5%	0.754	151.8%	9.859	5.516	29.103	(4.343)	-44.0%	(23.587)	-81.0%
Harlem Line - Non-Commutation	2.227	4.028	0.500	1.800	80.8%	3.528	706.3%	8.068	13.896	19.616	5.828	72.2%	(5.720)	-29.2%
TOTAL HARLEM LINE	\$4.655	\$5.279	\$0.996	\$0.624	13.4%	\$4.283	429.8%	\$17.926	\$19.412	\$48.719	\$1.485	8.3%	(\$29.307)	-60.2%
Hudson Line - Commutation	1.653	0.892	0.316	(0.761)	-46.0%	0.576	182.1%	6.794	3.971	19.430	(2.823)	-41.5%	(15.459)	-79.6%
Hudson Line - Non-Commutation	1.974	3.942	0.567	1.968	99.7%	3.375	595.1%	6.989	13.466	16.687	6.477	92.7%	(3.221)	-19.3%
TOTAL HUDSON LINE	\$3.627	\$4.834	\$0.883	\$1.207	33.3%	\$3.951	447.3%	\$13.784	\$17.438	\$36.117	\$3.654	26.5%	(\$18.679)	-51.7%
New Haven Line - Commutation	3.332	1.444	0.559	(1.888)	-56.7%	0.886	158.5%	13.642	6.041	39.540	(7.601)	-55.7%	(33.498)	-84.7%
New Haven Line - Non-Commutation	4.178	7.384	0.828	3.207	76.8%	6.556	791.6%	15.427	24.326	36.124	8.899	57.7%	(11.798)	-32.7%
TOTAL NEW HAVEN LINE	\$7.510	\$8.829	\$1.387	\$1.319	17.6%	\$7.442	536.5%	\$29.069	\$30.367	\$75.664	\$1.298	4.5%	(\$45.297)	-59.9%
All Lines - Commutation	7.413	3.587	1.372	(3.825)	-51.6%	2.216	161.5%	30.295	15.529	88.073	(14.766)	-48.7%	(72.544)	-82.4%
All Lines - Non-Commutation	8.379	15.354	1.895	6.975	83.2%	13.459	710.3%	30.484	51.688	72.427	21.204	69.6%	(20.739)	-28.6%
TOTAL EAST OF HUDSON LINES	\$15.792	\$18.942	\$3.267	\$3.150	19.9%	\$15.675	479.8%	\$60.779	\$67.217	\$160.500	\$6.438	10.6%	(\$93.283)	-58.1%
West of Hudson <sup>(B)</sup>	\$0.307	\$0.411	\$0.129	\$0.105	34.1%	\$0.282	218.3%	\$1.200	\$1.639	\$3.068	0.439	36.6%	(1.429)	-46.6%
TOTAL FAREBOX REVENUE	\$16.099	\$19.353	\$3.396	\$3.254	20.2%	\$15.957	469.9%	\$61.979	\$68.856	\$163.567	\$6.877	11.1%	(\$94.712)	-57.9%
<b>RIDERSHIP</b>														
Harlem Line - Commutation	0.319	0.212	0.084	(0.107)	-33.6%	0.128	153.8%	1.351	0.973	3.259	(0.378)	-28.0%	(2.286)	-70.1%
Harlem Line - Non-Commutation	0.232	0.490	0.090	0.258	111.3%	0.400	443.8%	0.879	1.772	2.118	0.893	101.6%	(0.345)	-16.3%
TOTAL HARLEM LINE	0.551	0.702	0.174	0.151	27.4%	0.528	304.3%	2.230	2.745	5.376	0.515	23.1%	(2.631)	-48.9%
Hudson Line - Commutation	0.184	0.112	0.041	(0.072)	-39.0%	0.071	172.3%	0.778	0.520	1.860	(0.257)	-33.1%	(1.339)	-72.0%
Hudson Line - Non-Commutation	0.170	0.372	0.068	0.203	119.4%	0.304	450.1%	0.619	1.301	1.428	0.682	110.1%	(0.127)	-8.9%
TOTAL HUDSON LINE	0.353	0.484	0.109	0.131	37.0%	0.375	345.0%	1.397	1.822	3.288	0.425	30.4%	(1.466)	-44.6%
New Haven Line - Commutation	0.426	0.252	0.089	(0.173)	-40.7%	0.163	182.6%	1.788	1.093	4.211	(0.695)	-38.9%	(3.118)	-74.0%
New Haven Line - Non-Commutation	0.386	0.788	0.126	0.403	104.3%	0.663	528.1%	1.448	2.752	3.410	1.304	90.1%	(0.659)	-19.3%
TOTAL NEW HAVEN LINE	0.811	1.041	0.215	0.229	28.3%	0.826	384.5%	3.236	3.844	7.621	0.609	18.8%	(3.777)	-49.6%
Total Ridership East of Hudson	0.928	0.576	0.214	(0.352)	-37.9%	0.362	169.4%	3.916	2.586	9.330	(1.330)	-34.0%	(6.743)	-72.3%
All Lines - Commutation	0.787	1.650	0.283	0.863	109.6%	1.367	482.6%	2.946	5.825	6.956	2.879	97.7%	(1.131)	-16.3%
All Lines - Non-Commutation	0.787	1.650	0.283	0.863	109.6%	1.367	482.6%	2.946	5.825	6.956	2.879	97.7%	(1.131)	-16.3%
TOTAL EAST OF HUDSON LINES	1.716	2.227	0.497	0.511	29.8%	1.730	347.8%	6.862	8.411	16.286	1.549	22.6%	(7.874)	-48.4%
West of Hudson <sup>(B)</sup>	0.034	0.035	0.011	0.001	4.2%	0.024	226.4%	0.135	0.165	0.359	0.030	22.0%	(0.193)	-53.9%
TOTAL EAST & WEST OF HUDSON LINES	1.749	2.262	0.508	0.512	29.3%	1.754	345.3%	6.998	8.576	16.644	1.579	22.6%	(8.068)	-48.5%

<sup>(A)</sup> 2020 Ridership figures have been restated to simulate the 2021 calendar.

<sup>(B)</sup> 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  
May 31, 2021**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	2	1	
Labor Relations	10	9	1	
Safety	51	57	(6)	D
Security	18	17	1	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	13	2	
Customer Service	48	44	4	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	35	34	1	
Training	78	70	8	
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	-	
VP Finance & Info Systems	-	-	-	
Controller	67	54	13	C
Budget	16	16	-	
Procurement & Material Mgmt	21	19	2	
<b>Total Administration</b>	<b>425</b>	<b>374</b>	<b>51</b>	
<b>Operations</b>				
Operations Support	39	45	(6)	B, D
Rolling Stock & EAM	15	14	1	
Transportation	1,658	1,581	77	A
Customer Service	369	352	17	A, C
Metro-North West	29	32	(3)	
<b>Total Operations</b>	<b>2,110</b>	<b>2,025</b>	<b>85</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,570	1,504	66	A
Maintenance of Way	2,142	2,035	107	A
Procurement & Material Mgmt	112	111	1	
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,649</b>	<b>175</b>	
<b>Engineering/Capital</b>				
Construction Management	19	19	0	
Engineering & Design	59	54	5	
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>	
<b>Total Positions</b>	<b>6,437</b>	<b>6,121</b>	<b>316</b>	
<b>Non-Reimbursable</b>	<b>5,688</b>	<b>5,581</b>	<b>106</b>	
<b>Reimbursable</b>	<b>749</b>	<b>540</b>	<b>210</b>	
<b>Total Full-Time</b>	<b>6,436</b>	<b>6,120</b>	<b>316</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**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.
- (D) Reflects the transfer of the Drug & Alcohol Testing group to Safety.

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**May 31, 2021**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	148	128	20
Professional, Technical, Clerical	277	246	31
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>425</b>	<b>374</b>	<b>51</b>
<b>Operations</b>			
Managers/Supervisors	234	227	7
Professional, Technical, Clerical	251	252	(1)
Operational Hourlies	1,625	1,545	80
<b>Total Operations</b>	<b>2,110</b>	<b>2,025</b>	<b>85</b>
<b>Maintenance</b>			
Managers/Supervisors	645	636	9
Professional, Technical, Clerical	482	469	13
Operational Hourlies	2,697	2,544	153
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,649</b>	<b>175</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	48	46	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>
<b>Total Positions</b>			
Managers/Supervisors	1,057	1,019	38
Professional, Technical, Clerical	1,058	1,013	45
Operational Hourlies	4,322	4,089	233
<b>Total Positions</b>	<b>6,437</b>	<b>6,121</b>	<b>316</b>

**MTA METRO-NORTH RAILROAD  
2021 ADOPTED BUDGET VS. ACTUALS  
May 31, 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	374	51	Primarily reflects the transfer of the Operations Planning & Analysis and Mail & Ride groups to Operations, partially offset by the transfer of Drug & Alcohol Testing group from Operations
Operations	2,110	2,025	85	Primarily reflects higher attrition than planned and the transfer of Drug & Alcohol Testing group to Administration, partially offset by the transfer of the Operations Planning & Analysis and Mail & Ride groups from Administration
Maintenance	3,824	3,649	175	Primarily reflects higher attrition than planned
Engineering / Capital	78	73	5	
<b>Total Agency-wide Headcount</b>	<b>6,437</b>	<b>6,121</b>	<b>316</b>	
Non-Reimbursable	5,688	5,581	106	
Reimbursable	749	540	210	

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
MAY 2021**

	MONTH			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav) BUD	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	15.3%	18.4%	3.4%	3.1%	15.0%
Adjusted <sup>(C)</sup>	19.8%	21.7%	7.7%	1.9%	13.9%
Cost per Passenger					
Standard <sup>(B)</sup>	\$60.27	\$46.57	\$195.21	\$13.70	\$148.65
Adjusted <sup>(C)</sup>	\$58.78	\$45.18	\$201.07	\$13.59	\$155.89
Passenger Revenue/Passenger	\$9.20	\$8.56	\$6.64	(\$0.65)	\$1.91
	YEAR-TO-DATE			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav) BUD	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	11.6%	13.1%	31.9%	1.5%	-18.8%
Adjusted <sup>(C)</sup>	16.0%	16.4%	39.0%	0.3%	-22.7%
Cost per Passenger					
Standard <sup>(B)</sup>	\$76.42	\$61.29	\$30.31	\$15.13	(\$30.98)
Adjusted <sup>(C)</sup>	\$74.65	\$59.55	\$29.58	\$15.09	(\$29.98)
Passenger Revenue/Passenger	\$8.86	\$8.03	\$9.66	(\$0.83)	(\$1.63)

(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



## May 2021

### The New York Region Is Coming Back

*Three trains on the Park Avenue Viaduct, to and from the heart of Midtown Manhattan*





# Metro-North Railroad

## May 2021 Highlights: Ridership Report

(Note: May West of Hudson ridership is preliminary)

### May 2021 vs. 2020

New York and the region served by Metro-North are coming back. Everywhere you look, people are getting out, resuming their routines and experiencing new adventures. Weekday workers are returning to our trains, and each weekend sees thousands of the region's residents riding the trains to visit friends and get outdoors.

The substantial ridership increase in May 2021 compared to May 2020 is attributed to the full month of stay-at-home measures and closures last year from the COVID-19 pandemic that affected ridership significantly.

- East of Hudson ridership increased 347.8% vs. May 2020 and was 479.8% above May 2020 revenue.
- East of Hudson Commutation ridership increased by 169.4%.
- East of Hudson Non-Commutation ridership increased by 482.6%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 304.3%.
- Harlem Line Ridership increased by 345.0%.
- New Haven Line Ridership increased by 384.5%.

### May 2021 vs. 2019

Total Rail Ridership decreased -70.2%

- East of Hudson ridership decreased -70.0%.
- West of Hudson ridership decreased -79.2%.

**Note:**

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

**Ben Cornelius**

Director

Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**May Ridership and Revenue (millions)**

	May 2021	% Change vs. 2020
Total Rail Ridership	2.262	▲ 345.27%
Commutation Ridership	0.567	▲ 160.35%
Non-Commutation Ridership	1.695	▲ 484.05%
Connecting Service Ridership	0.006	▲ 453.77%
Total MNR System Ridership	2.268	▲ 345.51%
Rail Revenue	\$19.35	▲ 469.90%

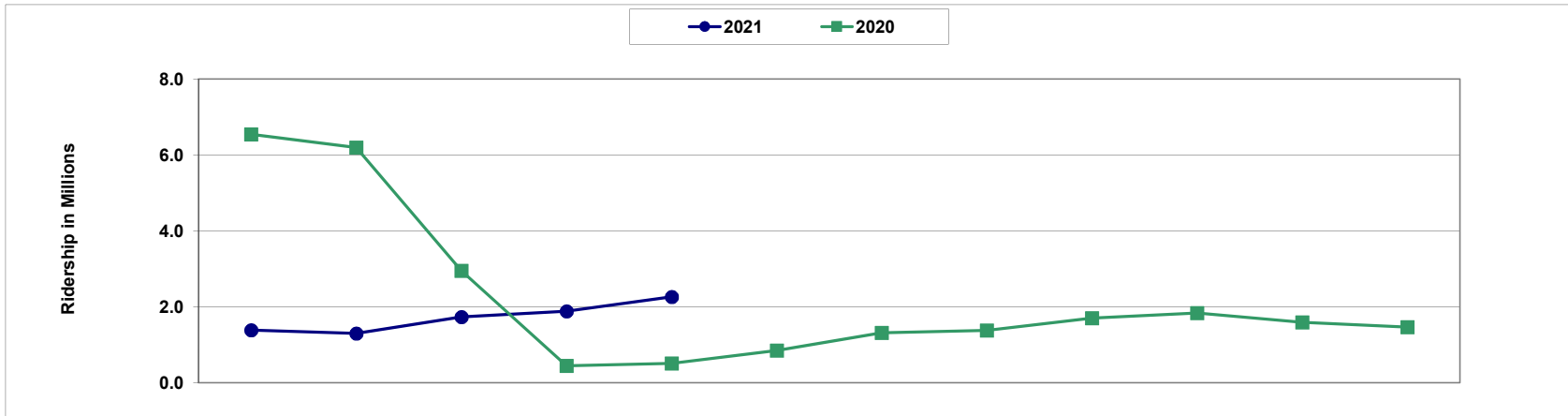
**Year-to-Date to May Ridership and Revenue (millions)**

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	8.576	▼ -48.47%	▲ 22.56%
Commutation Ridership	2.626	▼ -72.49%	▼ -34.19%
Non-Commutation Ridership	5.950	▼ -16.15%	▲ 97.90%
Connecting Service Ridership	0.027	▼ -77.14%	▲ 7.33%
Total MNR System Ridership	8.603	▼ -48.67%	▲ 22.51%
Rail Revenue	\$68.86	▼ -57.90%	▲ 11.10%



MAY 2021 RAIL RIDERSHIP (1)

- May's Total Rail Ridership was 345.3% above 2020 and 29.3% above forecast.

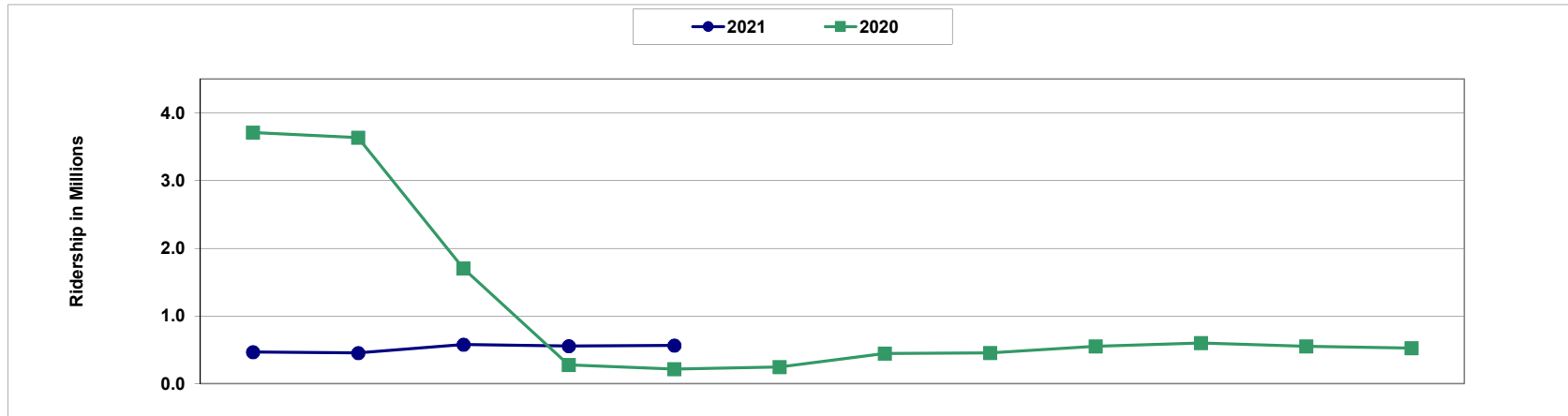


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4	1.3	1.7	1.9	2.3								8.6
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	16.6
<b>PCT CHG.</b>	-78.8%	-79.0%	-41.1%	320.5%	345.3%								-48.5%

1) Includes East and West of Hudson.

MAY 2021 RAIL COMMUTATION RIDERSHIP (1)

- May's Rail Commutation Ridership was 160.3% above 2020 and -40.1% below forecast.

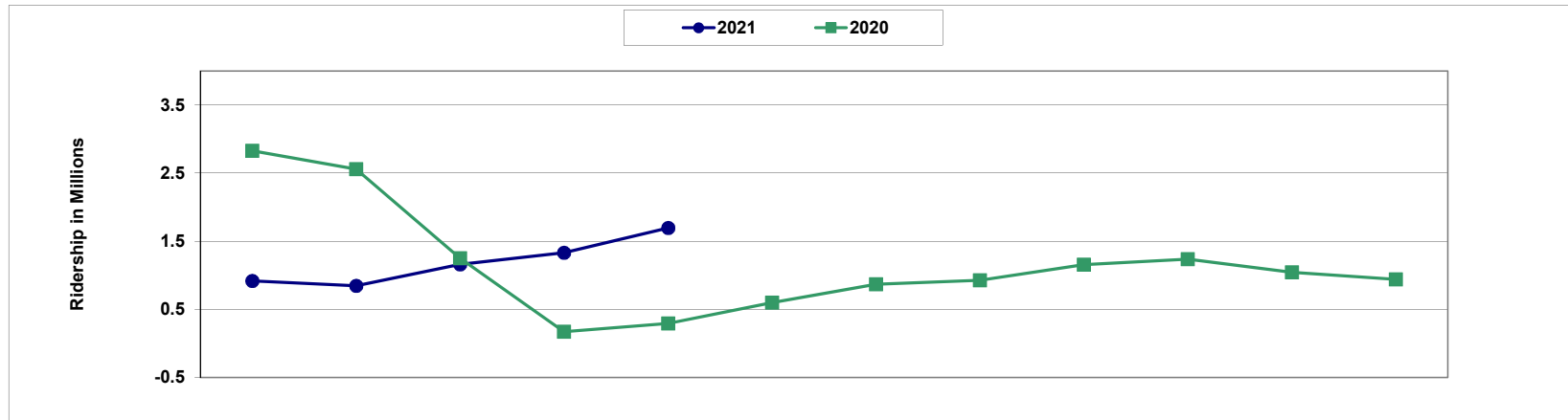


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5	0.5	0.6	0.6	0.6								2.6
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	9.5
<b>PCT CHG.</b>	-87.4%	-87.5%	-66.0%	98.8%	160.3%								-72.5%

1) Includes East and West of Hudson.

**MAY 2021 RAIL NON-COMMUTATION RIDERSHIP (1)**

- May's Rail Non-Commutation Ridership was 484.1% above 2020 and 111.0% above forecast.

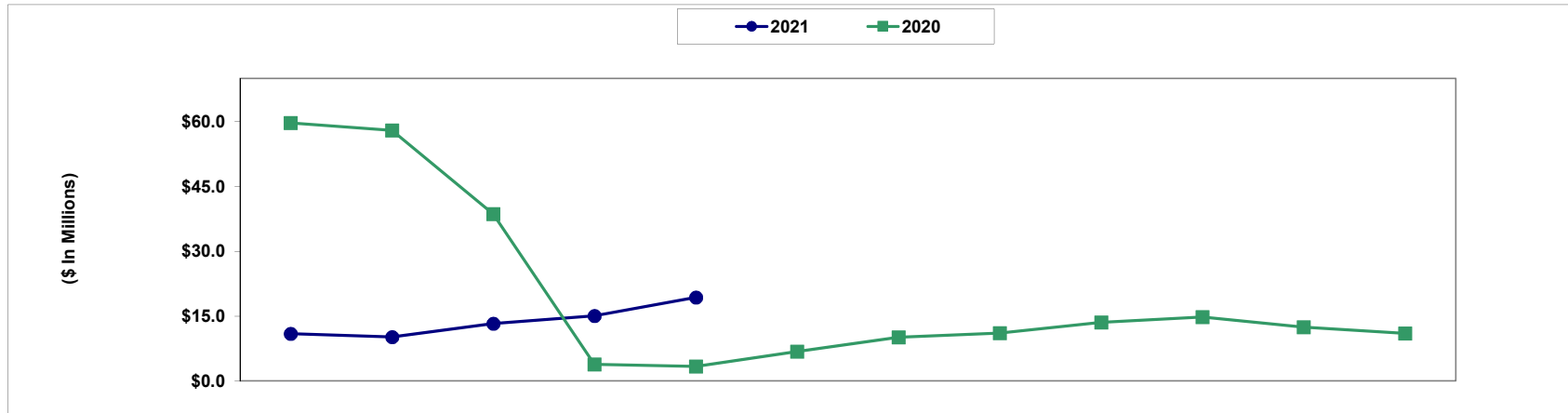


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	<b>0.9</b>	<b>0.8</b>	<b>1.2</b>	<b>1.3</b>	<b>1.7</b>								<b>6.0</b>
<b>2020</b>	<b>2.8</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.9</b>	<b>0.9</b>	<b>1.2</b>	<b>1.2</b>	<b>1.0</b>	<b>0.9</b>	<b>7.1</b>
<b>PCT CHG.</b>	<b>-67.6%</b>	<b>-66.9%</b>	<b>-7.1%</b>	<b>686.9%</b>	<b>484.1%</b>								<b>-16.2%</b>

1) Includes East and West of Hudson.

MAY 2021 RAIL REVENUE (1)

- May's Total Rail Revenue was 469.9% above 2020 and 20.2% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4								\$68.9
<b>2020</b>	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$163.6
<b>PCT CHG.</b>	-81.6%	-82.5%	-65.7%	294.2%	469.9%								-57.9%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
MAY 2021**

TICKET TYPE/SERVICE	MAY 2021	MAY 2021	VARIANCE VS. FORECAST		MAY 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	2,226,822	1,715,778	511,044	29.8%	497,247	1,729,575	347.8%
West of Hudson (2)	34,939	33,520	1,419	4.2%	10,704	24,235	226.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,261,761</b>	<b>1,749,298</b>	<b>512,463</b>	<b>29.3%</b>	<b>507,951</b>	<b>1,753,810</b>	<b>345.3%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>6,241</b>	<b>13,848</b>	<b>(7,607)</b>	<b>-54.9%</b>	<b>1,127</b>	<b>5,114</b>	<b>453.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>2,268,002</b>	<b>1,763,146</b>	<b>504,856</b>	<b>28.6%</b>	<b>509,078</b>	<b>1,758,924</b>	<b>345.5%</b>

**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	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	2,586,108	3,916,270	(1,330,162)	-34.0%	9,329,521	(6,743,413)	-72.3%
West of Hudson	40,291	74,879	(34,588)	-46.2%	218,273	(177,982)	-81.5%
<b>Total Rail Commutation Ridership</b>	<b>2,626,399</b>	<b>3,991,149</b>	<b>(1,364,750)</b>	<b>-34.2%</b>	<b>9,547,794</b>	<b>(6,921,395)</b>	<b>-72.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	5,825,189	2,946,053	2,879,136	97.7%	6,956,169	(1,130,980)	-16.3%
West of Hudson	124,850	60,466	64,384	106.5%	140,302	(15,452)	-11.0%
<b>Total Rail Non-Commutation Ridership</b>	<b>5,950,039</b>	<b>3,006,520</b>	<b>2,943,519</b>	<b>97.9%</b>	<b>7,096,471</b>	<b>(1,146,432)</b>	<b>-16.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	8,411,297	6,862,323	1,548,974	22.6%	16,285,690	(7,874,393)	-48.4%
West of Hudson	165,141	135,345	29,796	22.0%	358,575	(193,434)	-53.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>8,576,438</b>	<b>6,997,668</b>	<b>1,578,769</b>	<b>22.6%</b>	<b>16,644,265</b>	<b>(8,067,827)</b>	<b>-48.5%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>26,543</b>	<b>24,731</b>	<b>1,812</b>	<b>7.3%</b>	<b>116,093</b>	<b>(89,550)</b>	<b>-77.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>8,602,981</b>	<b>7,022,399</b>	<b>1,580,581</b>	<b>22.5%</b>	<b>16,760,358</b>	<b>(8,157,377)</b>	<b>-48.7%</b>

**Notes:**

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

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

LINE	MAY 2021 ACTUAL	MAY 2020 RESTATE <sup>(1)</sup>	CHANGE FROM 2020	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	701,869	173,611	528,258	304.3%
Hudson Line	484,263	108,831	375,432	345.0%
New Haven Line	1,040,690	214,805	825,885	384.5%
<b>Total East of Hudson</b>	<b>2,226,822</b>	<b>497,247</b>	<b>1,729,575</b>	<b>347.8%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	22,216	6,750	15,466	229.1%
Pascack Valley Line	12,723	3,954	8,769	221.8%
<b>Total West of Hudson (2)</b>	<b>34,939</b>	<b>10,704</b>	<b>24,235</b>	<b>226.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,261,761</b>	<b>507,951</b>	<b>1,753,810</b>	<b>345.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	6,241	1,104	5,137	465.3%
Haverstraw-Ossining Ferry	NA	13	(13)	NA
Newburgh-Beacon Ferry	NA	10	(10)	NA
<b>Total Connecting Services</b>	<b>6,241</b>	<b>1,127</b>	<b>5,114</b>	<b>453.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>2,268,002</b>	<b>509,078</b>	<b>1,758,924</b>	<b>345.5%</b>

**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
<b>EAST OF HUDSON</b>				
Harlem Line	2,745,004	5,376,046	(2,631,042)	-48.9%
Hudson Line	1,821,866	3,288,222	(1,466,356)	-44.6%
New Haven Line	3,844,427	7,621,422	(3,776,995)	-49.6%
<b>Total East of Hudson</b>	<b>8,411,297</b>	<b>16,285,690</b>	<b>(7,874,393)</b>	<b>-48.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	106,188	207,920	(101,732)	-48.9%
Pascack Valley Line	58,953	150,655	(91,702)	-60.9%
<b>Total West of Hudson</b>	<b>165,141</b>	<b>358,575</b>	<b>(193,434)</b>	<b>-53.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>8,576,438</b>	<b>16,644,265</b>	<b>(8,067,827)</b>	<b>-48.5%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	26,543	81,578	(55,035)	-67.5%
Haverstraw-Ossining Ferry	NA	23,309	(23,309)	NA
Newburgh-Beacon Ferry	NA	11,206	(11,206)	NA
<b>Total Connecting Services</b>	<b>26,543</b>	<b>116,093</b>	<b>(89,550)</b>	<b>-77.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>8,602,981</b>	<b>16,760,358</b>	<b>(8,157,377)</b>	<b>-48.7%</b>

**Notes:**

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





# Metro-North Railroad

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## May 2021 Highlights: Capital Program Status Report



### Harmon Shop Improvements

Harmon Stage 2 - RRSS area - Structural steel installation

**Ziona Rubin**  
Acting Vice President  
Capital Programs



# Metro-North Railroad

## May 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 May, Metro-North committed task totaling \$743K including the Support tasks for the Park Avenue Viaduct Interim Repairs. Metro-North had completions totaling \$1 million including the Hudson Line Tunnel Inspection project. Metro-North had no contract closeouts scheduled.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 5/31</u>	<u>Achieved thru 5/31</u>	<u>% thru 5/31</u>
Design Awards*	\$25.1	\$5.12	\$0	0%
Construction Awards*	\$49.6	\$10	\$0	0%
Substantial Completions	\$963	\$375	\$273.4	73%
Closeouts*	\$278	\$119	\$40.1	34%

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**May 2021**

#### **CONTRACT AWARDS:**

No contract awards in May 2021.

#### **PROJECT COMPLETIONS:**

##### **M7030210 Hudson Line Tunnels Inspection**

##### **Milestone: Substantial Completion**

**Project Budget: \$1,079,866**

This project is for inspection and repair design of the Hudson Line tunnels. An in-depth inspection and report on tunnel deficiencies and areas of concern was performed. The Design Recommendation Report described and prioritized the repair work for each tunnel and included construction costs, schedules, impact to operations and described any permits required. This report will be used in subsequent capital programs as basis to plan work at each of the tunnels.

## **MAJOR ON-GOING PROJECT STATUS:**

### **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; terminating, splicing and pulling cables as well as C&S trough and signal power duct banks. Continued installation of signal power, negative feeders, continuity jumpers, lateral and crossing cables; fencing at different platforms; site survey and punch list work.

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

### **EM050208 Power Infrastructure Restoration – Substations – Sandy**

- Tarrytown – 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 September 2021, with substation cutover & commissioning to follow.
- Riverdale – Completed lead and asbestos abatement and continued demolition of the existing substation. Asphalt pavement work to follow. This substation is online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – Completed negative return cables connection; short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for completion in July 2021.

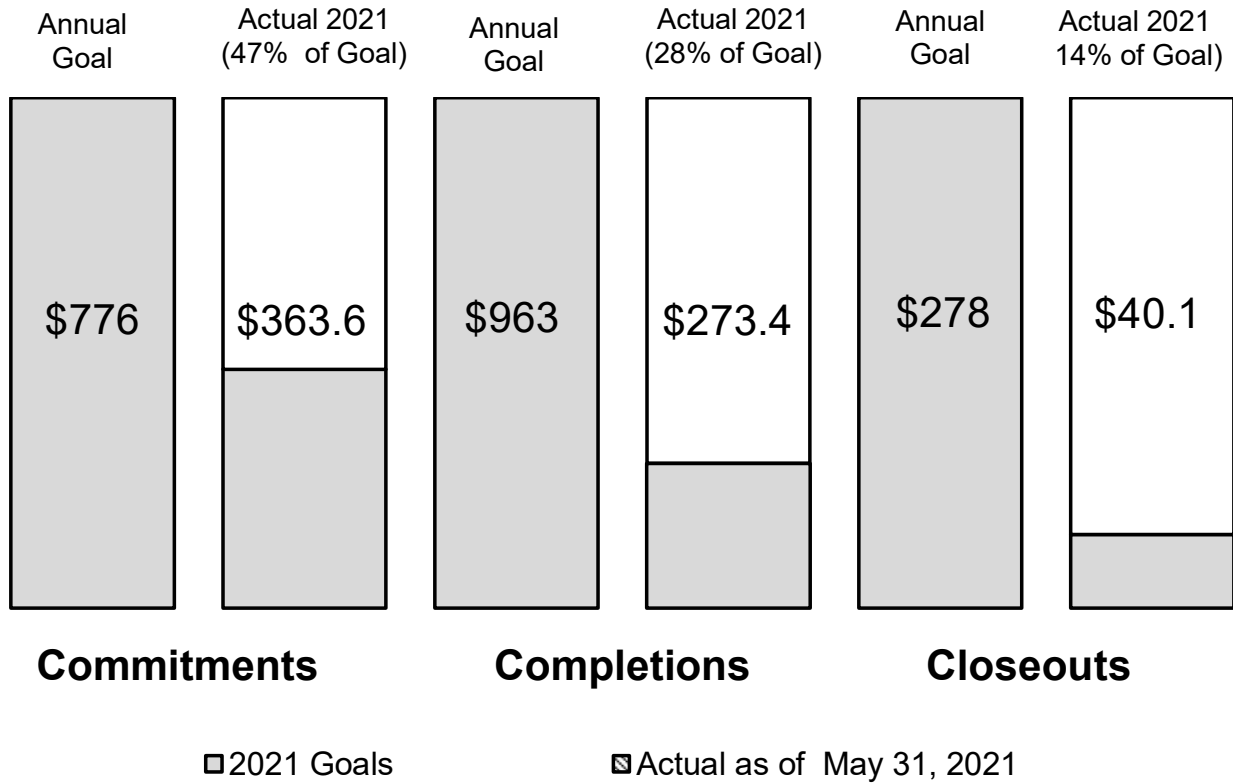
### **M7060101 Harmon Shop Improvements**

*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 cable, electric and SCADA equipment and continued HP/SCADA acceptance and startup testing for the site transformers. Completed installation of storm piping in north yard and continued installation of other utilities including water fire lines, hydrants, snow melter conduits, electrical ductbanks, etc., in the available portion of north yard. Continued demolition of tracks west of RRSS and track 84 in the north yard. Continued installation of building foundations, beams and structural steel along the J, L and H lines, car hoist pits and caissons along track 47, elevator pits and under slab utilities in the Running Repair and Support Shop area.

# 2021 MNR Capital Program Goals As of May 31st, 2021 In Millions





# Long Island Rail Road

## May 2021 Performance Summary

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Robert Free, Senior Vice President – Operations



**Memorial Day Weekend:** On Friday May 28, 2021, the Long Island Rail Road welcomed the return of the Cannonball for its inaugural journey for travelers to Montauk. This marked the long-awaited return of summer service after it was cancelled last year due to COVID-19.



# Long Island Rail Road

## May 2021 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of May closed at **95.8%**, which is above the monthly goal of 94.0%. 2021 year-to-date OTP is **96.1%**, which is an increase of **0.4** percentage point as compared to last year.

### Branch Performances

Ten out of eleven branches on the Long Island Rail Road operated above goal for the month of May as well as year to date.

### Delays

The most impactful event this month was the smoke condition east of Westbury on property adjacent to the right of way. Over a two day period, 188 trains were late/canceled/terminated resulting in an average delay of 22.6 minutes. This incident unfavorably impacted our On-Time Performance by 1.1%.

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 231,279 in April and exceeded the goal. MDBF exceeded the year to date goal as well.



Performance Summary			2021 Data			2020 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>95.8%</b>	<b>96.1%</b>	<b>98.5%</b>	<b>95.7%</b>
		AM Peak		95.6%	96.1%	0.0%	92.2%
		PM Peak		97.6%	97.2%	0.0%	92.1%
		<b>Total Peak</b>		<b>96.5%</b>	<b>96.6%</b>	<b>0.0%</b>	<b>92.2%</b>
		Off Peak Weekday		95.0%	95.4%	98.2%	96.2%
		Weekend		96.6%	97.0%	99.1%	96.9%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>98.0%</b>	<b>97.1%</b>	<b>99.2%</b>	<b>95.9%</b>
		AM Peak		99.5%	96.8%	0.0%	92.5%
		PM Peak		100.0%	98.7%	0.0%	92.7%
		<b>Total Peak</b>		<b>99.7%</b>	<b>97.7%</b>	<b>0.0%</b>	<b>92.6%</b>
	Off Peak Weekday		98.3%	97.4%	99.1%	97.2%	
	Weekend		95.7%	96.2%	99.6%	96.0%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.6%</b>	<b>98.1%</b>	<b>99.6%</b>	<b>97.9%</b>	
	AM Peak		100.0%	98.9%	0.0%	94.8%	
	PM Peak		100.0%	99.3%	0.0%	96.7%	
	<b>Total Peak</b>		<b>100.0%</b>	<b>99.1%</b>	<b>0.0%</b>	<b>95.7%</b>	
	Off Peak Weekday		97.3%	97.3%	99.7%	98.1%	
	Weekend		100.0%	99.2%	99.4%	98.7%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>93.8%</b>	<b>95.3%</b>	<b>98.5%</b>	<b>95.0%</b>	
	AM Peak		91.8%	94.8%	0.0%	92.1%	
	PM Peak		96.0%	96.9%	0.0%	84.8%	
	<b>Total Peak</b>		<b>93.8%</b>	<b>95.8%</b>	<b>0.0%</b>	<b>88.7%</b>	
	Off Peak Weekday		92.1%	94.3%	97.9%	95.9%	
	Weekend		97.2%	97.1%	99.7%	96.7%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.7%</b>	<b>96.7%</b>	<b>99.1%</b>	<b>95.9%</b>	
	AM Peak		99.3%	98.1%	0.0%	94.7%	
	PM Peak		98.3%	98.1%	0.0%	85.6%	
	<b>Total Peak</b>		<b>98.8%</b>	<b>98.1%</b>	<b>0.0%</b>	<b>90.4%</b>	
	Off Peak Weekday		95.7%	95.1%	99.1%	96.4%	
	Weekend		97.1%	98.2%	99.2%	97.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>96.9%</b>	<b>97.4%</b>	<b>99.1%</b>	<b>95.3%</b>	
	AM Peak		100.0%	98.4%	0.0%	93.6%	
	PM Peak		98.1%	98.9%	0.0%	92.0%	
	<b>Total Peak</b>		<b>99.2%</b>	<b>98.6%</b>	<b>0.0%</b>	<b>92.8%</b>	
	Off Peak Weekday		97.8%	96.9%	99.0%	95.4%	
	Weekend		93.8%	97.2%	99.2%	96.7%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>94.3%</b>	<b>94.1%</b>	<b>97.4%</b>	<b>94.8%</b>	
	AM Peak		92.1%	94.8%	0.0%	87.9%	
	PM Peak		98.0%	96.8%	0.0%	94.9%	
	<b>Total Peak</b>		<b>94.6%</b>	<b>95.6%</b>	<b>0.0%</b>	<b>91.2%</b>	
	Off Peak Weekday		96.1%	94.0%	97.3%	96.7%	
	Weekend		91.4%	93.3%	97.6%	92.8%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.3%</b>	<b>96.0%</b>	<b>97.0%</b>	<b>95.9%</b>	
	AM Peak		98.0%	97.0%	0.0%	92.9%	
	PM Peak		98.8%	99.2%	0.0%	92.8%	
	<b>Total Peak</b>		<b>98.3%</b>	<b>98.0%</b>	<b>0.0%</b>	<b>92.8%</b>	
	Off Peak Weekday		94.8%	94.5%	96.2%	96.2%	
	Weekend		97.5%	97.2%	98.5%	98.1%	

Performance Summary		2021 Data			2020 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>92.1%</b>	<b>93.7%</b>	<b>98.5%</b>	<b>92.5%</b>
	AM Peak		92.9%	94.3%	0.0%	89.4%
	PM Peak		94.3%	94.6%	0.0%	87.1%
	<b>Total Peak</b>		<b>93.6%</b>	<b>94.5%</b>	<b>0.0%</b>	<b>88.3%</b>
	Off Peak Weekday		88.9%	92.6%	97.8%	91.8%
	Weekend		96.6%	95.1%	100.0%	97.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>92.9%</b>	<b>94.9%</b>	<b>97.6%</b>	<b>97.3%</b>
	AM Peak		88.3%	92.4%	0.0%	94.4%
	PM Peak		95.0%	93.1%	0.0%	95.8%
	<b>Total Peak</b>		<b>92.0%</b>	<b>92.7%</b>	<b>0.0%</b>	<b>95.1%</b>
	Off Peak Weekday		91.3%	94.2%	97.4%	97.3%
	Weekend		96.7%	98.0%	98.0%	98.7%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>94.0%</b>	<b>94.8%</b>	<b>98.2%</b>	<b>94.1%</b>
	AM Peak		91.6%	94.8%	0.0%	89.1%
	PM Peak		96.2%	97.1%	0.0%	93.2%
	<b>Total Peak</b>		<b>93.6%</b>	<b>95.8%</b>	<b>0.0%</b>	<b>90.9%</b>
	Off Peak Weekday		91.6%	93.2%	97.7%	94.2%
	Weekend		98.4%	97.3%	99.2%	96.9%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>99.3%</b>	<b>98.6%</b>	<b>98.8%</b>	<b>96.6%</b>
	AM Peak		100.0%	98.7%	0.0%	92.3%
	PM Peak		100.0%	98.5%	0.0%	95.6%
	<b>Total Peak</b>		<b>100.0%</b>	<b>98.6%</b>	<b>0.0%</b>	<b>94.1%</b>
	Off Peak Weekday		99.2%	98.3%	98.3%	97.0%
	Weekend		99.0%	99.2%	100.0%	98.3%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>17,069</b>	<b>87,012</b>	<b>16,224</b>	<b>93,006</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		-13.1	-12.8	-12.5	-11.2
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		116	533	41	553
	<b>Trains Canceled</b>		93	273	11	151
	<b>Trains Terminated</b>		43	244	5	105
	<b>Percent of Scheduled Trips Completed</b>		99.2%	99.4%	99.9%	99.7%
	<b>Consist Compliance</b> <small>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</small>					
	AM Peak		100.0%			
	PM Peak		100.0%			
	<b>Total Peak</b>		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	5.4%	44	39	186	16	221	(35)
Engineering (Unscheduled)	10.9%	98	78	535	49	673	(138)
Maintenance of Equipment	7.2%	70	52	335	32	388	(53)
Transportation	1.0%	17	7	71	12	183	(112)
Capital Projects	15.7%	132	113	623	33	385	238
Weather and Environmental	1.4%	5	10	317	4	209	108
Police	9.6%	99	69	350	36	428	(78)
Customers	9.6%	46	69	237	17	817	(580)
Special Events	1.0%	5	7	13	3	33	(20)
Other	34.7%	63	249	477	25	328	149
3rd Party Operations	3.5%	21	25	270	12	345	(75)
<b>Total</b>	<b>100.0%</b>	<b>600</b>	<b>718</b>	<b>3,414</b>	<b>239</b>	<b>4,010</b>	<b>(596)</b>

**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
5-May	Wed	Smoke condition east of Westbury							8	8	7	8	8	7
6-May	Thu	Smoke condition east of Westbury	3	31	1	5	10		77	29	9	85	70	10
11-May	Tue	Disabled vehicle on tracks at the east end of Deer Park Station	3	3	1				4			7	3	1
31-May	Mon	Unable to close Lead Bridge							1	1	8	1	1	8
<b>TOTAL FOR MONTH</b>			<b>6</b>	<b>34</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>90</b>	<b>38</b>	<b>24</b>	<b>101</b>	<b>82</b>	<b>26</b>
												<b>209</b>		

# Long Island Rail Road

## MEAN DISTANCE BETWEEN FAILURES - APRIL 2021

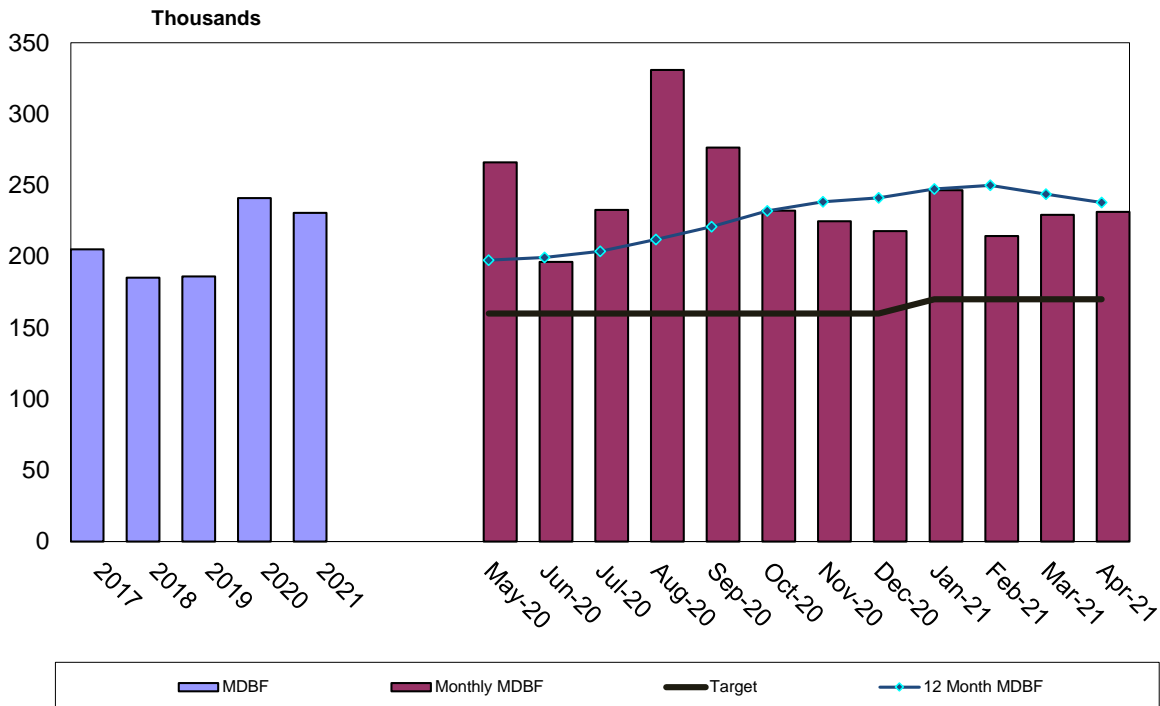
	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month Rolling Avg MDBF (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
<b>Mean Distance Between Failures</b>	M-3	142	60,000	0	0	0	-	0	0	71,064
	M-7	836	360,000	501,249	8	395,850	446,745	414,553	8	441,045
	M-9	80	180,000	159,759	2	171,744	235,562	0	0	215,489
	C-3	134	103,000	306,449	2	181,803	118,946	434,209	0	199,654
	DE	24	19,000	11,460	7	16,949	18,391	68,079	0	28,317
	DM	21	19,000	21,834	3	25,483	24,643	19,482	2	32,020
	Diesel	179	51,000	63,218	12	71,301	63,268	270,626	2	96,711
	<b>Fleet</b>	<b>1,237</b>	<b>170,000</b>	<b>231,279</b>	<b>22</b>	<b>230,570</b>	<b>237,837</b>	<b>385,767</b>	<b>10</b>	<b>241,211</b>

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 used in April-2020 and entire 2021 M-T-D. M9 was not used in service in April-2020.

C3 & DE had no primary failures in April-2020, hence their mileage is reported above.

## ALL FLEETS Mean Distance Between Failure 2017 - 2021





Standee Report

East Of Jamaica

		2021 Data		
		May		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>0</b>	<b>0</b>

**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		
		May		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>0</b>	<b>0</b>

**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 MAY 2021**

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>May</b>	<b>Year to Date</b>	<b>May</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.5%	99.4%	99.4%	99.3%
	<b>Far Rockaway Branch</b>	99.5%	99.3%	99.5%	99.5%
	<b>Hempstead Branch</b>	98.1%	99.3%	99.6%	99.6%
	<b>Long Beach Branch</b>	98.2%	99.3%	99.7%	99.6%
	<b>Port Jefferson Branch</b>	99.3%	99.2%	98.1%	98.6%
	<b>Port Washington Branch</b>	99.2%	99.0%	99.2%	99.5%
	<b>Ronkonkoma Branch</b>	99.4%	99.3%	99.5%	98.1%
	<b>City Terminal Branch</b>	99.4%	97.0%	99.6%	98.9%
	<b>Overall Average</b>	99.3%	98.7%	99.3%	98.7%

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>May</b>	<b>Year to Date</b>	<b>May</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	96.9%	97.3%	98.5%	98.6%
	<b>Far Rockaway Branch</b>	97.9%	87.3%	99.2%	98.1%
	<b>Hempstead Branch</b>	99.2%	99.0%	98.8%	99.0%
	<b>Long Beach Branch</b>	97.7%	98.2%	96.9%	91.5%
	<b>Port Jefferson Branch</b>	93.6%	97.0%	95.7%	98.1%
	<b>City Terminal Branch</b>	92.2%	93.3%	92.1%	94.1%
	<b>Overall Average</b>	95.1%	95.1%	95.1%	96.4%



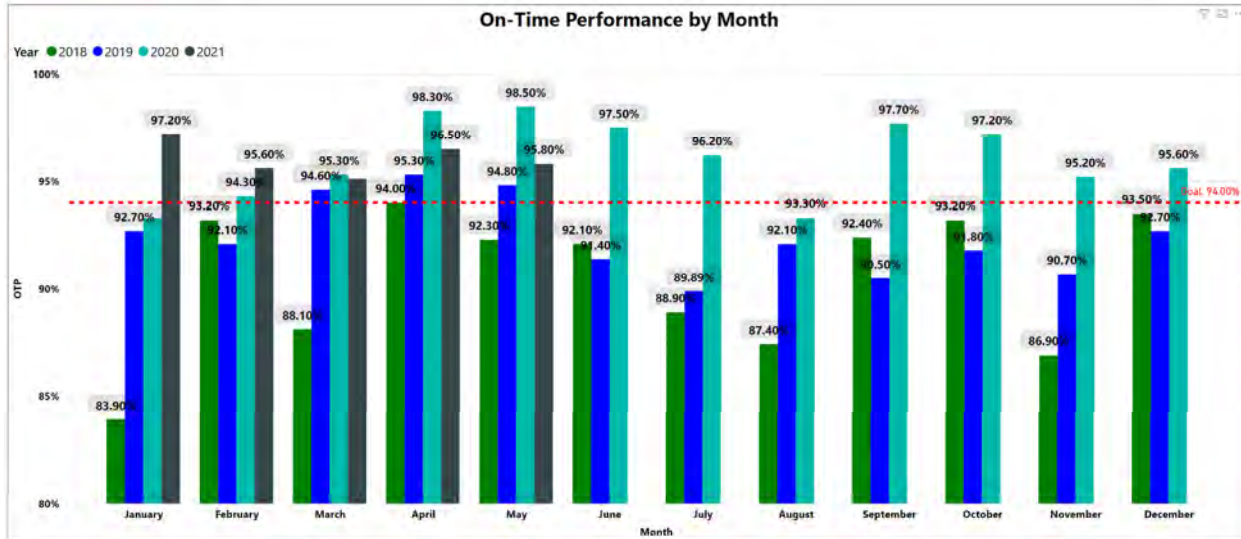
# Long Island Rail Road Performance Metrics Report



## On Time Performance

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

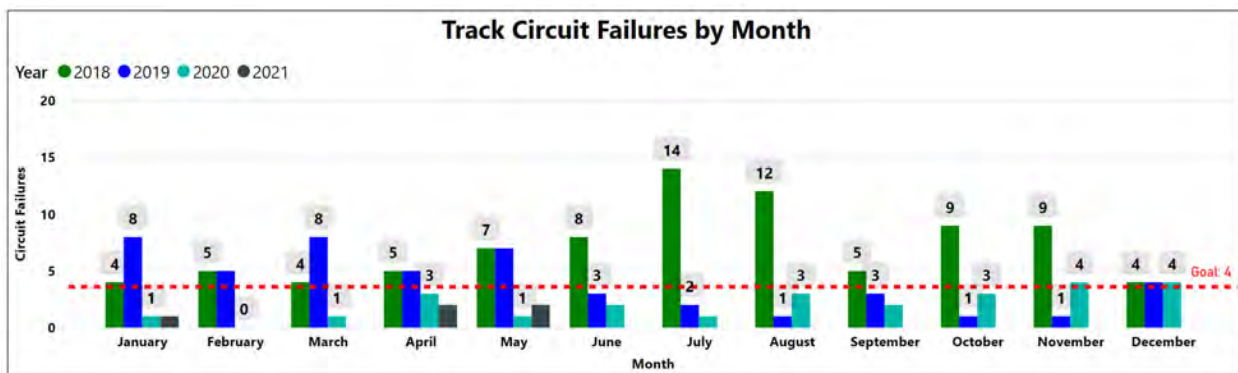
	2021		2020	
Goal	May	YTD	May	YTD
94.0%	95.8%	96.1%	98.5%	95.7%



## Number of Track Circuit Failures

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

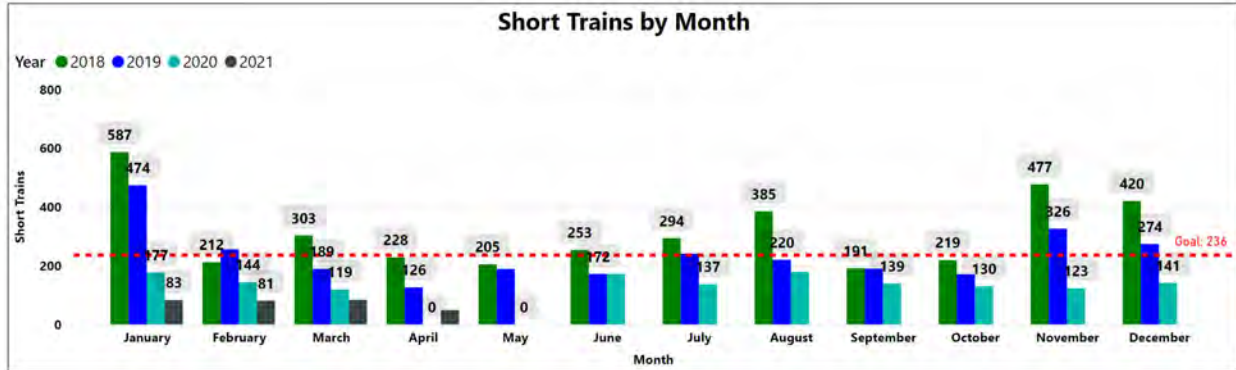
	2021		2020	
Goal	May	YTD	May	YTD
44	2	5	1	6



### 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

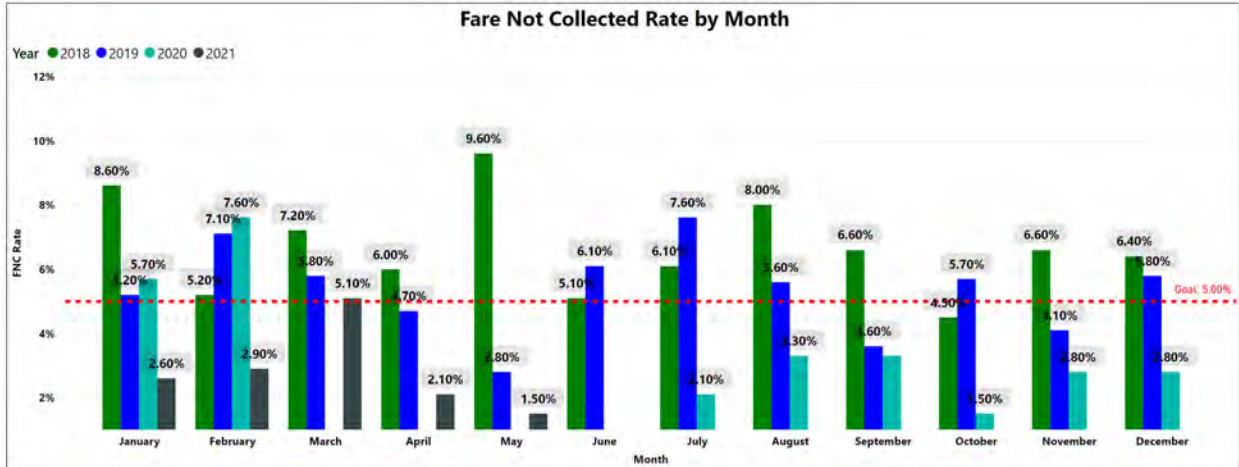


\* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

## Fare Not Collected Rate

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

	2021		2020	
Goal	May	YTD	May	YTD
	1.5%	2.9%	-	6.8%

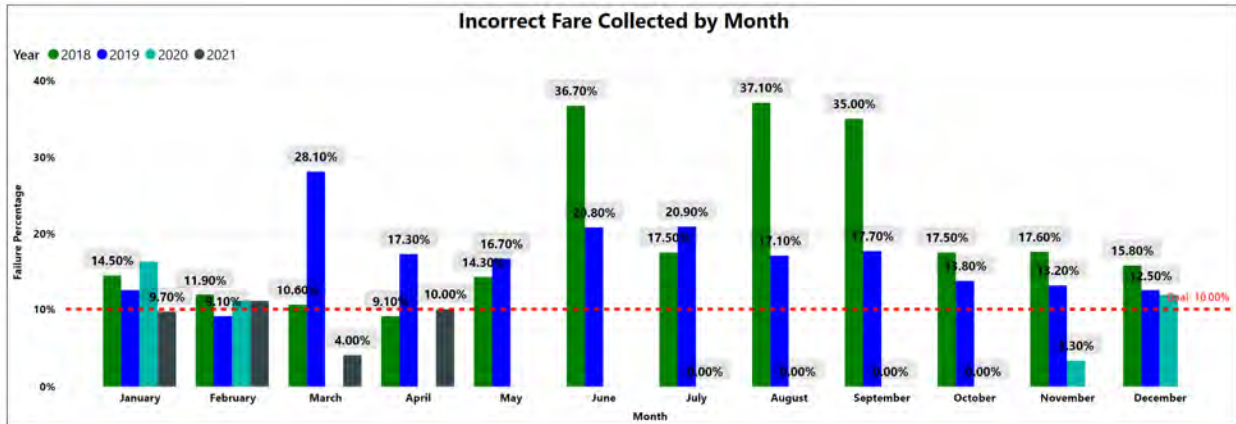


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In May 2021, the LIRR reported a Fare Not Collected Rate of 1.5%. There is no available data to compare this to from May 2020 as the onboard revenue compliance program was suspended in that month last year.
- 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	
	May	YTD	May	YTD
10.0%	0.0%	7.8%	-	13.7%

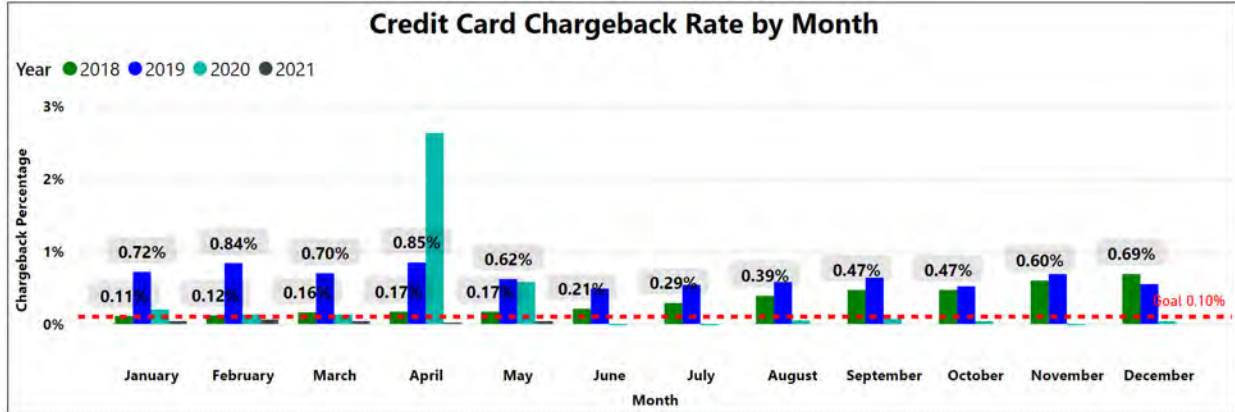


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In May 2021, the LIRR reported an Incorrect Fare Collected Rate of 0.0%. There is no available data to compare this to from May 2020 as the onboard revenue compliance program was suspended in that month last year.
- 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	May	YTD	May	YTD
0.10%	0.04%	0.04%	0.58%	0.19%





# Long Island Rail Road

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## *Financial Report Highlights*

*May 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.

### May 2021 Highlights

- Total revenue of \$263.8 million was \$35.5 million higher than the budget. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- Through May 2021 ridership was 10.1 million, which was (42.2)% below 2020 and (72.4)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 35.7% above the budget. Commutation ridership of 3.2 million was (67.7)% below 2020 and (24.9)% below the budget. Non-Commutation ridership of 6.9 million was (8.7)% below 2020 and 117.3% above the budget. Consequently, farebox revenue of \$83.7 million was \$20.7 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$774.7 million were \$75.7 million or 8.9% 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 overtime, OPEB current, other business expenses and electric expenses, partially offset by the timing of professional services.

Financial results for Year-to-Date (YTD) May 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>
<b>Total Revenue</b>	\$228.2	\$263.8	\$35.5
<b>Total Expenses Before Non-Cash Liabilities</b>	850.3	774.7	75.7
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$622.1)</b>	<b>(\$510.9)</b>	<b>\$111.2</b>
<b>Other Non-Cash Liabilities</b>	181.3	193.5	(12.3)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$803.4)</b>	<b>(\$704.4)</b>	<b>\$98.9</b>
<b>Cash Adjustments</b>	137.8	174.9	37.1
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$665.6)</b>	<b>(\$529.5)</b>	<b>\$136.1</b>

**Mark Young**

Vice President, Management and Finance





# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

May YTD operating results were favorable by \$98.9 or 12.3% lower than the budget.

Non-Reimbursable revenues through May were \$21.2 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. Other Operating Revenues were favorable to budget due to the timing of rental revenue and higher miscellaneous revenues, partially offset by lower advertising revenue. Total Non-Reimbursable expenses were \$77.8 favorable due to vacant positions and associated fringe costs, the timing of materials and maintenance services, and lower OPEB current, overtime, other business expenses and electric.

YTD capital and other reimbursable expenditures (and reimbursements) were \$14.3 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 \$263.8 were \$35.5 or 15.6% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$20.7 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through May was 10.1 million. This was (42.2)% lower than 2020 (adjusted for same number of calendar work days) and 35.7% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$0.4 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 \$14.3 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to Date **Total Expenses** (including depreciation and other) of \$968.2 were favorable to the budget by \$63.4 or 6.1%.

**Labor Expenses**, \$44.9 favorable Y-T-D.

- **Payroll**, \$19.2 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$7.6 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**, \$6.5 favorable Y-T-D (vacant positions and lower rates).
- **OPEB Current Payment**, \$6.9 favorable Y-T-D (fewer retirees/beneficiaries than projected and lower rates).
- **Other Fringe**, \$4.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance).



# Long Island Rail Road

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## *Financial Report Highlights*

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

- **Electric Power**, \$3.5 favorable Y-T-D (lower usage, partially offset by lower rates).
- **Fuel**, \$(1.4) unfavorable Y-T-D (higher rates).
- **Insurance**, \$2.9 favorable Y-T-D (lower liability and force account insurance).
- **Claims**, \$1.0 favorable Y-T-D (decrease in corporate reserves).
- **Maintenance and Other Operating Contracts**, \$6.9 favorable Y-T-D (primarily the timing of elevator & escalator services and vehicle purchases, the timing of invoices for construction and other maintenance services and lower joint facility services).
- **Professional Services**, \$(3.6) unfavorable Y-T-D (primarily the timing of a multiyear fiber optic network contract renewal, higher project and legal expenses, partially offset by the timing of rail inspections and rolling stock decommissioning).
- **Materials and Supplies**, \$17.2 favorable Y-T-D (primarily timing of fleet maintenance and modifications, and right of way initiatives).
- **Other Business Expenses**, \$4.2 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**, \$(12.3) unfavorable Y-T-D depreciation and environmental remediation.

### **CASH DEFICIT SUMMARY**

The Cash Deficit through May of \$(529.5) was \$136.1 favorable to the budget due to the timing of capital and other reimbursements, higher farebox revenue and the timing of and lower expenditures, partially offset by prior year Railroad Retirement tax.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date May Farebox Operating Ratio was 13.7%, 4.7 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The May Adjusted Farebox Operating Ratio was 17.1%, which is above the budget due to higher farebox revenue and lower expenses.
- The May Adjusted Cost per Passenger was \$55.19, which is lower than the budget due to higher ridership and lower expenses.
- The May Revenue per Passenger was \$8.27, which was \$(0.17) below the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$16.208	\$21.417	\$5.209	32.1	\$0.000	\$0.000	\$0.000	-	\$16.208	\$21.417	\$5.209	32.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.568	2.172	(0.395)	(15.4)	0.000	0.000	0.000	-	2.568	2.172	(0.395)	(15.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.365	39.384	6.019	18.0	33.365	39.384	6.019	18.0
<b>Total Revenue</b>	<b>\$18.776</b>	<b>\$23.590</b>	<b>\$4.814</b>	<b>25.6</b>	<b>\$33.365</b>	<b>\$39.384</b>	<b>\$6.019</b>	<b>18.0</b>	<b>\$52.141</b>	<b>\$62.973</b>	<b>\$10.832</b>	<b>20.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$48.339	\$43.599	\$4.741	9.8	\$11.488	\$12.421	(\$0.933)	(8.1)	\$59.827	\$56.020	\$3.807	6.4
Overtime	9.975	8.064	1.911	19.2	5.249	4.390	0.859	16.4	15.224	12.454	2.770	18.2
Health and Welfare	10.899	9.423	1.477	13.5	2.783	2.898	(0.116)	(4.2)	13.682	12.321	1.361	9.9
OPEB Current Payment	6.521	5.041	1.480	22.7	0.000	0.000	0.000	-	6.521	5.041	1.480	22.7
Pensions	13.776	14.821	(1.045)	(7.6)	4.521	3.476	1.045	23.1	18.297	18.297	0.000	0.0
Other Fringe Benefits	13.250	12.500	0.750	5.7	2.845	3.171	(0.326)	(11.5)	16.096	15.672	0.424	2.6
Reimbursable Overhead	(1.180)	(3.462)	2.281	*	1.180	3.462	(2.281)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$101.581</b>	<b>\$89.985</b>	<b>\$11.595</b>	<b>11.4</b>	<b>\$28.066</b>	<b>\$29.819</b>	<b>(\$1.752)</b>	<b>(6.2)</b>	<b>\$129.647</b>	<b>\$119.804</b>	<b>\$9.843</b>	<b>7.6</b>
<i>Non-Labor:</i>												
Electric Power	\$6.369	\$6.839	(\$0.471)	(7.4)	\$0.021	\$0.028	(\$0.007)	(35.9)	\$6.389	\$6.867	(\$0.478)	(7.5)
Fuel	1.060	1.257	(0.197)	(18.6)	0.000	0.000	0.000	-	1.060	1.257	(0.197)	(18.6)
Insurance	2.138	1.579	0.559	26.1	0.683	0.564	0.119	17.4	2.822	2.143	0.678	24.0
Claims	0.384	0.046	0.339	88.1	0.000	0.000	0.000	-	0.384	0.046	0.339	88.1
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	7.275	5.894	1.381	19.0	1.221	1.970	(0.749)	(61.3)	8.496	7.865	0.632	7.4
Professional Service Contracts	3.400	8.055	(4.656)	*	0.062	0.374	(0.312)	*	3.461	8.429	(4.968)	*
Materials & Supplies	12.316	5.487	6.829	55.5	3.273	6.571	(3.297)	*	15.589	12.057	3.532	22.7
Other Business Expenses	1.104	0.605	0.498	45.1	0.039	0.058	(0.020)	(51.0)	1.142	0.664	0.479	41.9
<b>Total Non-Labor Expenses</b>	<b>\$34.045</b>	<b>\$29.763</b>	<b>\$4.282</b>	<b>12.6</b>	<b>\$5.299</b>	<b>\$9.565</b>	<b>(\$4.266)</b>	<b>(80.5)</b>	<b>\$39.344</b>	<b>\$39.328</b>	<b>\$0.016</b>	<b>0.0</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$135.626</b>	<b>\$119.748</b>	<b>\$15.878</b>	<b>11.7</b>	<b>\$33.365</b>	<b>\$39.384</b>	<b>(\$6.019)</b>	<b>(18.0)</b>	<b>\$168.991</b>	<b>\$159.132</b>	<b>\$9.859</b>	<b>5.8</b>
Depreciation	\$34.792	\$38.420	(\$3.628)	(10.4)	\$0.000	\$0.000	\$0.000	-	\$34.792	\$38.420	(\$3.628)	(10.4)
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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$170.584</b>	<b>\$158.335</b>	<b>\$12.250</b>	<b>7.2</b>	<b>\$33.365</b>	<b>\$39.384</b>	<b>(\$6.019)</b>	<b>(18.0)</b>	<b>\$203.949</b>	<b>\$197.719</b>	<b>\$6.231</b>	<b>3.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$151.808)</b>	<b>(\$134.745)</b>	<b>\$17.063</b>	<b>11.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$151.808)</b>	<b>(\$134.745)</b>	<b>\$17.063</b>	<b>11.2</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$34.792	\$38.420	\$3.628	10.4	\$0.000	\$0.000	\$0.000	-	34.792	\$38.420	\$3.628	10.4
Operating/Capital	(1.161)	(0.640)	0.522	44.9	0.000	0.000	0.000	-	(1.161)	(0.640)	0.522	44.9
Other Cash Adjustments	(5.457)	29.783	35.241	*	0.000	0.000	0.000	-	(5.457)	29.783	35.241	*
<b>Total Cash Conversion Adjustments</b>	<b>\$28.173</b>	<b>\$67.563</b>	<b>\$39.390</b>	<b>*</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$28.173</b>	<b>\$67.563</b>	<b>\$39.390</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$123.635)</b>	<b>(\$67.182)</b>	<b>\$56.453</b>	<b>45.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$123.635)</b>	<b>(\$67.182)</b>	<b>\$56.453</b>	<b>45.7</b>

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**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**MAY 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
<b>Revenue</b>												
Farebox Revenue	\$62.948	\$83.687	\$20.739	32.9	\$0.000	\$0.000	\$0.000	-	\$62.948	\$83.687	\$20.739	32.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11.590	12.025	0.435	3.8	0.000	0.000	0.000	-	11.590	12.025	0.435	3.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	153.711	168.060	14.349	9.3	153.711	168.060	14.349	9.3
<b>Total Revenue</b>	<b>\$74.537</b>	<b>\$95.712</b>	<b>\$21.175</b>	<b>28.4</b>	<b>\$153.711</b>	<b>\$168.060</b>	<b>\$14.349</b>	<b>9.3</b>	<b>\$228.248</b>	<b>\$263.772</b>	<b>\$35.524</b>	<b>15.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$247.890	\$225.857	\$22.033	8.9	\$54.346	\$57.217	(\$2.871)	(5.3)	\$302.235	\$283.074	\$19.161	6.3
Overtime	53.057	48.194	4.863	9.2	22.007	19.299	2.708	12.3	75.064	67.493	7.571	10.1
Health and Welfare	55.458	48.398	7.060	12.7	12.804	13.347	(0.543)	(4.2)	68.262	61.745	6.517	9.5
OPEB Current Payment	32.606	25.725	6.881	21.1	0.000	0.000	0.000	-	32.606	25.725	6.881	21.1
Pensions	70.682	75.039	(4.358)	(6.2)	20.804	15.931	4.873	23.4	91.485	90.970	0.515	0.6
Other Fringe Benefits	68.348	62.663	5.686	8.3	13.094	14.503	(1.410)	(10.8)	81.442	77.166	4.276	5.2
Reimbursable Overhead	(5.490)	(15.580)	10.090	*	5.490	15.580	(10.090)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$522.551</b>	<b>\$470.295</b>	<b>\$52.256</b>	<b>10.0</b>	<b>\$128.544</b>	<b>\$135.878</b>	<b>(\$7.333)</b>	<b>(5.7)</b>	<b>\$651.095</b>	<b>\$606.173</b>	<b>\$44.922</b>	<b>6.9</b>
<i>Non-Labor:</i>												
Electric Power	\$34.414	\$30.896	\$3.519	10.2	\$0.104	\$0.116	(\$0.011)	(10.7)	\$34.519	\$31.011	\$3.507	10.2
Fuel	6.543	7.907	(1.364)	(20.9)	0.000	0.000	0.000	-	6.543	\$7.907	(1.364)	(20.9)
Insurance	10.144	7.811	2.334	23.0	2.958	2.430	0.528	17.8	13.102	\$10.240	2.861	21.8
Claims	1.922	0.874	1.047	54.5	0.000	0.000	0.000	-	1.922	\$0.874	1.047	54.5
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	37.694	29.695	7.999	21.2	5.994	7.108	(1.114)	(18.6)	43.687	\$36.803	6.884	15.8
Professional Service Contracts	16.590	18.139	(1.549)	(9.3)	0.283	2.367	(2.084)	*	16.873	\$20.506	(3.633)	(21.5)
Materials & Supplies	61.206	39.718	21.488	35.1	15.650	19.892	(4.242)	(27.1)	76.856	\$59.610	17.246	22.4
Other Business Expenses	5.567	1.278	4.290	77.1	0.177	0.270	(0.092)	(52.0)	5.745	\$1.547	4.197	73.1
<b>Total Non-Labor Expenses</b>	<b>\$174.080</b>	<b>\$136.317</b>	<b>\$37.763</b>	<b>21.7</b>	<b>\$25.166</b>	<b>\$32.182</b>	<b>(\$7.016)</b>	<b>(27.9)</b>	<b>\$199.246</b>	<b>\$168.500</b>	<b>\$30.747</b>	<b>15.4</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$696.630</b>	<b>\$606.612</b>	<b>\$90.018</b>	<b>12.9</b>	<b>\$153.711</b>	<b>\$168.060</b>	<b>(\$14.349)</b>	<b>(9.3)</b>	<b>\$850.341</b>	<b>\$774.672</b>	<b>\$75.669</b>	<b>8.9</b>
Depreciation	\$180.459	\$191.986	(11.528)	(6.4)	\$0.000	\$0.000	\$0.000	-	\$180.459	\$191.986	(\$11.528)	(6.4)
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	0.833	1.560	(0.727)	(87.2)	0.000	0.000	0.000	-	0.833	1.560	(0.727)	(87.2)
<b>Total Expenses</b>	<b>\$877.922</b>	<b>\$800.159</b>	<b>\$77.764</b>	<b>8.9</b>	<b>\$153.711</b>	<b>\$168.060</b>	<b>(\$14.349)</b>	<b>(9.3)</b>	<b>\$1,031.633</b>	<b>\$968.218</b>	<b>\$63.414</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$803.385)</b>	<b>(\$704.446)</b>	<b>\$98.938</b>	<b>12.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$803.385)</b>	<b>(\$704.446)</b>	<b>\$98.938</b>	<b>12.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$180.459	\$191.986	\$11.528	6.4	\$0.000	\$0.000	\$0.000	-	180.459	\$191.986	\$11.528	6.4
Operating/Capital	(6.230)	(2.605)	3.625	58.2	0.000	0.000	0.000	-	(6.230)	(2.605)	3.625	58.2
Other Cash Adjustments	(36.458)	(14.466)	21.992	60.3	0.000	0.000	0.000	-	(36.458)	(14.466)	21.992	60.3
<b>Total Cash Conversion Adjustments</b>	<b>\$137.771</b>	<b>\$174.916</b>	<b>\$37.145</b>	<b>27.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$137.771</b>	<b>\$174.916</b>	<b>\$37.145</b>	<b>27.0</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$665.614)</b>	<b>(\$529.531)</b>	<b>\$136.083</b>	<b>20.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$665.614)</b>	<b>(\$529.531)</b>	<b>\$136.083</b>	<b>20.4</b>

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.	May 2021		Reason for Variance	Year-to-Date May 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	5.209	32.1	Higher ridership \$5.643, partially offset by lower yield per passenger \$(0.434).	20.739	32.9	Higher ridership \$22.462, partially offset by lower yield per passenger \$(1.723).
Other Operating Revenue	Non Reimb.	(0.395)	(15.4)	Primarily due to lower advertising revenue, partially offset by the timing of rental revenue.	0.435	3.8	Primarily due to the timing of rental revenue and higher miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	6.019	18.0	Timing of capital project activity and interagency reimbursements.	14.349	9.3	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	4.741	9.8	Primarily vacant positions.	22.033	8.9	Primarily vacant positions.
	Reimb.	(0.933)	(8.1)	Primarily due to timing of project activity.	(2.871)	(5.3)	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.911	19.2	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service.	4.863	9.2	Lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
	Reimb.	0.859	16.4	Lower capital reimbursable activity.	2.708	12.3	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	1.477	13.5	Vacant positions and lower rates.	7.060	12.7	Vacant positions and lower rates.
	Reimb.	(0.116)	(4.2)	Primarily due to timing of project activity.	(0.543)	(4.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.480	22.7	Fewer retirees/beneficiaries and lower rates.	6.881	21.1	Fewer retirees/beneficiaries and lower rates.
Pensions	Non Reimb.	(1.045)	(7.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(4.358)	(6.2)	The estimated percentage of pension allocated to reimbursable was over-estimated, partially offset by the timing of payments.
	Reimb.	1.045	23.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	4.873	23.4	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.	May 2021		Reason for Variance	Year-to-Date May 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.750	5.7	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA Indemnity reserves and higher Railroad Unemployment Insurance.	5.686	8.3	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance.
	Reimb.	(0.326)	(11.5)	Primarily due to timing of project activity.	(1.410)	(10.8)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.281	*	Primarily due to timing of project activity.	10.090	*	Primarily due to timing of project activity.
	Reimb.	(2.281)	*	Primarily due to timing of project activity.	(10.090)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.471)	(7.4)	Primarily due to the reversal of a prior period credit and higher rates, partially offset by lower usage.	3.519	10.2	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	(0.007)	(35.9)		(0.011)	(10.7)	
Fuel	Non Reimb.	(0.197)	(18.6)	Primarily due to higher rates, partially offset by the timing of payments.	(1.364)	(20.9)	Primarily due to higher rates.
Insurance	Non Reimb.	0.559	26.1	Lower liability insurance.	2.334	23.0	Lower liability insurance.
	Reimb.	0.119	17.4	Force Account Insurance associated with project activity.	0.528	17.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.339	88.1	Primarily decrease in Corporate Reserves.	1.047	54.5	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.	May 2021		Reason for Variance	Year-to-Date May 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.381	19.0	Primarily due to the timing of elevator & escalator, facility maintenance & repair and other maintenance services, and lower real estate rental costs, partially offset by the timing of security system maintenance invoices.	7.999	21.2	Primarily due to the timing of elevator & escalator services and the timing of invoices for construction, security, maintenance & repair, and other maintenance services, delayed vehicle purchases, lower joint facility and real estate rental costs.
	Reimb.	(0.749)	(61.3)	Primarily due to timing of project activity.	(1.114)	(18.6)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(4.656)	*	Primarily due to the timing of a multiyear fiber optic network contract renewal and the timing of higher than forecast expenses for prior year MTA Consolidated Chargeback services.	(1.549)	(9.3)	Primarily due to the timing of a multiyear fiber optic network contract renewal and higher legal fees, partially offset by timing of rail inspections and rolling stock decommissioning.
	Reimb.	(0.312)	*	Primarily due to timing of project activity.	(2.084)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	6.829	55.5	Primarily timing of modifications and RCM/RR activity for revenue fleet, right of way material, lower miscellaneous inventory adjustments and lower COVID19 cleaning costs.	21.488	35.1	Primarily timing of modifications and RCM activity for revenue fleet and right of way material and lower COVID19 cleaning costs.
	Reimb.	(3.297)	*	Primarily due to timing of project activity.	(4.242)	(27.1)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.498	45.1	Primarily lower credit/debit card fees, timing of miscellaneous expenses and lower travel expenses.	4.290	77.1	Primarily reduction of bad debt, lower credit/debit card fees, the timing of miscellaneous expenses and higher restitution of property damages.
	Reimb.	(0.020)	(51.0)	Primarily due to timing of project activity.	(0.092)	(52.0)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(3.628)	(10.4)	Based on certain capital assets being fully depreciated.	(11.528)	(6.4)	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								
May 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$16.832	\$20.016	\$3.183	18.9	\$65.371	\$82.981	\$17.610	26.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.894	9.680	8.786	*	11.923	15.293	3.370	28.3
Capital & Other Reimbursements	23.931	24.442	0.511	2.1	114.510	141.269	26.760	23.4
<b>Total Receipts</b>	<b>\$41.657</b>	<b>\$54.138</b>	<b>\$12.480</b>	<b>30.0</b>	<b>\$191.804</b>	<b>\$239.544</b>	<b>\$47.739</b>	<b>24.9</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$56.566	\$49.941	\$6.625	11.7	\$295.936	\$266.183	\$29.753	10.1
Overtime	15.224	11.543	3.681	24.2	77.655	63.551	14.104	18.2
Health and Welfare	13.682	(0.707)	14.389	*	68.262	45.962	22.300	32.7
OPEB Current Payment	6.521	0.720	5.801	89.0	32.606	20.641	11.965	36.7
Pensions	18.297	18.045	0.252	1.4	91.485	90.234	1.251	1.4
Other Fringe Benefits	15.946	12.810	3.136	19.7	86.151	127.971	(41.820)	(48.5)
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	-
<b>Total Labor Expenditures</b>	<b>\$126.236</b>	<b>\$92.352</b>	<b>\$33.884</b>	<b>26.8</b>	<b>\$652.096</b>	<b>\$614.543</b>	<b>\$37.553</b>	<b>5.8</b>
<i>Non-Labor:</i>								
Electric Power	\$6.389	\$0.594	\$5.796	90.7	\$34.519	\$24.494	\$10.025	29.0
Fuel	1.060	1.614	(0.554)	(52.3)	6.543	7.905	(1.362)	(20.8)
Insurance	0.021	(0.286)	0.308	*	15.761	(4.747)	20.507	*
Claims	0.153	0.131	0.022	14.5	0.765	0.982	(0.217)	(28.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.496	9.323	(0.827)	(9.7)	43.687	39.945	3.743	8.6
Professional Service Contracts	1.420	1.146	0.274	19.3	9.377	9.138	0.240	2.6
Materials & Supplies	19.472	15.622	3.850	19.8	85.285	71.579	13.706	16.1
Other Business Expenses	1.422	0.552	0.870	61.2	6.962	4.076	2.886	41.5
<b>Total Non-Labor Expenditures</b>	<b>\$38.433</b>	<b>\$28.694</b>	<b>\$9.739</b>	<b>25.3</b>	<b>\$202.899</b>	<b>\$153.371</b>	<b>\$49.528</b>	<b>24.4</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.624	\$0.274	\$0.350	56.1	\$2.423	\$1.160	\$1.263	52.1
<b>Total Other Expenditure Adjustments</b>	<b>\$0.624</b>	<b>\$0.274</b>	<b>\$0.350</b>	<b>56.1</b>	<b>\$2.423</b>	<b>\$1.160</b>	<b>\$1.263</b>	<b>52.1</b>
<b>Total Expenditures</b>	<b>\$165.293</b>	<b>\$121.320</b>	<b>\$43.973</b>	<b>26.6</b>	<b>\$857.418</b>	<b>\$769.075</b>	<b>\$88.344</b>	<b>10.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$123.635)</b>	<b>(\$67.182)</b>	<b>\$56.453</b>	<b>45.7</b>	<b>(\$665.614)</b>	<b>(\$529.531)</b>	<b>\$136.083</b>	<b>20.4</b>
<b>MTA Subsidy</b>	<b>123.635</b>	<b>66.307</b>	<b>(57.329)</b>	<b>(46.4)</b>	<b>665.614</b>	<b>380.477</b>	<b>(285.137)</b>	<b>(42.8)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>(66.105)</b>	<b>(66.105)</b>	<b>-</b>	<b>0.000</b>	<b>(13.716)</b>	<b>(13.716)</b>	<b>-</b>



**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	May 2021			Year-to-Date as of May 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	3.183	18.9	Higher ridership \$5.643, partially offset by lower advance sales impact \$(1.754), lower yields \$(0.434) and lower MetroCard/AirTrain sales \$(0.272).	17.610	26.9	Higher ridership \$22.462, partially offset by lower advance sales impact \$(1.991), lower yields \$(1.723) and lower MetroCard/AirTrain sales \$(1.138).
Other Operating Revenue	8.786	*	Primarily due to the timing of the annual PSEG power pole and wire rental payment and the timing of freight revenue.	3.370	28.3	Primarily due to higher rental payment, and the timing of miscellaneous revenue.
Capital and Other Reimbursements	0.511	2.1	Timing of activity and reimbursement for capital and other reimbursements.	26.760	23.4	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	6.625	11.7	Primarily due to vacant positions and rates.	29.753	10.1	Primarily due to vacant positions and rates.
Overtime	3.681	24.2	Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and scheduled/unscheduled service.	14.104	18.2	Primarily due to lower programmatic/routine maintenance, rates, project overtime and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
Health and Welfare	14.389	*	Primarily due the timing of payments, vacant positions, rates and intercompany reimbursements.	22.300	32.7	Primarily due to the timing of payments, vacant positions, rates and intercompany reimbursements.
OPEB Current Payment	5.801	89.0	Primarily due to the timing of payments, fewer retirees/beneficiaries and lower rates.	11.965	36.7	Primarily due to the timing of payments, fewer retirees/beneficiaries and lower rates.

**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	May 2021			Year-to-Date as of May 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.252	1.4	Due to intercompany reimbursements.	1.251	1.4	Due to intercompany reimbursements.
Other Fringe Benefits	3.136	19.7	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	(41.820)	(48.5)	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	5.796	90.7	Primarily due to the timing of traction power payments and lower usage, partially offset by higher rates.	10.025	29.0	Primarily due to the timing of payments and lower usage, partially offset by higher rates.
Fuel	(0.554)	(52.3)	Primarily due to higher rates.	(1.362)	(20.8)	Primarily due to higher rates.
Insurance	0.308	*	Timing of insurance premium payments.	20.507	*	Timing of insurance premium payments and prior year audit credits.
Claims	0.022	14.5	Timing of payments for claims.	(0.217)	(28.3)	Timing of payments for claims.
Maintenance and Other Operating Contracts	(0.827)	(9.7)	Timing of payments.	3.743	8.6	Timing of payments.
Professional Service Contracts	0.274	19.3	Timing of payments.	0.240	2.6	Timing of payments.
Materials and Supplies	3.850	19.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	13.706	16.1	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	May 2021			Year-to-Date as of May 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.870	61.2	Primarily lower credit/debit fees, the timing of miscellaneous expense payments and lower travel payments.	2.886	41.5	Primarily lower credit/debit fees, the timing of miscellaneous expenses and higher restitution of property damages.
Other Expenditure Adjustments	0.350	56.1	Lower MetroCard/AirTrain pass through payments.	1.263	52.1	Lower MetroCard/AirTrain pass through payments.

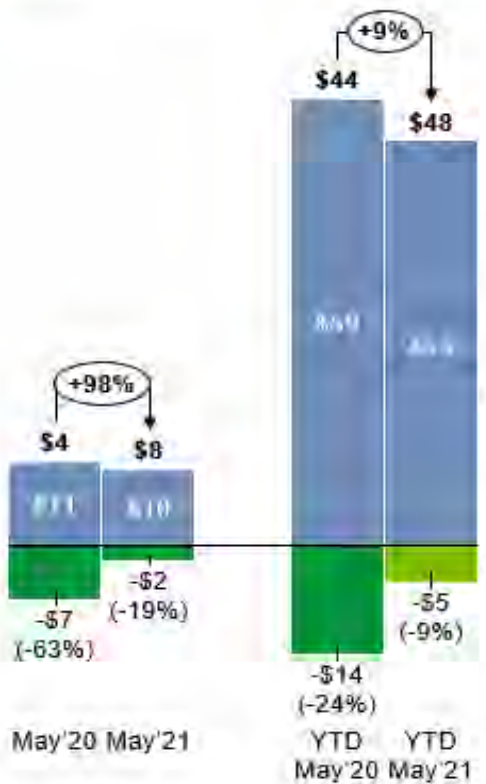
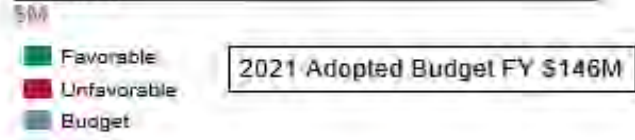
Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.624	(\$1.402)	(\$2.026)	*	\$2.423	(\$0.706)	(\$3.129)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.673)	7.508	9.181	*	0.334	3.268	2.934	*
Capital & Other Reimbursements	(9.434)	(14.942)	(5.508)	(58.4)	(39.201)	(26.791)	12.410	31.7
<b>Total Receipts</b>	<b>(\$10.484)</b>	<b>(\$8.836)</b>	<b>\$1.648</b>	15.7	<b>(\$36.444)</b>	<b>(\$24.228)</b>	<b>\$12.215</b>	33.5
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.261	\$6.078	\$2.817	86.4	\$6.299	\$16.891	\$10.591	*
Overtime	(0.000)	0.911	0.911	*	(2.591)	3.942	6.533	*
Health and Welfare	0.000	13.028	13.028	*	0.000	15.783	15.783	*
OPEB Current Payment	0.000	4.321	4.321	-	0.000	5.083	5.083	-
Pensions	0.000	0.252	0.252	-	0.000	0.736	0.736	-
Other Fringe Benefits	0.150	2.862	2.712	*	(4.709)	(50.805)	(46.096)	*
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	-
<b>Total Labor Expenditures</b>	<b>\$3.411</b>	<b>\$27.452</b>	<b>\$24.041</b>	*	<b>(\$1.001)</b>	<b>(\$8.371)</b>	<b>(\$7.370)</b>	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$6.274	\$6.274	*	\$0.000	\$6.517	\$6.517	*
Fuel	0.000	(0.357)	(0.357)	-	0.000	0.003	0.003	*
Insurance	2.800	2.430	(0.370)	(13.2)	(2.659)	14.987	17.646	*
Claims	0.231	(0.085)	(0.316)	*	1.156	(0.108)	(1.264)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(1.458)	(1.458)	-	(0.000)	(3.142)	(3.142)	*
Professional Service Contracts	2.042	7.283	5.242	*	7.496	11.368	3.873	51.7
Materials & Supplies	(3.883)	(3.565)	0.318	8.2	(8.429)	(11.969)	(3.540)	(42.0)
Other Business Expenses	(0.279)	0.112	0.391	*	(1.218)	(2.529)	(1.311)	*
<b>Total Non-Labor Expenditures</b>	<b>\$0.911</b>	<b>\$10.634</b>	<b>\$9.723</b>	*	<b>(\$3.653)</b>	<b>\$15.128</b>	<b>\$18.782</b>	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.624)	(\$0.274)	\$0.350	56.1	(\$2.423)	(\$1.160)	\$1.263	52.1
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.624)</b>	<b>(\$0.274)</b>	<b>\$0.350</b>	56.1	<b>(\$2.423)</b>	<b>(\$1.160)</b>	<b>\$1.263</b>	52.1
<b>Total Expenditures</b>	<b>\$3.698</b>	<b>\$37.812</b>	<b>\$34.114</b>	*	<b>(\$7.077)</b>	<b>\$5.598</b>	<b>\$12.675</b>	*
Depreciation Adjustment	\$34.792	\$38.420	\$3.628	10.4	\$180.459	\$191.986	\$11.528	6.4
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	0.833	1.560	0.727	87.2
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$38.656</b>	<b>\$76.399</b>	<b>\$37.742</b>	97.6	<b>\$174.214</b>	<b>\$199.144</b>	<b>\$24.929</b>	14.3
<b>Total Cash Conversion Adjustments</b>	<b>\$28.173</b>	<b>\$67.563</b>	<b>\$39.390</b>	*	<b>\$137.771</b>	<b>\$174.916</b>	<b>\$37.145</b>	27.0

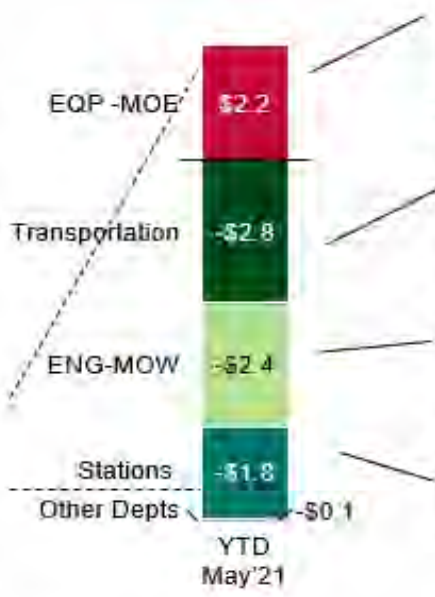
# LIRR – Non-Reimbursable Overtime Variance

## May 2021 and 2021 Adopted Budget vs. variance



## Overview (YTD)

- Overall Increase of \$4M or 9% compared to May 2020
- -\$5M 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 vs the 2021 Adopted Budget.



Overrun of \$2.2M driven by \$3.8M unfavorable vacancy/absentee coverage due to increase in use of sick leave. \$1.4M higher Covid-19 cleaning efforts, \$0.7M unfavorable weather patterns in Jan/Feb and pay rate differences \$0.7M offset by -\$4.4M lower maintenance primarily due to MU Car Shop (impact of fire protection systems impairment).

Underrun of -\$2.8M driven by -\$1.4M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$0.9M scheduled service (less Train & Engine hours), -\$0.5M unscheduled service as a result less incidents offset by \$0.1M unfavorable weather patterns.

Underrun of -\$2.4M driven by -2.9M controlled maintenance efforts and favorable weather-related -\$0.5 overtime partially offset by \$0.9M pay rate/accrual differences

Underrun of -\$1.8M attributed to -\$1.0M as a result of effective cost management of Covid-19 cleaning efforts, -\$0.9M vacancy/absentee coverage related to Covid-19.

# LIRR – Reimbursable Overtime Variance

## May 2021 and 2021 Adopted Budget vs. variance

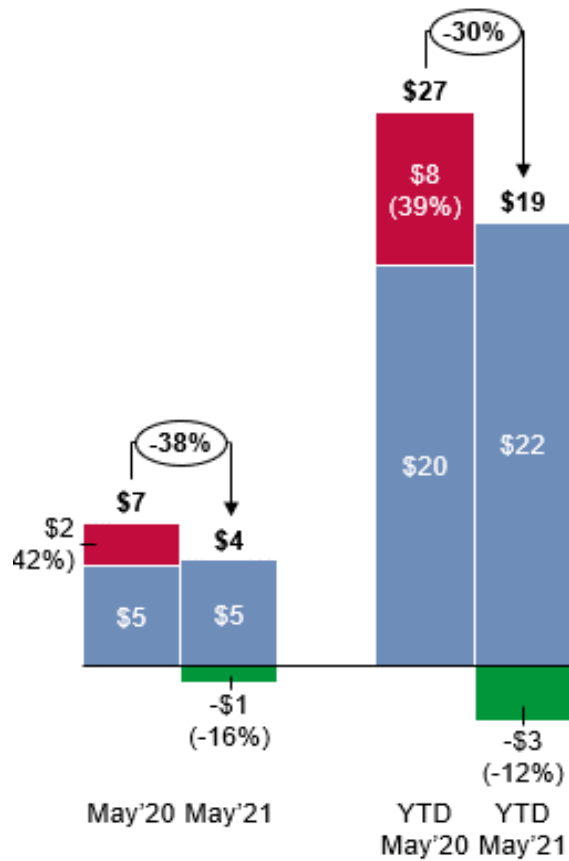
\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$56M

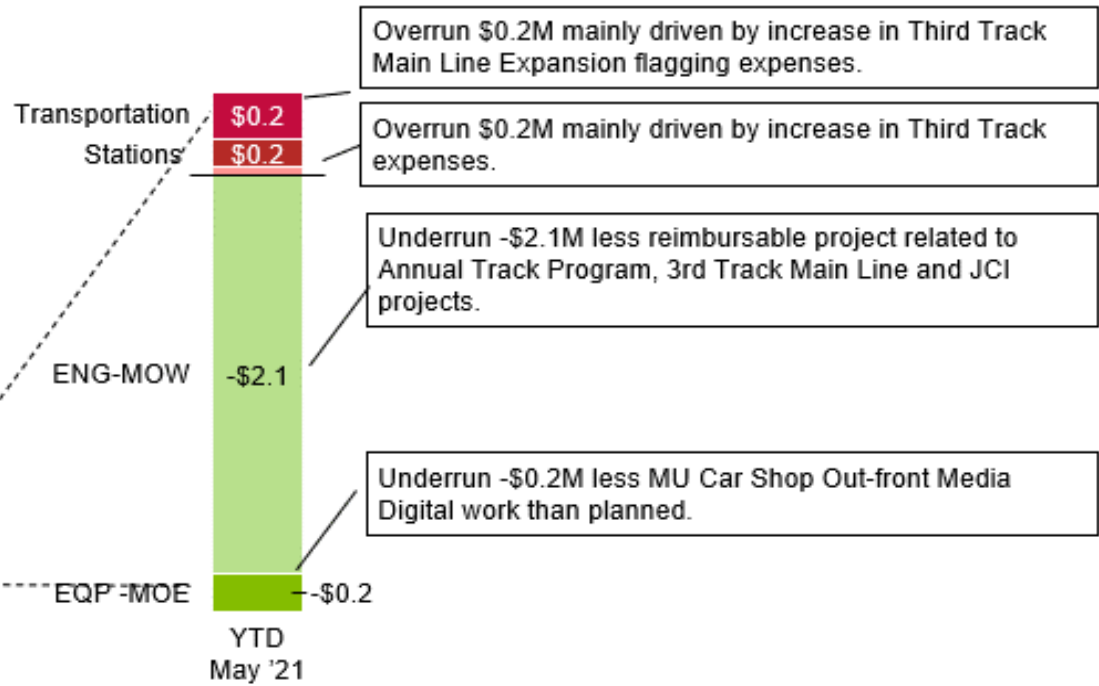
## Overview (YTD)

- Overall decrease of \$8M or 30% compared to May 2020
- \$3M or -12% below 2021 Adopted Budget.



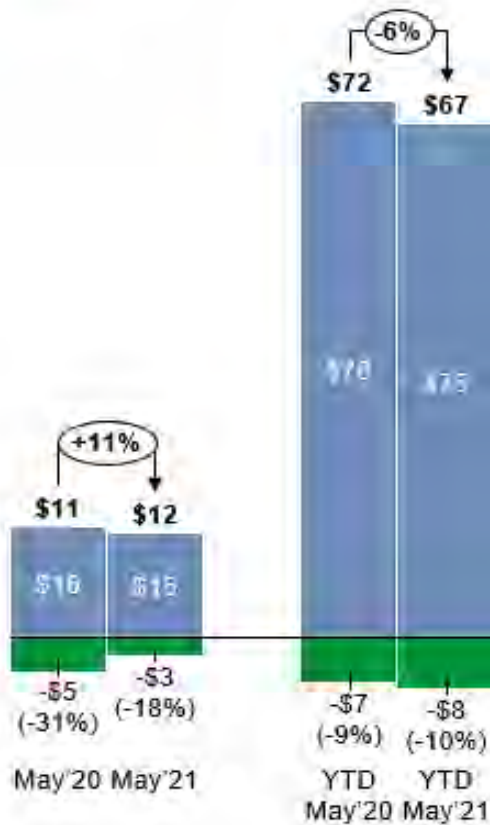
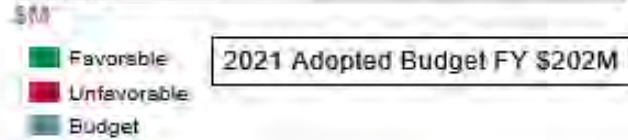
## YTD variance by division

\$M



# LIRR – Total Overtime Variance

## May 2021 and 2021 Adopted Budget vs. variance



## Overview (YTD)

- Overall decrease of \$5M or 6% compared to May 2020
- -\$8M or -10% below 2021 Adopted Budget
- Non-Reimbursable underrun of -\$5M
- Reimbursable underrun of -\$3M
- 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 vs the 2021 Adopted Budget.

## YTD variance by division



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

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	1	1	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	13	1
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	1	2
Security	15	12	3
System Safety	46	39	7
Training	68	64	4
Service Planning	28	27	1
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>478</b>	<b>422</b>	<b>56</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,341	2,256	85
Customer Services	379	311	68
<b>Total Operations</b>	<b>2,720</b>	<b>2,567</b>	<b>153</b>
<b>Maintenance</b>			
Engineering	1,956	1,915	41
Equipment	2,208	2,043	165
Procurement (Stores)	95	99	(4)
<b>Total Maintenance</b>	<b>4,259</b>	<b>4,057</b>	<b>202</b>
<b>Engineering/Capital</b>			
Department of Program Management	144	114	30
Special Projects	59	47	12
Positive Train Control	2	12	(10)
<b>Total Engineering/Capital</b>	<b>205</b>	<b>173</b>	<b>32</b>
<b>Baseline Total Positions</b>	<b>7,662</b>	<b>7,219</b>	<b>443</b>
<i>Non-Reimbursable</i>	<b>6,335</b>	<b>5,932</b>	<b>403</b>
<i>Reimbursable</i>	<b>1,327</b>	<b>1,287</b>	<b>40</b>
<b>Total Full-Time</b>	<b>7,662</b>	<b>7,219</b>	<b>443</b>
<b>Total Full-Time-Equivalents</b>			

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 MAY 2021**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 403 positions due to vacancies in Maintenance of Equipment, Train Operations (which is partially due to capital project activity), Stations, Engineering and other administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 40 positions due to vacancies in Project Management, Engineering, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.

**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 MAY 2021**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	258	228	30
Professional, Technical, Clerical	116	85	31
Operational Hourlies	104	109	(5)
<b>Total Administration</b>	<b>478</b>	<b>422</b>	<b>56</b>
<b>Operations</b>			
Managers/Supervisors	355	295	60
Professional, Technical, Clerical	119	90	29
Operational Hourlies	2,246	2,182	64
<b>Total Operations</b>	<b>2,720</b>	<b>2,567</b>	<b>153</b>
<b>Maintenance</b>			
Managers/Supervisors	881	767	114
Professional, Technical, Clerical	282	213	69
Operational Hourlies	3,096	3,077	19
<b>Total Maintenance</b>	<b>4,259</b>	<b>4,057</b>	<b>202</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	145	131	14
Professional, Technical, Clerical	60	42	18
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>205</b>	<b>173</b>	<b>32</b>
<b>Total Positions</b>			
Managers/Supervisors	1,639	1,421	218
Professional, Technical, Clerical	577	430	147
Operational Hourlies	5,446	5,368	78
<b>Total Positions</b>	<b>7,662</b>	<b>7,219</b>	<b>443</b>

Note: Totals may not add due to rounding

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

	MAY 2021								MAY 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		
			#	%	#	%					#	%	#	%		
<b>RIDERSHIP</b>																
Monthly	0.968	0.638	0.124	(0.330)	-34.1%	0.514	413.4%		4.100	3.015	9.456	(1.085)	-26.5%	(6.440)	-68.1%	
Weekly	0.043	0.045	0.018	0.002	4.6%	0.027	154.2%		0.179	0.198	0.492	0.019	10.7%	(0.294)	-59.7%	
Total Commutation	<b>1.011</b>	<b>0.683</b>	<b>0.142</b>	<b>(0.328)</b>	<b>-32.5%</b>	<b>0.541</b>	<b>380.9%</b>		<b>4.280</b>	<b>3.214</b>	<b>9.948</b>	<b>(1.066)</b>	<b>-24.9%</b>	<b>(6.734)</b>	<b>-67.7%</b>	
One-Way Full Fare	0.207	0.183	0.066	(0.024)	-11.5%	0.117	177.1%		0.770	0.718	1.968	(0.052)	-6.8%	(1.250)	-63.5%	
One-Way Off-Peak	0.405	0.994	0.193	0.590	145.8%	0.801	414.9%		1.482	3.590	3.432	2.108	142.2%	0.158	4.6%	
All Other	0.240	0.651	0.115	0.411	171.1%	0.536	467.0%		0.926	2.597	2.164	1.671	180.5%	0.433	20.0%	
Total Non-Commutation	<b>0.851</b>	<b>1.828</b>	<b>0.374</b>	<b>0.977</b>	<b>114.7%</b>	<b>1.454</b>	<b>388.9%</b>		<b>3.178</b>	<b>6.906</b>	<b>7.565</b>	<b>3.727</b>	<b>117.3%</b>	<b>(0.659)</b>	<b>-8.7%</b>	
Total	<b>1.863</b>	<b>2.511</b>	<b>0.516</b>	<b>0.648</b>	<b>34.8%</b>	<b>1.995</b>	<b>386.7%</b>		<b>7.458</b>	<b>10.120</b>	<b>17.513</b>	<b>2.661</b>	<b>35.7%</b>	<b>(7.393)</b>	<b>-42.2%</b>	

\*Prior year adjusted to reflect current year calendar.

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

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2021</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	17.8%	11.9%	4.4%	5.9%	13.4%
Adjusted <sup>(2)</sup>	21.4%	14.9%	7.6%	6.5%	13.8%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$47.94	\$73.44	\$187.26	\$25.50	\$139.32
Adjusted <sup>(2)</sup>	\$43.97	\$67.47	\$169.83	\$23.50	\$125.86
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.53	\$8.70	\$8.19	(\$0.17)	\$0.34
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2021</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	13.7%	9.0%	28.5%	4.7%	-14.8%
Adjusted <sup>(2)</sup>	17.1%	11.5%	33.1%	5.6%	-16.0%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$60.20	\$94.24	\$33.15	\$34.04	(\$27.05)
Adjusted <sup>(2)</sup>	\$55.19	\$86.71	\$30.52	\$31.52	(\$24.67)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.27	\$8.44	\$9.46	(\$0.17)	(\$1.19)

(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

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## Ridership Report Highlights

### **May 2021 vs. 2020**

- Total ridership increased +386.7% compared to May 2020 (2,511,071 passengers in May 2021 vs. 515,918 passengers in May 2020, which reflected the period of the pandemic lockdown). When compared to May 2019, total ridership decreased -68.5% (2,511,071 passengers in May 2021 vs. 7,974,945 passengers in May 2019).
- Commutation ridership increased +380.9% compared to May 2020
- Non-Commutation ridership increased +388.9% compared to May 2020

### **2021 vs. 2020 YTD**

- Total YTD ridership is -42.2% below 2020 and +35.7% above Budget
- YTD Commutation ridership is -67.7% below 2020
- YTD Non-Commutation ridership is -8.7% below 2020

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**May 2021**

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

**EXECUTIVE SUMMARY**

**May Ridership and Revenue (millions)**

	May 2021	% Change vs. 2020
Total Rail Ridership	2.511	386.7% ▲
Commutation Ridership	0.683	380.9% ▲
Non-Commutation Ridership	1.828	388.9% ▲
Rail Revenue	\$21.4	406.7% ▲

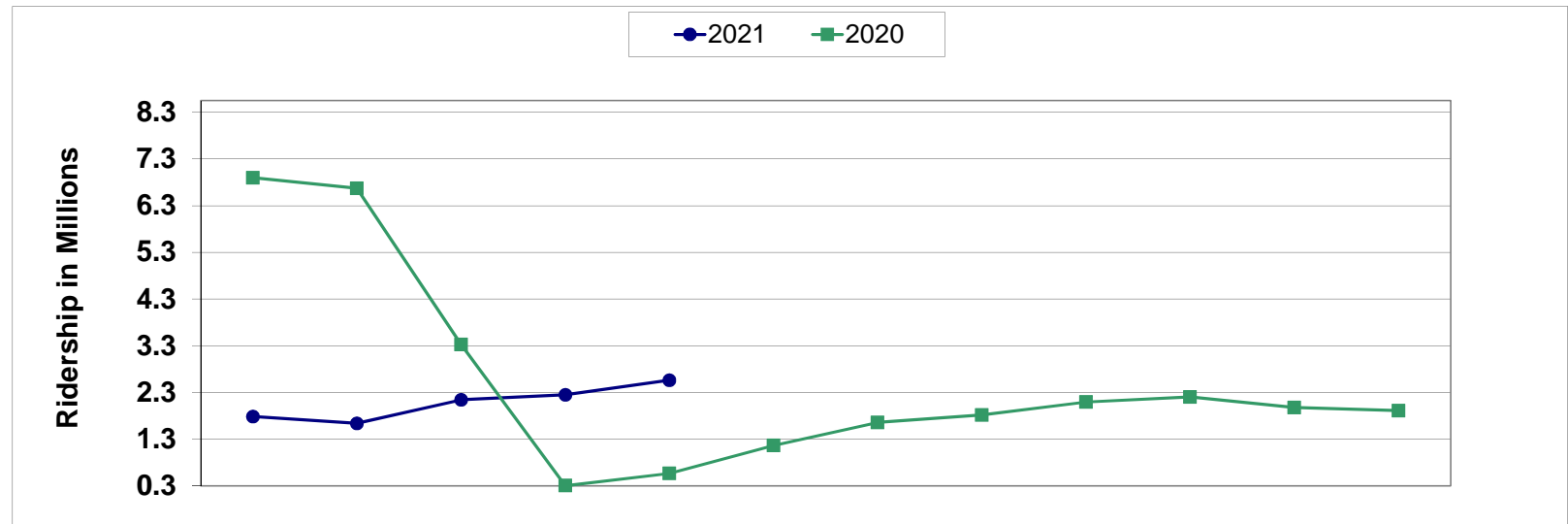
**Year-to-Date through May Prelim. Ridership and Revenue (millions)**

	May 2021	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	10.120	-42.2% ▼	35.7% ▲
Commutation Ridership	3.214	-67.7% ▼	-24.9% ▼
Non-Commutation Ridership	6.906	-8.7% ▼	117.3% ▲
Rail Revenue	\$83.7	-50.4% ▼	32.9% ▲

Please Note: Ridership is based on ticket sales data.

# May RIDERSHIP

- May Total Ridership was 386.7% above '20 and 34.8% above 2021 Budget.



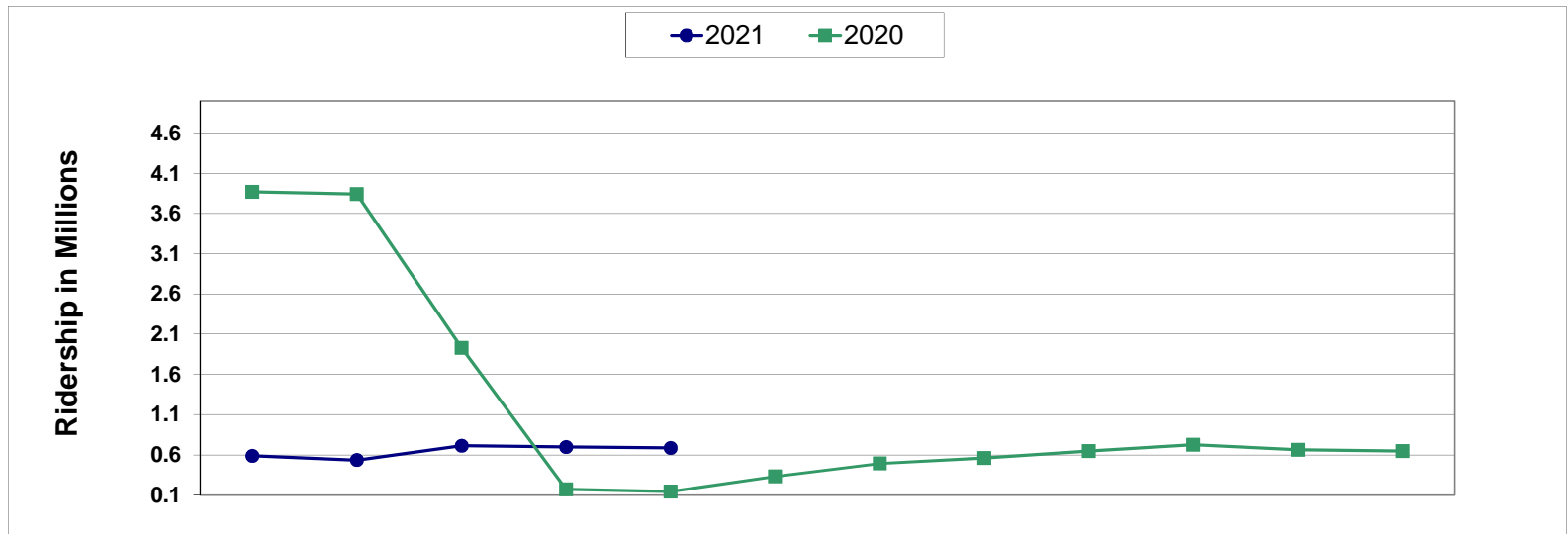
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7	1.6	2.1	2.2	2.5								10.1
<b>2020</b>	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	17.5
<b>PCT CHG.</b>	-74.7%	-76.0%	-36.1%	767.5%	386.7%								-42.2%

Please Note: Ridership is based on ticket sales data.



# May COMMUTATION RIDERSHIP

• May Commutation Ridership was 380.9% above '20 and -32.5% below 2021 Budget.

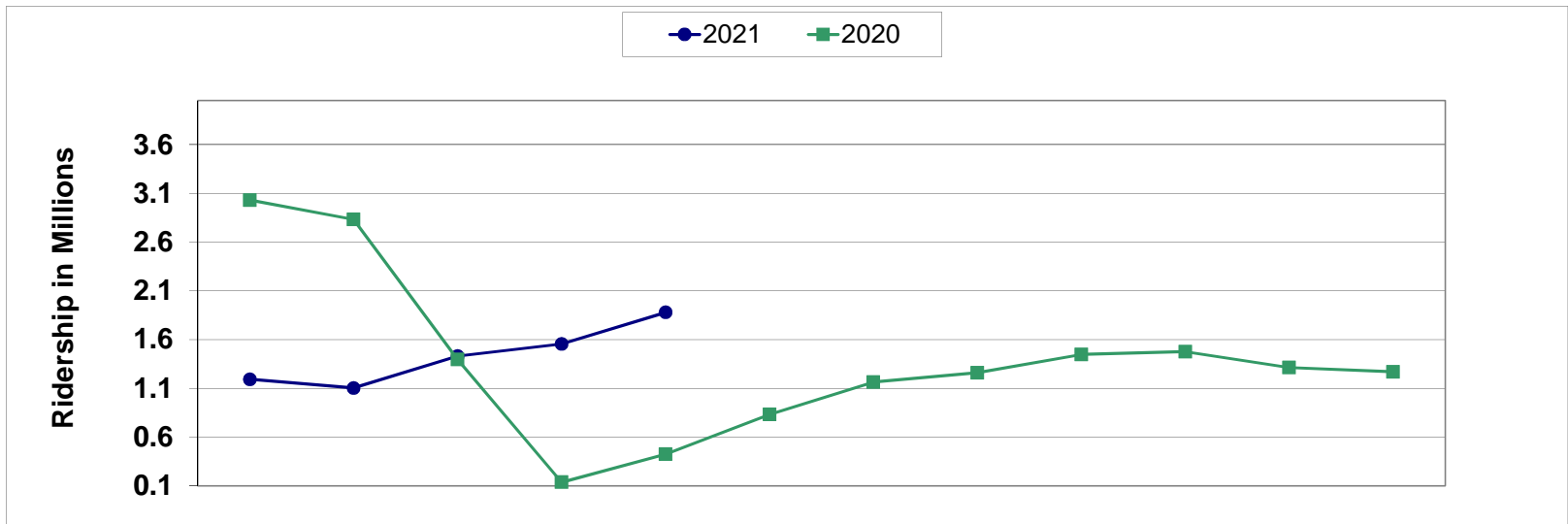


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.6	0.5	0.7	0.7	0.7								3.2
<b>2020</b>	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	9.9
<b>PCT CHG.</b>	-84.8%	-86.1%	-63.0%	314.3%	380.9%								-67.7%

Please Note: Ridership is based on ticket sales data.

## May NON-COMMUTATION RIDERSHIP

- May Non-Commutation Ridership was 388.9% above '20 and 114.7% above 2021 Budget.

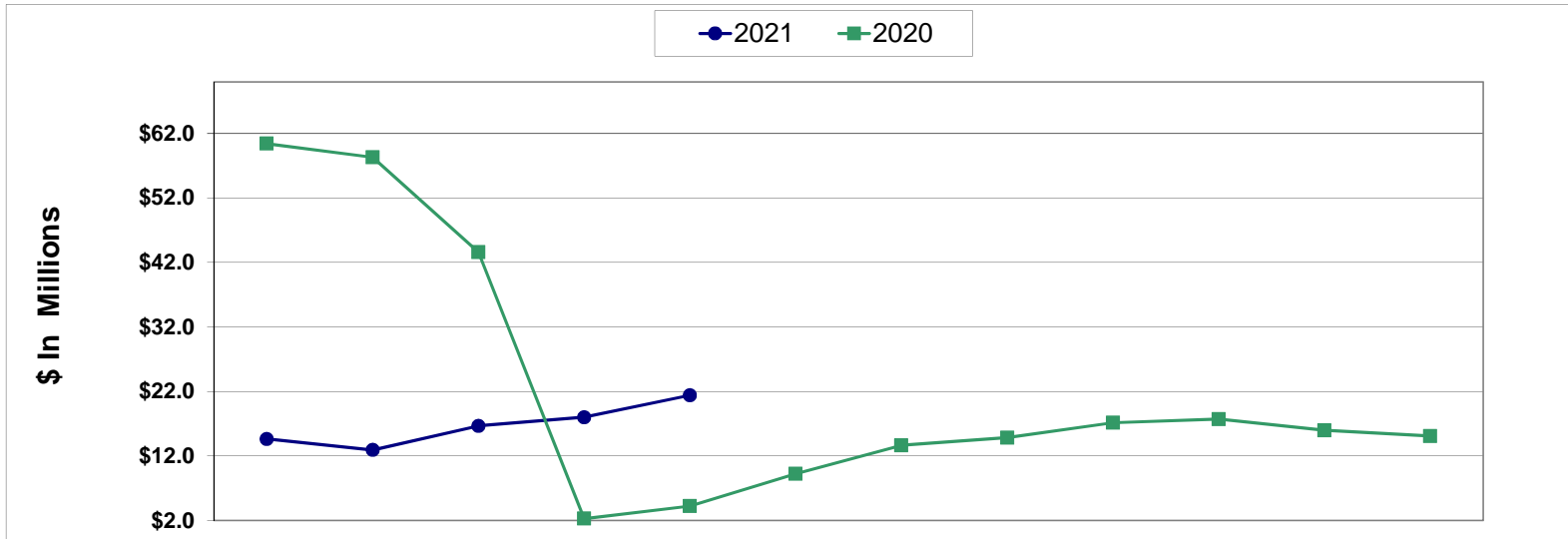


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1	1.1	1.4	1.5	1.8								6.9
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	7.6
<b>PCT CHG.</b>	-61.7%	-62.1%	2.5%	1656.0%	388.9%								-8.7%

Please Note: Ridership is based on ticket sales data.

# May REVENUE

- May Total Revenue was 406.7% above '20 and 32.1% above 2021 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4								\$83.7
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$168.8
<b>PCT CHG.</b>	-75.7%	-77.8%	-61.7%	682.1%	406.7%								-50.4%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	May 2021	*May 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	683,007	142,013	540,994	380.9%
NON-COMMUTATION RIDERSHIP	1,828,064	373,905	1,454,159	388.9%
<b>TOTAL RIDERSHIP</b>	<b>2,511,071</b>	<b>515,918</b>	<b>1,995,153</b>	<b>386.7%</b>

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

TICKET TYPE/SERVICE	May 2021	*May 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,213,863	9,947,812	(6,733,949)	-67.7%
NON-COMMUTATION RIDERSHIP	6,905,867	7,564,707	(658,840)	-8.7%
<b>TOTAL RIDERSHIP</b>	<b>10,119,730</b>	<b>17,512,519</b>	<b>(7,392,789)</b>	<b>-42.2%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	May 2021	May 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,359,693	\$1,192,286	\$4,167,407	349.5%
NON-COMMUTATION REVENUE	\$16,057,536	\$3,034,674	\$13,022,862	429.1%
<b>TOTAL REVENUE</b>	<b>\$21,417,229</b>	<b>\$4,226,960</b>	<b>\$17,190,270</b>	<b>406.7%</b>

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

REVENUE	May 2021	May 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$24,870,923	\$97,674,852	(\$72,803,929)	-74.5%
NON-COMMUTATION REVENUE	\$58,816,095	\$71,158,137	(\$12,342,042)	-17.3%
<b>TOTAL REVENUE</b>	<b>\$83,687,018</b>	<b>\$168,832,989</b>	<b>(\$85,145,971)</b>	<b>-50.4%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**L70401/D4: LYNBROOK AND ROCKVILLE CENTRE VIADUCT [SBDP]**

**Milestone: Third of Three Contracts Complete \$3,636,705**

Project Budget: \$8.6M

The third of three contracts for rehabilitation of the Rockville Centre and Lynbrook viaducts in Nassau County was completed by Zion Contracting for \$3,636,705 for Lynbrook Spans 1-39. The other two contracts in this project are for Rockville Centre Viaduct and Lynbrook Spans 40-97, both of which are complete. The underdeck structural work on the viaduct included concrete rehabilitation, repairs to joints, utilities, and improvements to the existing drainage system. This project is part of the LIRR's efforts to maintain a state of good repair of the infrastructure, extend the life of the viaduct structure, and improve drainage issues.

**L50904/8A: SUBSTATIONS ENVIRONMENTAL REMEDIATION**

**Milestone: Beneficial Use**

Project Budget: \$10.29

With the recent completion of soil removal activities at the Bayside and Cedar Manor Substations, the LIRR has now remediated 19 of the 20 electric substations that were originally included in this project. Project activities included an initial investigation, a supplemental investigation [if required], remedial design, and the remediation of elemental mercury contamination in drains, rectifier pits, leaching pools, and surface soils. Supplemental investigation and remediation of the last remaining substation, located in Far Rockaway, will be conducted under a separate ACEP in the coming years.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

No contracts awarded this month.

One contract completed this month:

- Lynbrook Viaduct Renewal for a total of \$3,636,705 [see above for details].

# 2021 LIRR Capital Program Goals

